

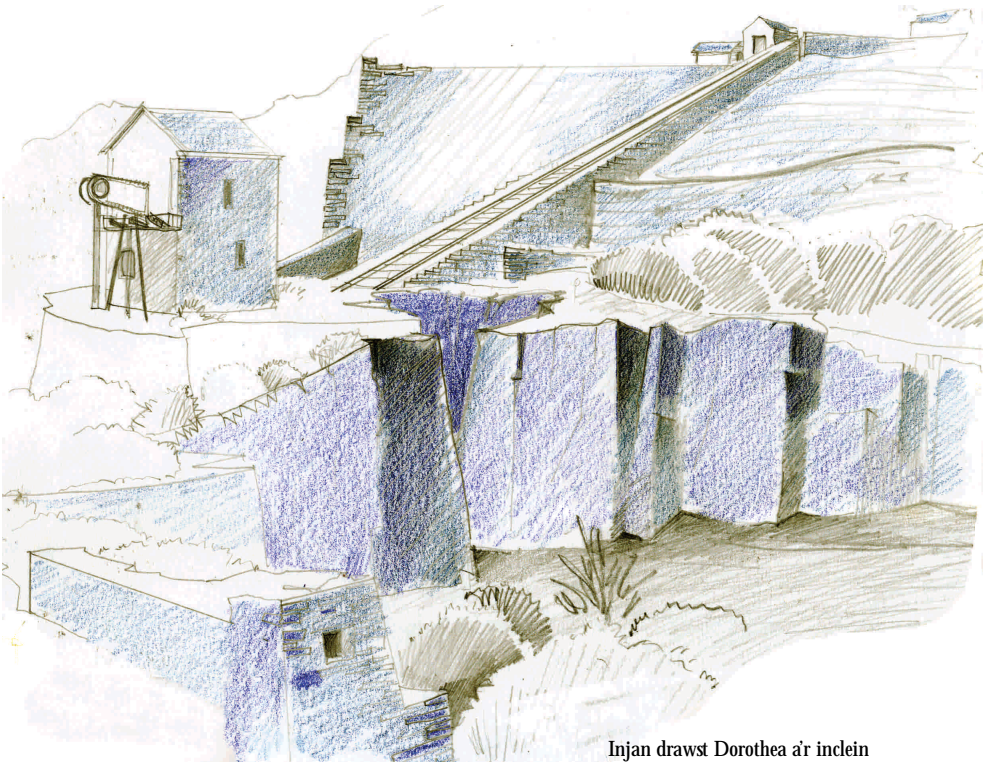
BRO NANTLLE

'Roedd trafferthion cludiant yn rwystr i ddatblygiad y diwydiant llechi yn Nyffryn Nantlle. Gyda dyfodiad tramffordd i'r cei yng Nghaernarfon yn 1828 ar gyfer cerbydau a dynnwyd gan geffylau, gwelwyd twf sylweddol yn chwareli Dorothea, Cilgwyn a Phen-y-bryn. Yn 1848 addaswyd y dramffordd ar gyfer trên stêm.

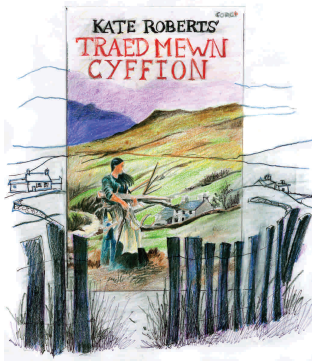
Yn y 1860au defnyddiwyd llawer o'r dramffordd wreiddiol fel rhan o'r rheilffordd newydd rhwng Caernarfon ac Afonwen, sef llwybr beicio Lôn Eifion erbyn hyn.

In the Nantlle Valley the development of the slate industry was hampered initially by poor transport links. With the opening of a horse drawn tramway to the quay at Caernarfon in 1828, Dorothea, Cilgwyn and Pen-y-bryn quarries grew quickly. In 1848 the tramway was adapted for use by a steam engine.

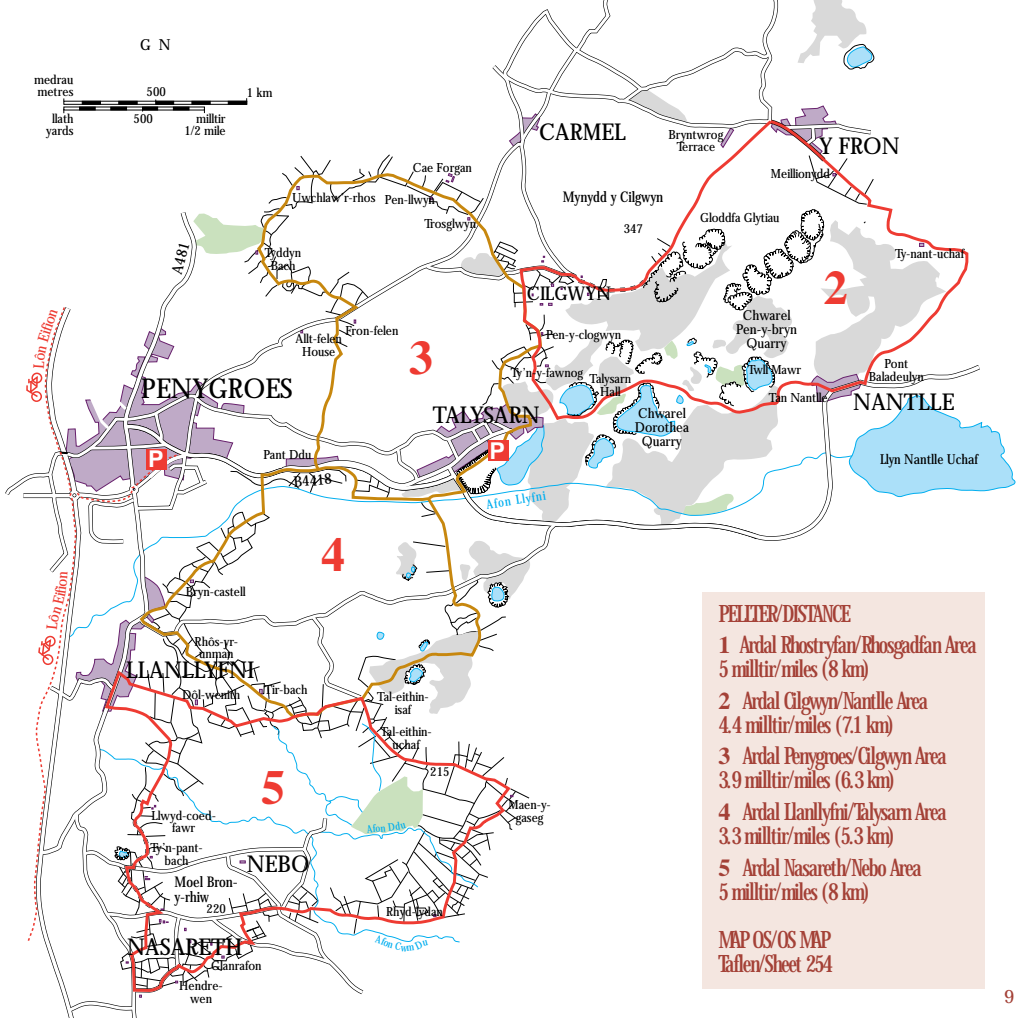
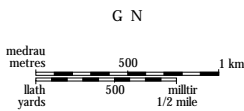
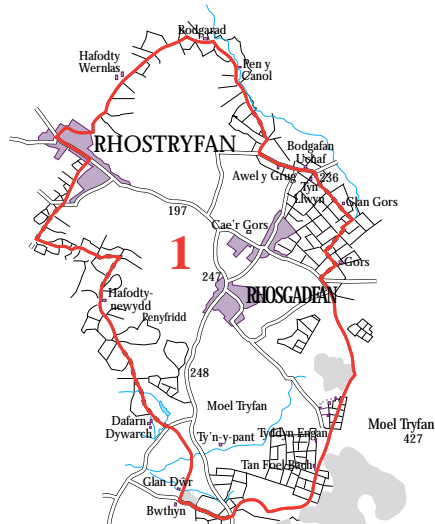
In the 1860s much of the earlier tramway was incorporated into the new Caernarfon to Afonwen main line, now the Lôn Eifion cycle route.



Injan drawst Dorothea a'r inclen
Dorothea beam engine house and incline



Kate Roberts, o Caer Gors, Rhosgadfan, ysgrifennodd am ymdrechion y tyddynwyr chwarellyddol
 Kate Roberts, who lived at Caer Gors, Rhosgadfan, wrote about the struggles of the quarrying families



PELLTIR/DISTANCE	
1	Ardal Rhostryfan/Rhosgadfan Area 5 milltir/miles (8 km)
2	Ardal Gilgwyn/Nantlle Area 4.4 milltir/miles (7.1 km)
3	Ardal Penygroes/Gilgwyn Area 3.9 milltir/miles (6.3 km)
4	Ardal Llanllenyfni/Talysarn Area 3.3 milltir/miles (5.3 km)
5	Ardal Nasareth/Nebo Area 5 milltir/miles (8 km)

MAP OS/OS MAP
 Taflen/Sheet 254