AIA Bangor Conference: Saturday 6th September

Afternoon Field Visits

All tours leave from outside Neuadd John Morris Jones at 13.45 and should be back by 17.45. Please make sure you get on the right coach (or minibus for Tour C2)

Please Note:
1. **Visit A**: That it may not be possible for the whole party to get on the same tram at the Llandudno terminus. Everyone should get off at Halfway Station where there will be the opportunity to see inside the winding house. You then walk to the Great Orme mines and go round in your own time. To return we ask that you walk up to the top station - it takes little longer than returning to Halfway and avoids complications for the tramway. Return down the tramway is included. If you have time, and it is running, you may use the cable car to return to the foot of the hill at your own expense. This gives a good view of the 19th C mining operations on Great Orme. **However you make your way down it is very important that you are at the bottom tram terminus to catch your coach by the time stated**. Trams return from the top every twenty minutes and the journey takes about 15 minutes - but if everyone leaves it to the last tram you will not all get on! If you are late leaving the mine it would be better to walk down the hill rather try to pick up the tram at Halfway Station - just follow the lines!

2. **Visit B**: If you are a member of the National Trust, please remember to bring your membership card and save the Association money

3. **Visit C1**: The coach will be waiting outside the Museum at 4.15 - please don't be late. The walk to see the preserved section of the Britannia Bridge is down hill, but not particularly rough going, though walking shoes might be sensible. Indeed, the museum area is not that smooth. If you have time to continue to the water's edge, there is a good view of the rebuilt bridge, but remember it will take rather longer to walk back than to go down.

<table>
<thead>
<tr>
<th>Visit A</th>
<th>Time</th>
<th>Place</th>
<th>Tour leader</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.30</td>
<td>a</td>
<td>Gt Orme Tramway</td>
<td>Tom Parry</td>
</tr>
<tr>
<td>15.00 - 16.00</td>
<td></td>
<td>Gt Orme Mine</td>
<td></td>
</tr>
<tr>
<td>16.45</td>
<td>d</td>
<td>Lower Tram station</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Visit B</th>
<th>Time</th>
<th>Place</th>
<th>Tour leader</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.00</td>
<td>a</td>
<td>Port Penrhyn</td>
<td>Dr D Gwynn</td>
</tr>
<tr>
<td>17.30</td>
<td>d</td>
<td>Penrhyn Castle area</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Visit C1</th>
<th>Time</th>
<th>Place</th>
<th>Tour leader</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.15 -16.15</td>
<td></td>
<td>Slate Museum</td>
<td></td>
</tr>
<tr>
<td>16.45 -17.30</td>
<td></td>
<td>Britannia Bridge</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Visit C2</th>
<th>Time</th>
<th>Place</th>
<th>Tour leader</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.15 - 17.15</td>
<td></td>
<td>Australia level, Llanberis</td>
<td>Richard Morris Williams</td>
</tr>
</tbody>
</table>
LLANDUDNO

Leader: Tom Parry, local historian

LLANDUDNO COPPER MINES

The Great Orme at Llandudno has been worked for copper in the bronze age and again from the seventeenth century. Mining continued at Llandudno into the late nineteenth-century. Drainage was a particular problem for the miners, tackled by a variety of means - a "Tom and Jerry" pump-rod system, which extended across the Orme from near Haulfre to Gogarth, the driving of a drainage level, and the construction of a steam pump-engine in 1835, from which Water Street near the Happy Valley takes its name. The miners supplemented their income by fishing and agriculture.

The most prosperous period for mining was the period 1830 to 1850; the Ty Gwyn mine began work in 1835 when a cow which was grazing on pastureland on or near the site of the present Happy Valley dislodged a piece of copper ore; the company installed a variety of steam and hydraulic machines for crushing and pumping, which worked for a while cheek by jowl with the tourist developments, until flooding put paid to the venture in 1850. The main adit tunnel was rediscovered in 1986 near the pier.

LLANDUDNO RESORT

The enclosure act of 1843, implemented in 1847, apportioned 832 acres out of 955 acres of parish common to Edward Mostyn of Gloddaeth, who resolved upon the creation of a seaside resort. Llandudno is therefore an aristocratic creation, like Eastbourne, Folkestone, Torquay, Bournemouth, Bexhill, Southport and Skegness.

At Llandudno as at Lytham St Annes and Weston-super-Mare a policy of controlled leasing was adopted, in which the type of building that could be erected was determined by locality, "assigning one building for larger houses and another for a smaller description, thereby giving protection and security to the former without depreciating the value of the latter". This meant that the street pattern was laid down by the estate, and leaseholders could submit proposed buildings for approval to the estate - which accounts for both the extraordinary variety of Victorian architecture in Llandudno, and its remarkable homogeneity as a town. After Owen Williams left Mostyn's employment in 1854, the Charing Cross firm of Wehnert and Ashdown took over the planning of the town.

Along these lines, North Parade was developed from 1852, South Parade from 1857. The Queen's Hotel was erected in 1853. The Llandudno Improvement Commissioners were established in 1854 under the Public Health Act of 1848, and administered the town until it was replaced by the UDC in 1896.

The pier was built by John Dixon to the designs of James Brunlees and Alexander McKerrow; it is 2295' long, in two sections, and whose desk is lined with four kiosks leading to three larger kiosks at the head. An arm leads to the pavilion at the shore end.

GREAT ORME TRAMWAY

A cable-hauled tramway, operated form a central English Electric motor, operating in two sections, nearly two miles long. Originally opened in 1902 (lower section) and 1903 (upper section).
PORT PENRHYN, PENRHYN CASTLE AND LLANDYGAI

Leader: Dr D. Gwyn, Gwynedd Archaeological Trust

Port Penrhyn, the shipping point for slates from Penrhyn Quarry from the late eighteenth century to the 1960s, contains a wealth of structures from all periods. The handsome Port House of 1833 was the centre of the whole undertaking, and nearby survive a double-road locomotive shed, a covering for the workmen’s carriages and a circular twelve-seater privy.

To the east of the site are the kilns used initially to burn the flint for the Herculaneum pottery in Liverpool.

The lower part of the course of the quarry railway built 1798/1801 is visible, and leads to a fine stone-built bridge over the Afon Cegin.

PENRHYN CASTLE

A huge neo-Norman structure, built by Thomas Hopper for George Hay Dawkins Pennant from the profits of the slate trade and the estate between 1819 and 1835; the former stable block has been converted into a railway museum, in which a number of items from nearby quarry railways are preserved, most notably the 0-4-0 tender locomotive by Horlock built for the Dinorwic Quarry railway in 1848, Fire Queen. The Museum, unfortunately, has had to shut down w/e from September 2 to carry out essential maintenance.

The home farm on the demesne is one of the very few farms to have been equipped with steam plant in North Wales.

LLANDYGAI

Llandygai was the original village for the quarrymen, and contained neither nonconformist chapel nor alehouse. Not surprisingly, the quarrymen and their families deserted it and made their homes at Bethesda, near the quarry itself. The churchyard contains the pyramidal tomb of the Wyatt family, who served the Penrhyn estate as agents from the eighteenth century. Within the church is Westmacott’s 1821 memorial to the first Lord Penrhyn showing a quarryman clad in toga and buskins lamenting his patron’s death along with a farm-maiden attired in a scanty classical costume,

At the south end of the village is the crushing mill for flint and chert for the Herculaneum pottery in Liverpool.
GILFACH DDU AND BRITANNIA BRIDGE

Leader: Glyn Coppack, WEA lecturer in economic history

GILFACH DDU – AMGUEDDFA LECHI/WELSH SLATE MUSEUM

Between 1869 and 1870 Dinorwic Quarry constructed a unique quadrangular workshops complex to service the quarry, containing a slate mill, foundry, woodworking shops, locomotive sheds and an engineering complex. Power initially came from a massive waterwheel built by the Caernarfon firm of DeWinton, still in existence and occasionally turned.

Gilfach Ddu was also the site of the transfer yard from the quarry’s internal nominal 2’ gauge railways to the 4’ gauge railway which took the slate to the shipping point at Port Dinorwic (Y Felinheli). A level tramway and a series of inclines both led to a dock outside the workshops, approximately where the present Lake Railway stands, where the quarry wagons were loaded onto 4’ gauge transporter cars. This system remained in operation until 1961, and one of the transporters is preserved in the Narrow Gauge Railway Museum at Tywyn, on the Talyllyn Railway.

The site functioned for nearly a hundred years, until the quarry’s closure in 1969, when it was bought by the County Council. The nearby quarry hospital is open to the public, as is the Vivian quarry, a separate part of the Dinorwic complex. The inclines and winding houses which served this complex are well worth the walk. It is possible to walk up the "A" inclines, which remain substantially intact, and to view the remains of the Anglesey barracks (to the left just as you start up the third incline), built c. 1873 and condemned as unfit for human habitation in 1936. Here Anglesey men lodged by the week.

Other structures have been re-assembled on site from the quarry itself.

BRITANNIA BRIDGE

One of the most famous engineering monuments in Wales; the design as finally evolved by Robert Stephenson and Fairbairn consisted of twin rectangular riveted tubes built out of wrought iron plates, and was completed in 1850.

A fire in 1970 led to the bridge being rebuilt incorporating the stone towers and the monumental lions but the spans are now carried on steel arches with eight panels of N-truss spandrel bracing, an arrangement similar to that used on the Victoria bridge over the Zambesi in 1900. A road now runs above the course of the main line to Holyhead.
CONWY BRIDGES AND LLANDUDNO

Leaders: Dr D. Gwyn, Gwynedd Archaeological Trust, David Alderton

CONWY BRIDGES

Telford’s bridge was completed in 1826 and the Stephenson bridge in 1848, two years before his Menai bridge were completed.

DEGANWY SLATE QUAY

Built in 1881 to transport slate from Blaenau Ffestiniog; 2’ gauge wagons were carried on standard-gauge transporters, and after unloading at Deganwy were capstan-hauled along the quay edge.

Mulberry harbours were assembled here during the second world war, and thereafter the sidings became a dump for condemned rolling stock.
AIA Bangor Conference: Sunday 7th September

Afternoon Field Visits

Please read the General Information regarding the Sunday trips - you can, if you wish, change your choice (subject to not exceeding the maximum capacity of the minibuses)

Please Note: both visits leave from outside Neuadd John Morris Jones at 13.45 and should return by 18.00.

1. Visit D: The transport will be in two minibuses, and the tour guide will be picked up at Gwydir Castle so there will be no on route commentary. Return will be through the aluminium smelting village of Dolgarrog (see gazetteer). Walking shoes or boots needed.

2. Visit E: There will be two coaches for this visit: the two groups need to be roughly equal in size. If therefore you wish to travel in a different coach from the one to which you have been allocated, please arrange an exchange (lists at the AIA desk). In total there is best part of an hour's walking over hill paths - boots are very strongly recommended.

<table>
<thead>
<tr>
<th>Visit D</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>14.30</td>
<td>a</td>
<td>Gwydir mines</td>
</tr>
<tr>
<td>17.00</td>
<td>d</td>
<td>Gwydir area</td>
</tr>
</tbody>
</table>

Tour leader: Robert Vernon

<table>
<thead>
<tr>
<th>Visit E</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>14.15 -</td>
<td>16.15</td>
<td>Pen yr Orsedd ) or vice versa</td>
</tr>
<tr>
<td>16.30 -</td>
<td>17.15</td>
<td>Dorothea )</td>
</tr>
<tr>
<td>17.30</td>
<td></td>
<td>Coaches leave Old Post office at Nantlle</td>
</tr>
</tbody>
</table>

Tour leaders: Peredur Hughes & Dr Gwynfor Pierce Jones

HAFNA AND VALE OF CONWAY LEAD MINES


The Gwydir estate in the Conway valley contained one of the most productive lead mining setts in Britain.

HAFNA mine includes a stepped French-designed mill of 1889-1905. At its summit are four ore bins, from which the ore was released into the sorting floor. Gangue discard was trammed through the uppermost tunnel under the incline to be tipped to the north. Sorted ore was fed through a chute onto the floor below, where it was crushed in primary crushers and graded according to particle size. On the third floor the separation process took place. Originally these took place in buddles, replaced by flotation cells which were constructed when the flotation process was introduced.

To the south-west of this floor, between it and the smelter house, are several elongated pits, possibly the site of the 60hp steam engine.

On the lowest floor stood the thickener tanks for the flotation process.
VALE OF CONWAY mine includes a small water-powered roller crushing mill so typical of many Welsh lead mines, such as might also be found in Cardiganshire, along with a dressing floor and a round buuddle. Leading to the site are traces of a barrow-way and launder.

These two sites have been conserved and interpretative panels affixed.

PEN YR ORSEDD AND DOROTHEA SLATE QUARRIES

These two slate quarries dominated the workings of Dyffryn Nantlle. Both are typical of the area in that they consist of pits below the main working area, and made use of ropeway haulage systems to raise the raw blocks to the mills. Pen yr Orsedd, which is still in production, traditionally made use of the most-up-to-date machinery, and Dorothea made use of a variety of second-hand steam plant.

Leaders: Dr Gwynfor Pierce Jones, local historian, Peredur Hughes, former Manager of Pen yr Orsedd.

PEN YR ORSEDD preserves out of use, but scheduled as Ancient Monuments, three "blondin" ropeways, originally steam-powered but electrically-operated by three-phase Bruce Peebles motors after 1906 and the establishment of the North Wales Power and Traction Company.

Earlier uphaulage methods had involved horse whimseys, railed inclines and earlier forms of ropeway. The blondin ropeway, named after Charles Blondin who walked across Niagara falls on a tightrope in 1852, was developed in the Scottish stone quarries in the 1870s. John Fyfe installed a blondin at Kenmay Quarry in Aberdeenshire in 1872, but they made comparatively little impact, and as late as 1886 only two other quarries in Aberdeen were using them, assisting derrick cranes. They had a lifting capacity of three tons. In 1896 Henderson's of Aberdeen patented a form of cableway which quickly became popular in Gwynedd and elsewhere. Known throughout the world as a blondin (except at Penrhyn Quarry, where they were called Jerry Ms), they made use of steel ropes, in place of the iron ropes or chains. There were differences in detail between those used in the granite quarries of Scotland on the one hand and those used in Gwynedd slate quarries and at Delabole on the other.

All had in common the fact that the rope was stretched across a pit between two masts, along which ran a traveller, known locally as the ceffyl ("horse"), from which in turn depended a haulage rope. Both the lateral movement of the ceffyl and the vertical movement of the haulage rope were controlled from a power source on or near the processing area.

DOROTHEA, in common with many other Nantlle quarries, suffered severe drainage problems. To overcome this a Cornish engine was installed between 1904 and 1906 by Holman's of Camborne, in use until the 1950s. Original cost was £1,925. The pump rods are of Oregon pine, and the boilers by Radcliffe and Sons of Bolton. The piston is said to have travelled 182,050 miles between 1906 and 1953, and pumped a total of 4,000,000,000 gallons out of the pit.

The quarry is named after Dorothea Garnons, daughter of a local landowner.
AIA Bangor Conference: Tuesday 9th September

Field visit to Tywyn and Glasdir

Important: for this trip the coach leaves at 9.00 sharp. Breakfast will be available from 7.45 to allow for this.

Other notes

1. The tour covers a considerable distance, and is unlikely there will be time for a coffee stop on the outward run: you may want to make some provision of your own.

2. We shall be using a coach and a minibus - the latter is needed for access to the Glasdir site. On this occasion I am therefore suggesting that to share the discomfort more evenly we have three groups using the minibus, the first from Bangor to Tywyn, the second from Tywyn to the Forest Centre, and the third from the Centre back to Bangor. These will be arranged on the day.

3. Walking shoes or boots are strongly advised for the tour of the Glasdir site. They are less necessary for walking to and over the Mawddach viaduct. Incidentally if you walk quickly enough to get to the Barmouth end (and that means very quickly as it's a mile each way) you may have to pay a fee! The bus will wait at Morfa Mawddach station.

4. The toll bridge by the King George III at Penmaenpwl (where we have lunch) is also worth investigating if there is time.

5. Glasdir: the main coach will be parked at Glanllwyd (where there are toilets) and the minibus used to ferry groups the mile and a half to the top of the Glasdir site. It would help us keep within schedule if those not on the first bus could start walking along the road towards Glasdir.

6. Refreshments are available at the Coed y Brenin Visitor Centre, but the official purpose of going there is to look at the display which includes a small section on mining and two restored and preserved Britten pans.

Timings

<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>09.00</td>
<td>JMJ</td>
</tr>
<tr>
<td>11.00 - 12.00</td>
<td>Tywyn Pendre locomotive works</td>
</tr>
<tr>
<td>12.30 - 13.00</td>
<td>Morfa Mawddach - bridge</td>
</tr>
<tr>
<td>13.15 - 14.15</td>
<td>Lunch at the King George III, Penmaenpwl</td>
</tr>
<tr>
<td>14.45 - 16.15</td>
<td>Glasdir copper mine</td>
</tr>
<tr>
<td></td>
<td>Guides: Meryn Williams &amp; Peter Crew</td>
</tr>
<tr>
<td>16.30 - 17.00</td>
<td>Coed y Brenin Forest centre (incl. Tea)</td>
</tr>
<tr>
<td>18.15</td>
<td>JML</td>
</tr>
</tbody>
</table>

Leaders: Dr D Gwyn, D Alderton
TYWYN PENDRE WORKSHOPS, PENMAENPOOL BRIDGE, GLASDIR COPPER MINE

TYWYN PENDRE WORKSHOPS

Leader: John Bates, engineer, Tal y Llyn Railway

The Talyllyn Railway was the first of the local narrows gauge railways to be purpose-built for steam traction. It served the Bryneglwyys slate quarry, but also carried passengers, and the Tywyn Pendre station, less than half a mile from its lower terminus, has been the site of the locomotive and carriage repair facilities since the opening in 1866. Essential maintenance was carried out to the railways two original Fletcher Jennings locomotives and the four-wheeled carriages until it was taken over by the Preservation Society in 1950.

Unlike the Ffestiniog Railway with its workshops at Boston Lodge, capable of constructing a locomotive from new, or the Gilfach Ddu workshops at the Dinorwic Quarry, conditions here were cramped and primitive.

PENMAENPOOL BRIDGE

A wooden pile road bridge dating from 1879. The course of the former GWR line from Rhiwabon to Mawddach Junction runs nearby.

GLASDIR COPPER MINE

Leaders: Peter Crew, Snowdonia National Park archaeologist, Merfyn Williams, Director of the Campaign for the Preservation of Rural Wales.

Glasdir mine has been worked on a significant scale for copper ore but also produced a certain amount of gold. The ore was worked to a depth of about 500’ below adit level. From 1872 to 1914, 9,468 tons of copper ore concentrates were produced, containing between 9 and 12% copper. Extensive foundations survive for the world’s first successful oil-flotation plant; about 1896 the then manager George Robson, experimented with oil flotation without success. William Elmore, to whom the mine was sold in 1896, made flotation work on a commercial scale. The principle on which the process depends is that the sulphide particles in the ore had an affinity for oil not shared by waste particles.
SECTION OF GLASDIR MINE AFTER CLOSURE SHOWING LEVELS DOWN TO 500 ft BELOW ADIT.

KEY:
- STOPED GROUND
- CROSSCUT

LONGITUDINAL AXIS OF OREBODY IS N.N.E.

500 ft East Drive
PLAN OF CENTRAL "TRAMWAY" FLOOR AND LARGE DRESSING FLOOR.
The vacuum process required a total working height of about 40 feet.

Records suggest that there were three of these units at Glasdir.

Possible layout of Elmore Vacuum Concentration Plant in use at Glasdir c.1910.
AIA Bangor Conference: Wednesday 11th September

Field visit to Blaenau Ffestiniog area

Please Note:
1. The coaches must leave sharp on time at 9.00 a.m. - there is a train to catch. Breakfast will be available from 7.45 to allow for this.

2. The travel arrangements for this visit are somewhat complex, so please remember which group you are in. A little walking is necessary on Tours F, but it is hoped to use the minibus to help the less mobile up to the view point overlooking Blaenau.

3. Those on Tours G (i) and G (ii) will need to wear boots. Additionally those on G (ii) must have hard hats and a decent torch and be prepared for heavy walking

All groups
09.00 d JMJ
10.00 a Porthmadog Harbour Station
10.35 d Train leaves Porthmadog Leader: D Alderton

Group F (i) & (ii)
11.40 Train arrives Blaenau Ffestiniog. The coach will be outside
11.55 - 12.25 Moelwyn fulling mill
12.30 - 13.30 Lunch at Y Fuddai, Ffestiniog Power Station

F (i)
12.00 - 13.00 Lunch at Y Fuddai, Ffestiniog Power Station
13.05 - 13.35 Moelwyn fulling mill

F (ii)
13.45 - 14.45 Pant yr Ynn mill
14.50 - 15.30 Prospect of Blaenau Leader and Guide: M Williams
15.45 a Pant yr Afon Power House

Group G (i & ii)
11.35 Train arrives at Tanygrisiau. GET OFF! Walk down to cafe

G (i)
11.45 - 12.45 Lunch at Y Fuddai, Ffestiniog Power Station
12.45 Minibus to Llechwedd Quarry Offices
13.00 - 15.45 Visit Maenofferen quarry Leader: H Malaws

G (ii)
11.45 Collect packed lunch from cafe
11.45 - 15.30 Tour of quarries Guide: Dr M Lewis
15.35 Minibus from Tanygrisiau
15.45 a Pant yr Afon Power House

All Groups
15.45 - 16.00 Pant yr Afon Power House
16.20 - 16.50 Betws-y-Coed - Waterloo Bridge (if time)
Return via Telford's Holyhead road
18.00 a JMJ
Porthmadog Harbour, Ffestiniog Railway, Blaenau Ffestiniog, Pant yr Afon Hydro-Electric Station.

Leader: Merfyn Williams, Campaign for the Preservation of Rural Wales

Porthmadog Harbour

The shipping point for slate not only from the Blaenau Ffestiniog region but also from the lesser slate producing areas of the Croesor valley, Gorseddau and Cwm Pennant. The original public quays of 1824 are visible. Other noteworthy features include the sluice bridge of c. 1810 and the adjacent slate-clad building, once the tollhouse.

Ffestiniog Railway

The railway that took the tradition of the horse-worked slate quarry tramway forward into the age of steam, and in so doing became the model for much narrow-gauge railway development world-wide. Opened as a horse- and gravity-worked slate railway in 1836, it adopted steam traction in 1863 and passenger traffic in 1865.

Llyn Ystradau Hydro-Electric Scheme

The pioneering pumped-storage scheme, imitated on a much larger scale at Dinorwic.

Melin Moelwyn

Melin Moelwyn is a pandy (fulling mill) powered by the Afon Goedol; established in its present form by Jacob and Shadrach Jones, who installed imported Kilburn cast-iron fulling stocks. It operated until 1964, and its present owner hopes to open it to the public.

Pant yr Ynn Slate Mill

An off-site slab mill serving the Diffwys Casson slate quarry, and situated on their road down to the Dwyryd quays (Diffwys casson obstinately refused to use the Ffestiniog railway for many years). Pant yr Ynn was constructed in 1846, but had a short life; in 1865 the floor 0 or "Alabama" mill was built, and the equipment from the off-site slab mill at Pant yr Ynn moved into it. This had consisted of a planer, two circular saws, a hand saw machine, a grindstone and a travelling crane (CRO BJC X647).

Pant yr Afon Hydro-Station

Llechwedd Quarry appears to have been the first quarry in the Gwynedd slate industry to make use of electricity. In 1890 a dynamo was installed near floor 2 mill, presumably driven off the mill water-wheel, and from 1896 a Thompson vortex turbine drove two dynamos at 120A and 60A.

The purpose-built a.c. station at Pant yr Afon was opened on 11 April 1904, and the invoice from Gilbert Gilkes to Llechwedd for £2,235 13s 7d. is dated November 1905. The two pelton wheels each operate a Johnson and Phillips 175KW generator at 385 rpm.
AIA Bangor Conference: Thursday 12th September

Field visit to Anglesey

Please Note:

1. The Parys Mountain walk, although not particularly demanding, does require at the least stout shoes, and these would be advisable at the Breakwater Quarry. In my opinion, the descent to and ascent from Porthwen Brickworks require boots

2. If the coach cannot get down the minor road leading towards the path for Porthwen Brickworks, we shall use the minibus to ferry people there and send the coach to the mill. Otherwise, the minibus will take the Melin Llynnon group.

Visit 09.15  d  JMJ
09.50 - 11.00  Parys mountain walk  Guide: Dr David Jenkin
11.15 - 12.15  Porth Amlwch  Guide: Bryan Hope
12.30 - 13.30  Lunch at Bull Bay Hotel

Gp 1 13.45 - 15.00  Porthwen brickworks  Guide: Andrew Davidson
Gp 2 14.10 - 15.25  Melin Llynnon
Both groups 15.45 - 17.15  Holyhead Breakwater Quarry  Guide: E Owens
18.00  a  JMJ

AIA Bangor Conference: Friday 12th September

Field visits to Penmaenmawr and Penrhyn Quarries

Please Note:

1. Read the general information concerning the oversubscription on the Penmaenmawr visit and the need for hard hats for those going to Penrhyn.

Timings: 09.30  d  JMJ
12.00  d  Quarries
12.30  a  JMJ

End of Conference