

BRECON AND MONMOUTHSHIRE CANAL MONUMENTS RECORD CARD

Monument Number:
MB189
GOETRE FAWR

Monument Name: Bridge 68 and GWR signs.

Map Reference: 331330 204017

Official Status: National Park
Listed Grade II – Ref. 25580

Description:

Listing Description:

Note the signs are GWR not LNWR (see 192 Bridge 65).

History: The Brecknock and Abergavenny Canal was promoted in 1792 to connect the upper Usk valley to the Monmouthshire Canal at Pontymoile and from there to the sea at Newport. Construction began in 1797, with Thomas Dadford Jnr. as engineer, and the first section, from Gilwern to Llangynidr was completed in that year, with the stretch as far as Brecon following in 1800. Work then stopped for a time with the result that the section to the Blaenavon Road east of Govilon was not completed until 1805, now with Thomas Cartwright as engineer. Further funds had to be raised and the last section from west of Llanfoist to Pontymoile was completed between 1809 and 1812, with William Crossley as engineer. Linked to the tramroads the canal was an important artery for trade in iron, lime and coal. In 1865 the Brecknock and Abergavenny Canal Company merged with the Monmouthshire Railway and Canal Company who owned the connecting canal from Pontymoile to Newport. Later still in 1880 the MR&CC was bought out by the Great Western Railway and gradually the canal was run down until it was abandoned finally in 1962. Restoration work was begun in 1964, and the canal is once again open between Pontymoile and Brecon with the title Monmouthshire and Brecon Canal. The London and North Western Railway presumably owned the canal before 1865.

Exterior: Access bridge over the Monmouthshire and Brecon Canal. Semi-elliptical arch with voussoirs; squared, faced and coursed stone; parapet with slab coping; curving abutments. Bridge number on south face of arch. Towpath runs beneath bridge arch on east side. London and North Western Railway 'No locomotives..' sign at south end of bridge. (See also plate on inner face of north parapet). Both plates are GWR not LNWR.

Reason: Included for its special interest as one of the unaltered surviving early C19 Brecknock and Abergavenny canal bridges.

The bridge measures 5.600m along the towpath.

Images:







Condition:
Good but detailed survey desirable.

References:
Nicholson's Guides to the Waterways, Vol 3, South-west, pps 49-55.
R A Stevens, Brecknock and Abergavenny and Monmouthshire Canals (Towpath Guide No 2), Cambridge, 1974, p 60.
D Morgan Rees, The Industrial Archaeology of Wales, 1975, p 269.

Notes: