

**BRECON AND
MONMOUTHSHIRE CANAL
MONUMENTS RECORD CARD**

Monument Number:
MB125
Llanelly
Gilwern

Monument Name: Bridge 101

Map Reference: 325681 214339

Official Status: Listed Building Grade II (Reference: 23835)

Description: List description from Historic Wales website:

History: Built 1802-05 by Thomas Cartwright, engineer. In 1792, the Act for the Monmouthshire Canal was passed: in the same year, the promoters of the Brecknock and Abergavenny Canal were proposing a canal to run separately, from Brecon to Newbridge. By October 1792 it was resolved to link directly to the proposed Monmouthshire Canal rather than the river Usk, and Thomas Dadford, engineer, was asked to survey a suitable route from Pontypool to Brecon. Work began early in 1797 with the aqueduct and embankment at Gilwern, and by November 1797, the eight-and-a-half mile (13.7 kilometre) section from Gilwern to Llangynidr was open. A further twelve mile section to Talybont was open by February 1799, and on Christmas Eve 1800, the final link to Brecon was opened. After 1798, Thomas Dadford was replaced with Thomas Cartwright, who engineered the extension of the canal from Gilwern to Llanfoist 1802-05, including Bridge 101. By February 1812 the canal had connected to the Monmouthshire Canal at Ponymoile, and the wharves at Brecon and Gilwern had been extended. The engineer for this section was William Crosley. After, when the Newport and Pontypool Railway was promoted, the canals were in decline. The Brecknock and Abergavenny Company made several unsuccessful overtures to various railway companies, but by 1865 had sold out to the Monmouthshire Canal Company. The last toll on the canal was taken in February 1933.

Exterior: Rubble sandstone construction. Semi-elliptical arch with stone voussoirs; projecting keystone. Humped parapet splayed out to square piers; rubble copings.

Reason for Listing: Listed as a significant element of the engineering works associated with the Brecknock and Abergavenny Canal.

The bridge measures 5100 along the towpath.

Two vertical posts using railway rails remain but the GWR weight restriction plates (see MB114) have been removed.

Images:





Condition:
Good but detailed survey of masonry required.

References:
C. Hadfield The Canals of South Wales and the Border 1977
D.D. & J.M. Gladfield The Canals of the Welsh Valleys and their Tramroads 1991
Information from the R.C.A.H.M.W. Information from the Buildings of Wales Office, Penguin Books, London

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