

BRICKYARD LANE PHASE II, CARMARTHEN, CARMARTHENSHIRE: ARCHAEOLOGICAL WATCHING BRIEF (SN 4041 1872)



Prepared by Dyfed Archaeological Trust
For: Morgan Sindall plc



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BRICKYARD LANE PHASE II, CARMARTHEN, CARMARTHENSIRE: ARCHAEOLOGICAL WATCHING BRIEF

SUMMARY

Dyfed Archaeological Trust Field Services were commissioned by Morgan Sindall Plc, on behalf of Dwr Cymru Welsh Water, to undertake an archaeological watching brief during rising water mains renewal works to the southeast of Carmarthen. The renewal works ran along the southeastern side of Moridunum, the Roman town of Carmarthen.

Given the close proximity of Moridunum to the River Towy in this area, there was considered to be a potential for structures such as quays and wharves associated with the Roman town to be present within the route of the water main renewal works. There was also a potential for waterlogged archaeological remains to be present within the site area, which could contain palaeo-environmental evidence from the prehistoric period onwards, providing evidence for past environments.

The archaeological watching brief revealed no archaeological features or deposits or Roman or earlier date. It did however reveal the remains of two structures associated with the area's later use as a railway and goods yard. The brick footings of the side wall of the former London North Western Railway (LNWR) 'north light' Webb design engine shed were identified which is thought to have been constructed sometime between 1884 and 1888, replacing an earlier shed built by the Central Wales & Carmarthen Junction Railway during the 1870s. The replacement structure built by the LNWR was in use until closure in 1937.

The watching brief also revealed a length of cast iron water piping that formerly connected a water tank to water columns used for filling locomotive tanks. Whilst it is known a water tank existed within the area during the late 19th century it was found that this had been demolished by the early part of the 20th century and replaced with a new tank. It is considered most likely that the pipe dates from the reworking of the water supply system sometime between the late 19th century and the early part of the 20th century.

The archaeological remains revealed during the course of the watching brief are considered to be of local archaeological interest. The potential for pre-industrial period archaeology to have survived within the area is believed to be low as the construction of the railway and goods yard is likely to have destroyed any such remains that lay in the immediate area. The potential for further remains associated with the former railway and goods yard to be present in the area is considered to be high.

1. INTRODUCTION

1.1 Project Commission

1.1.1 Morgan Sindall Plc on behalf of Dwr Cymru Welsh Water commissioned Dyfed Archaeological Trust Field Services to provide an archaeological watching brief during groundworks associated with the rising water main renewal programme (roughly centred at NGR SN 4182 2085), to the south and southeast of Old Priory Row, The Esplanade and The Parade, Carmarthen.

1.1.2 The linear development area is aligned roughly northeast to southwest from a point directly to the southwest of Old Priory Row (at SN 4191 2036) to the junction of Parade Road and Old Station Road (NGR SN 4160 2003) a route of approximately 470m.

1.2 Scope of the Project

1.2.1 A written scheme of investigation (WSI) was prepared by Dyfed Archaeological Trust Field Services prior to the commencement of the works, which was approved by the Local Planning Authority. The WSI stated that the project objectives were:

- Provision of a written scheme of investigation to outline the methodology by which Dyfed Archaeological Trust will address the planning condition placed on the proposed development;
- To monitor groundworks in order to identify the presence/absence of any archaeological deposits;
- To establish the character, extent and date range for any archaeological deposits to be affected by the proposed groundworks;
- To appropriately investigate and record any archaeological deposits to be affected by the groundworks; and
- To produce an archive and report of any results.

1.2.3 The overall aim of the work was to undertake archaeological attendance during the proposed groundworks within the development area that had the potential to expose, damage or destroy archaeological remains, and undertake appropriate investigation and recording of any such remains if revealed.

1.3 Report Outline

1.3.1 This report describes the location of the site along with its archaeological background, and provides a summary and discussion of the archaeological evaluation and its results.

1.4 Abbreviations

1.4.1 Sites recorded on the Regional Historic Environment Record¹ (HER) are identified by their Primary Record Number (PRN) and located by their National Grid Reference (NGR). Dyfed Archaeological Trust Field Services – DAT-FS; Written Scheme of Investigation – WSI.

¹ Held and managed by Dyfed Archaeological Trust, The Shire Hall, Carmarthen Street, Llandeilo SA19 6AF.

1.5 Illustrations

1.5.1 Photographic images are to be found at the back of the report. Printed map extracts are not necessarily reproduced to their original scale.

1.6 Timeline

1.6.1 The following timeline in Table 1 below is used within this report to give date ranges for the various archaeological periods that may be mentioned within the text.

Period	Approximate date	
Palaeolithic –	c.450,000 – 10,000 BC	Prehistoric
Mesolithic –	c. 10,000 – 4400 BC	
Neolithic –	c.4400 – 2300 BC	
Bronze Age –	c.2300 – 700 BC	
Iron Age –	c.700 BC – AD 43	
Roman (Romano-British) Period –	AD 43 – c. AD 410	Historic
Post-Roman / Early Medieval Period –	c. AD 410 – AD 1066	
Medieval Period –	1066 – 1536	
Post-Medieval Period ² –	1536 – 1750	
Industrial Period –	1750 – 1899	
Modern –	20th century onwards	

Table 1: Archaeological and historical timeline for Wales

² The post-medieval and industrial periods are combined as the post-medieval period on the Regional Historic Environment Record as held by Dyfed Archaeological Trust

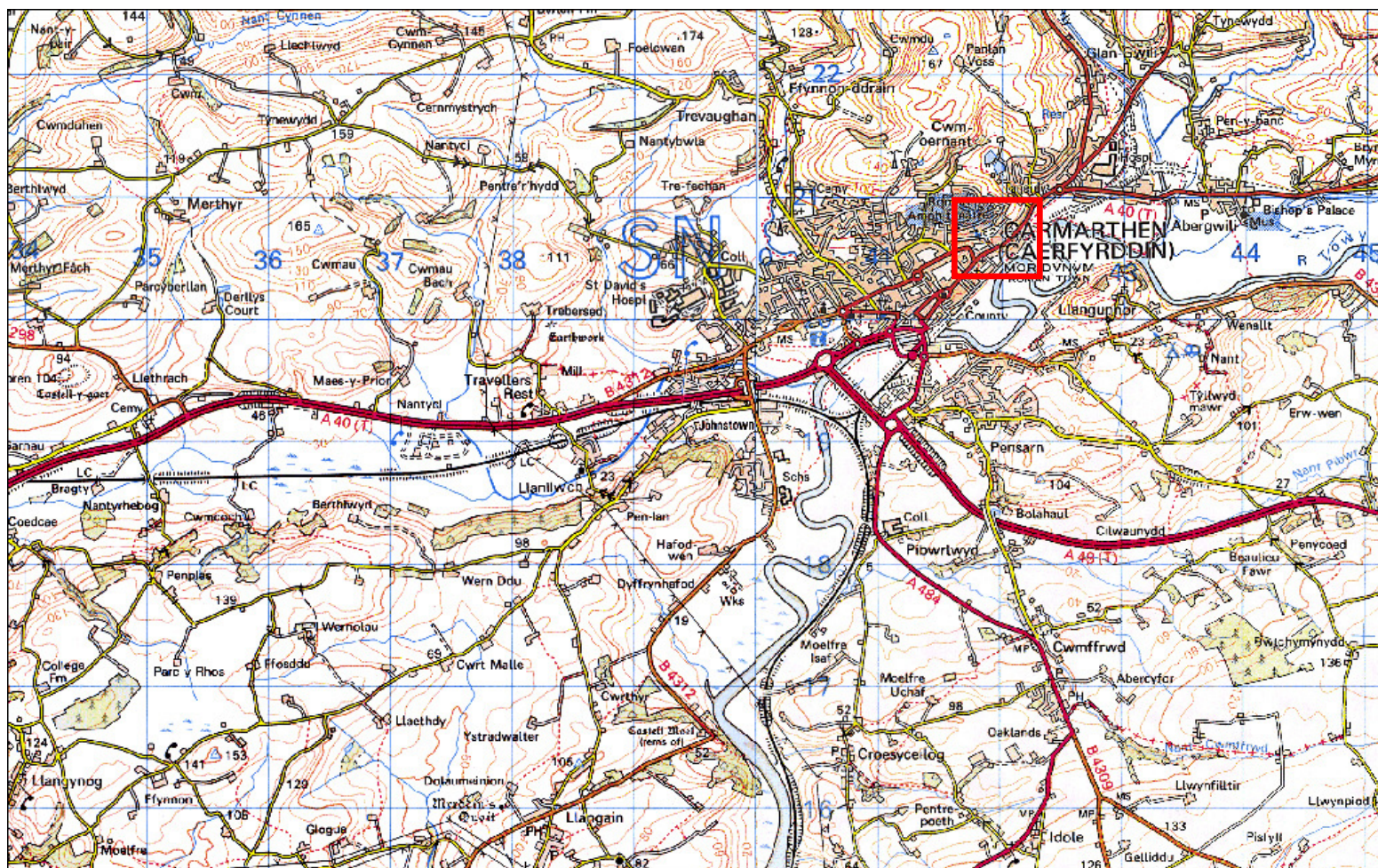


Figure 1: Site location map based upon the Ordnance Survey

Reproduced from the 2003 Ordnance Survey 1:50,000 scale Landranger Map with the permission of The Controller of Her Majesty's Stationery Office, © Crown Copyright Dyfed Archaeological Trust, The Shire Hall, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6AF. Licence No AL51842A

2. THE SITE

2.1 Location

2.1.1 The area of the rising main renewal programme that was subject to the archaeological watching brief lies on part of the line of the former railway line that ran along the Towy Valley (centred on NGR SN 4182 2085). To the northwest lie The Esplanade and The Parade whilst to the southeast lies the A40 trunk road dual carriageway. The River Towy and its flood plain lie beyond the A40 to the south.

2.1.2 Topographically the area is one of level ground that rises sharply on its northwest side to form a plateau, whilst to the southeast lies the embankment carrying the A40 along the edge of the flood plain.

2.2 Archaeological and Historical Background

2.2.1 The route of the rising water main renewal development lies within close proximity to forty-one known sites of archaeological interest recorded on the Dyfed Archaeological Trust Regional Historic Environment Record (Table 2).

2.2.2 None of these known sites would be directly affected by the proposed works, although due to their proximity there was considered to be a potential for associated archaeological remains to be present within the site area.

2.2.3 The route of the works runs immediately below the plateau on which the Roman *civitas* capital of *Moridunum* lies, parts of which have been designated as a Scheduled Ancient Monument. The lines of The Esplanade and The Parade are considered to follow the line of the former defences of *Moridunum* (which was a typical rectangular shaped town). The route of the Roman road, designated RR60d, is thought to pass through the area but its exact route is unknown. Four Roman sites are recorded on the HER in close proximity to the water main renewal site, a Roman Bath house at Bryn Roman (PRN 11); a findspot of a bronze chatelaine (PRN 14); Roman remains from the old infirmary site on Priory Street (PRN 21); and the findspot of a clay Mercury figurine from The Parade (PRN 24). All of these finds lie on the plateau to the northeast of the site in the area of *Moridunum*.

2.2.4 To the northeast of the route of rising water main lies the site of the Augustinian Priory of St John (PRN 230) which was in existence between c.1110 and 1536. The Priory site was later occupied by an 18th century lead smelting works (PRN 84). The line of the medieval town wall lies to the south west of the development area (PRN 74). A number of medieval mill sites are also recorded as lying in close proximity to the development area (PRNs 10597, 10598 and 10599).

2.2.5 The post medieval period recorded archaeology is characterised by both industrial sites, including a brickworks, mill and 'tan house', along with dwellings located along The Parade and Esplanade thirteen of which are designated as Listed Buildings. A number of schools and a college are also recorded.

2.2.6 Given the close proximity of *Moridunum* to the River Towy in this area the potential has been highlighted for the presence of structures such as quays and wharves associated with the Roman town to be present. There is also the potential for waterlogged archaeological deposits to be present within this area, with which would provide palaeo-environmental evidence for past environments from the prehistoric period onwards.

2.2.7 In 1852 the South Wales Railway opened a station at Myrtle Hill some distance to the southwest of Carmarthen. In March 1860 The Carmarthen and Cardigan Railway (C&CR) opened a new section of line between Myrtle Hill station

and a new station that became known as the Town Station (Photo 1), in what is now Old Station Road, the line being carried over the River Towy on a new bridge. On September 14th 1860 the first six miles of the C&CR between the town and Cynwyl Elfed opened, with the first passenger train consisting of three carriages making the journey in fifteen minutes (Spurrell 1879, 154). By June 1864 the line had reached as far as Llandyssul. The C&CR was absorbed into the Great Western Railway (GWR) in 1881 and it is possible that the goods yard (PRN 45394) was established in the area following this acquisition (Photos 2-4).

2.2.8 During 1864 a branch line was opened by the Llanelly Railway & Dock Co (LR&D Co) which ran from Llandeilo to Abergwili Junction where it connected with the existing line built by the C&CR. In 1868 the LR&D Co entered into agreement with the London North Western Railway (LNWR) permitting them running rights over their lines (Gabb 1977, 81). This achieved the LNWR's aim of gaining access to Swansea (Jones & Dunstone 2000, 66). By 1871 the LNWR had also obtained the right to run services to Carmarthen via the branch line, then owned by the Swansea & Carmarthen Railway which became the Central Wales & Carmarthen Junction Railway (CW&CJR) in 1873. By 1884 the LNWR could cover the whole of the route between Carmarthen and Craven Arms (Pennington, pers com). This ability was achieved by the acquisition of smaller companies, some of which had been promoted by the LNWR or though obtaining running powers over other company's lines such as the LR&D Co (*ibid*). In 1891 the CW&CJR was absorbed into the LNWR.

2.2.9 Both the GWR and LNWR operated over the line until 1922 when the railway network was grouped into four companies. The GWR retained its identity but the LNWR became part of the new London Midland and Scottish (LMS). Following nationalisation of the railway network in 1948 the line was operated by British Railways. The Llandeilo branch line was closed in 1963 and the former C&CR line closed to passenger traffic in 1965 but continued in use for goods services until 1973. Occasional trains served the goods and later coal yard until 1983 (Lodwick & Lodwick 1996, 293). Much of the site of the former goods yard and railway line is now occupied by the A40 dual carriageway.

2.2.10 Late 19th and early 20th century 1:2500 scale maps show that the development area was occupied by a network of railway lines and structures associated with the operational needs of the running of the railway and goods yard. The only structure annotated on the maps is a Goods Shed towards the southwest end of the development area. It is however, possible to identify a turntable towards the northeastern end of the area. Two substantial buildings, also located towards the northeastern part of the development area, are annotated as 'Engine Sheds' on the 1888 1:500 scale map of the area. Whilst many of the structures located along the route of the works are unnamed it is considered that they include water tanks, possible coaling stages, signalling maintenance and storage buildings (Figures 2-3 and 9). Much of the area had been cleared by the late 1980s with only the goods shed remaining (Figure 4).

PRN	Site Name	Summary	NGR	Period
11	Bryn Roma – Bath House?	First revealed in excavations in 1897 (Lloyd 1935) and in 1962. These revealed a cement lined tank and adjacent room with probable underfloor heating, presumably the caldarium of a bath house. Pottery and coin finds dated from the first to fourth centuries	SN 4180 2030	Roman Bath House
14	Elm Lodge	A bronze chatelaine was found somewhere on North Parade in Carmarthen in 1861. A chatelaine was a short chain or chains attached to a woman's belt for carrying keys and personal items.	SN 4176 2026	Roman
21	Infirmiry Priory Street	In 1922 Carmarthenshire Antiquarian Society undertook a salvage excavation in an area behind Priory Street Infirmary. One feature discovered was "18ft in length of well-made Roman road....much worn surface being carefully faced with pudding stone cobbles	SN 4172 2024	Roman
24	The Parade	Part of the rear half of a two piece mould of a pipeclay figurine, was found in 1966 behind the Parade, Carmarthen. Originally described as a Venus figurine, Evans suggests it is a figurine of Mercury. Pipeclay Mercury figurines are rare finds.	SN 4168 2021	Roman
74	Carmarthen Town Walls	The line of the medieval town wall, consisting of two main phases. Carmarthen received the first grant of murage of any Welsh town in 1233, the subsequent defences enclosed c3 ha. of the town. This wall ran from the castle to the bottom of Quay Street, grade II listed	SN 41447 19970	Medieval
84	Smelting Houses	Lead works were established on the site of the Old Priory, resulting in the demolition of some of the remaining Priory structures, probably shortly after 1760. The smelting houses are shown on Lewis's map of Carmarthen in 1786.	SN 4199 2044	Post-medieval
85	St Peters	A corn mill first marked on the 1st edition Ordnance Survey map of 1891, not shown on 1834 Wood's map. The building is still shown on the 2nd edition Ordnance Survey map of 1907 but not marked as a corn mill.	SN 4155 2005	Post-medieval
86	St Peters	A saw mill first shown on the 1st edition Ordnance Survey map, but appears to be disused by the time of the 2nd edition Ordnance Survey map in 1907.	SN 4165 2002	Post-medieval
88	St Peters	Clay pit	SN 4170 1995	Post-medieval
92	Old Station	A railway station opened in 1860 by the London and North Western Railway. At the time of the 1st edition Ordnance Survey map in 1890 the station consisted of east and westbound platforms with a connecting footbridge, and an engine shed.	SN 4153 1997	Post-medieval
118	Towyside School House	Little is known of the small building but Kelly's directory of 1884 includes the under mentioned amongst its list of schools. "National (Mixed) Towy side tutors at present (1883) from the Training College".	SN 4145 1992	Post-medieval
129	Old Grammar School	A school built in 1846-7 by F.E.H.Fowler for Sir Thomas Powell's Charity School. There were 15 free place scholars and 34 paying scholars. In 1857 it was merged with the Grammar school, Grade II Listed Building	SN 41898 20382	Post-medieval
172	Nos. 3 4 5, The Parade	3-storey terrace of early 19th century buildings, with cement cladding and slate roof. Demolished c1987 and replaced by Ty Rhys sheltered housing.	SN 4171 2019	Post-medieval
173	No.6, The Parade	A mid 19th century house in an irregular terrace. There are references to new houses here in the 1830-40's, assumed to be slightly earlier than nos.7-8. Listed Building Grade II	SN 4176 2018	Post-medieval
174	Old Presbyterian College	Former Welsh Academy/Presbyterian College built in 1840. Founded in the later 17th century to train students for the Nonconformist ministry. Affiliated to the new University of London in 1842, becoming the first institution in Wales to offer degree level. Grade II Listed	SN 4164 2013	Post-medieval
179	Girls' National School	Established in 1820 with voluntary subscriptions and a National Society grant. It had c120 pupils in 1821, also served as a Sunday School. The building appears to have been demolished by the time of the 1st edition Ordnance Survey map in 1888.	SN 4159 2007	Post-medieval
192	Old Station Road	A building marked on Lewis's Plan of Carmarthen as a 'Tan House'. The building is no longer shown by the	SN 4144 1994	Post-medieval

		time of Woods map in 1834. (PP 10/6/04)		
230	St John's Priory	The Priors House. The Priory was established c1110, dissolved in 1536, although the building remained standing until 1855 when it was demolished. Apparently some of the stones from this building were used to build the cottages on Old Priory Road.	SN 4197 2042	Medieval
405	Railway Inn; Old Station Road	An Inn marked on the 1st (1888) and 2nd (1906) edition Ordnance Survey maps on the east side of the railway line opposite the old railway station (PRN 92). Its licence was revoked when the railway station moved to its present location	SN 4159 1999	Post-medieval
8681	Railway Bridge	Four span iron railway bridge supported on six iron piers set into river bed. Ceased to be used by passenger traffic 1965 and by freight in 1973. Was occasionally used by trains supplying nearby coal yard until May 1983. Bridge demolished in January 1984	SN 4144 1985	Post-medieval
10597	Sowther Tucking Mill	Fulling mill. Sited close to Carmarthen, it was leased for 70 years to John Hir in 1523. It was still at lease when Carmarthen Priory was dissolved in 1535. It may be identified with the Lower Tucking Mill of the 18th century	SN 420 205	Medieval
10598	Northern Mill	A fulling mill recorded as being leased out by Carmarthen Priory for 50 years in 1523. It seems likely that it did not survive into Stuart times	SN 420 205	Medieval
10599	Carmarthen	A fulling mill mentioned in the dissolution account of Carmarthen Priory in 1535-6, not owned by the Priory	SN 420 205	Medieval
20245	Grade II Listed Gate	Small 19th century wrought iron pedestrian gate to the footpath up The Parade. The gate is fixed to a bollard with an inscription reading "Jones and Sons, Priory Foundry, Carmarthen". The gate was removed and re-erected in 2002. Grade II Listed	SN 4167 2015	Post-medieval
30036	Brickworks	A brickworks first shown on Wood's map of 1834. The works consist of several buildings, with the kiln at the southern end, surrounded by clay pits extracting the alluvium with which to work. Wood's map marks the works as 'Mr Mason's Brick Works',	SN 4157 1995	Post-medieval
30037	Slipway	A modern slipway to the River Towy, Carmarthen	SN 4156 1990	Modern
45394	Goods shed	Goods shed associated with the Old Station in Carmarthen, built in 1860.	SN 4164 2008	Post-medieval
61626	Listed Building	Grade II listed house	SN 41844 20336	Post-medieval
61660	Bryn Roma,	Grade II listed house, including Front Garden Wall, Railings And Gate	SN 41809 20300	Post-medieval
61682	No 1, The Parade	Grade II listed houses including front wall, railings and gate	SN 41848 20340	Post-medieval
61686	No 2, The Parade	Grade II listed house The Old Grammar School	SN 41902 20385	Post-medieval
61689	No 3, The Parade	Grade II listed house Including Front Wall, Railings And Gate.	SN 41840 20331	Post-medieval
61690	No 3, The Parade	Grade II listed house – The Old Grammar School	SN 41906 20388	Post-medieval
61692	No 4, The Parade	Grade II listed house – The Old Grammar School	SN 41910 20392	Post-medieval
61693	No 4, The Parade	Grade II listed house Including Front Garden Wall, Railings, Gate And Back Garden Wall	SN 41836 20327	Post-medieval
61694	No 6, The Parade	Grade II listed house Including Front Garden Wall, Gate And Railings	SN 41823 20314	Post-medieval
61695	No 7 The Parade	Grade II listed house Including Front Garden Wall, Gate And Railings	SN 41818 20310	Post-medieval
61697	No 8, The Parade	Grade II listed house Including Front Garden Wall, Gate And Railings	SN 41814 20305	Post-medieval
61709	The Limes,	Grade II listed house Including Front Garden Wall, Railings And Gate	SN 41828 20319	Post-medieval
61857	Wall near Parc Hinds	Grade II listed wall, section Of Wall At SW Corner Of Parc Hinds	SN 41961 20444	Post-medieval
61860	Gates	Grade II listed gates, gatepiers and bollard. To Footpath on southern Side	SN 41679 20141	Post-medieval

Table 2: Known archaeological sites recorded on the Regional HER in close proximity to route of works

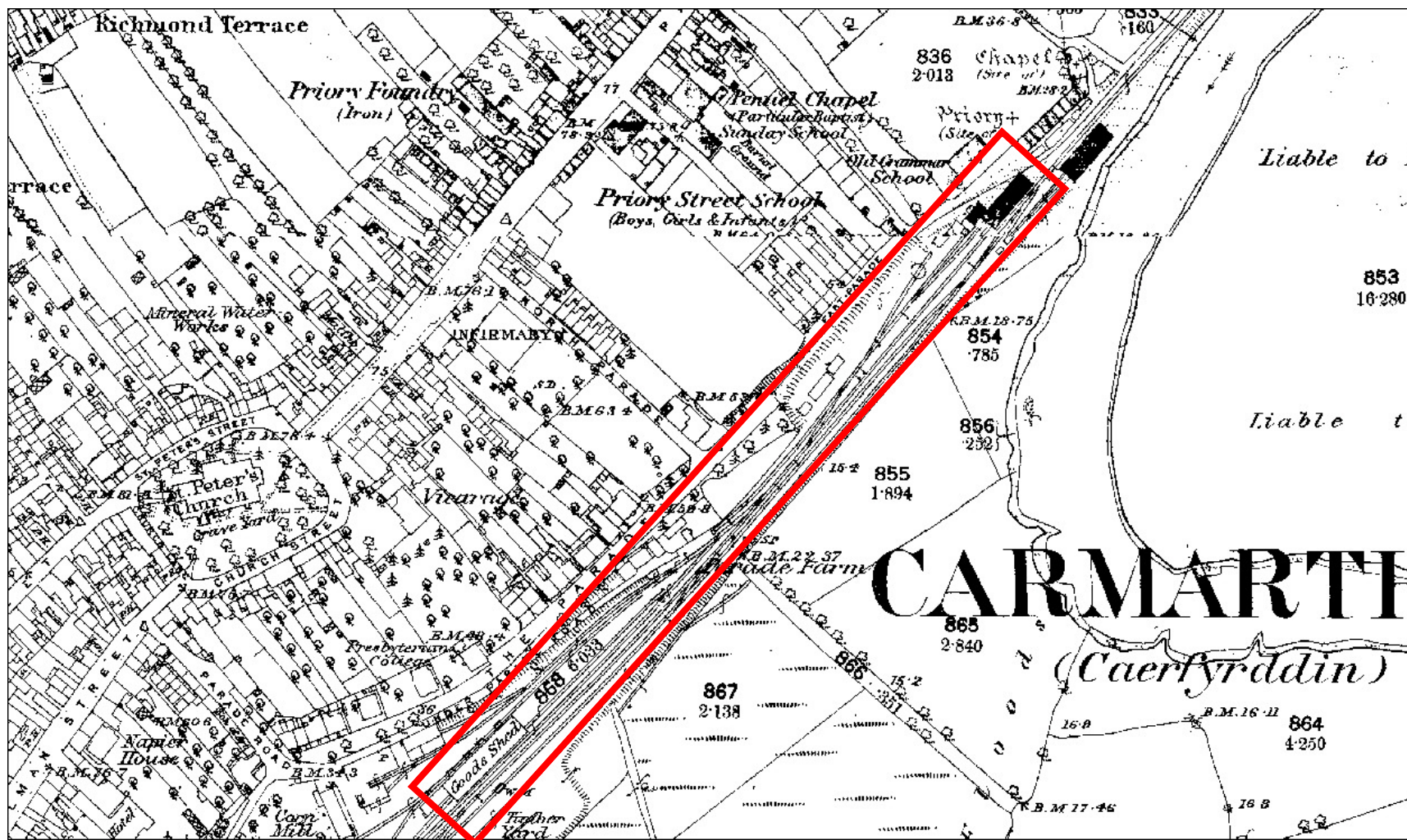


Figure 2: Extract of 1888 1:2500 scale Ordnance Survey Map of the area, with the route of the water main renewal works shown in red

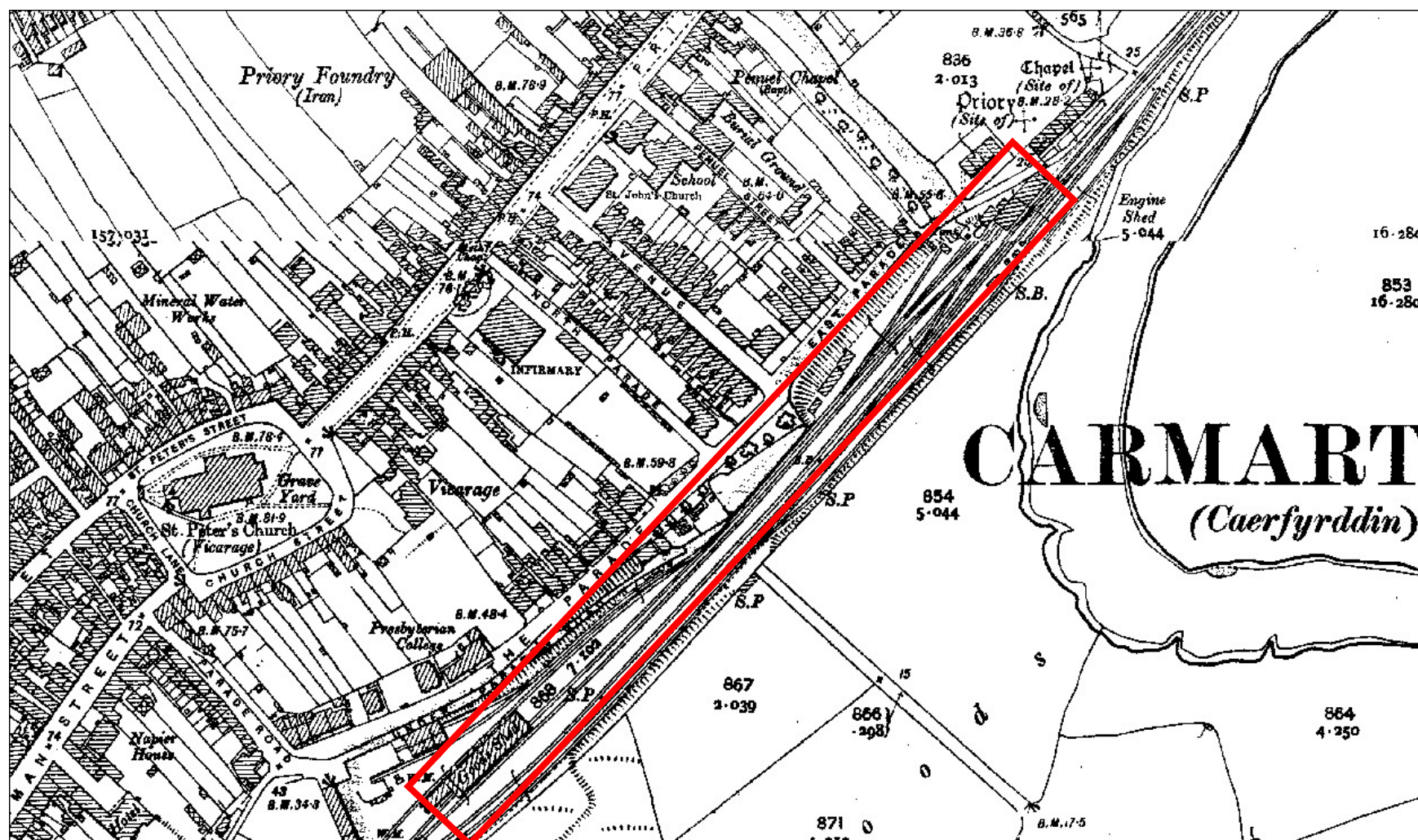


Figure 3: Extract of 1906 1:2500 scale Ordnance Survey Map of the area,
with the route of the water main renewal works shown in red

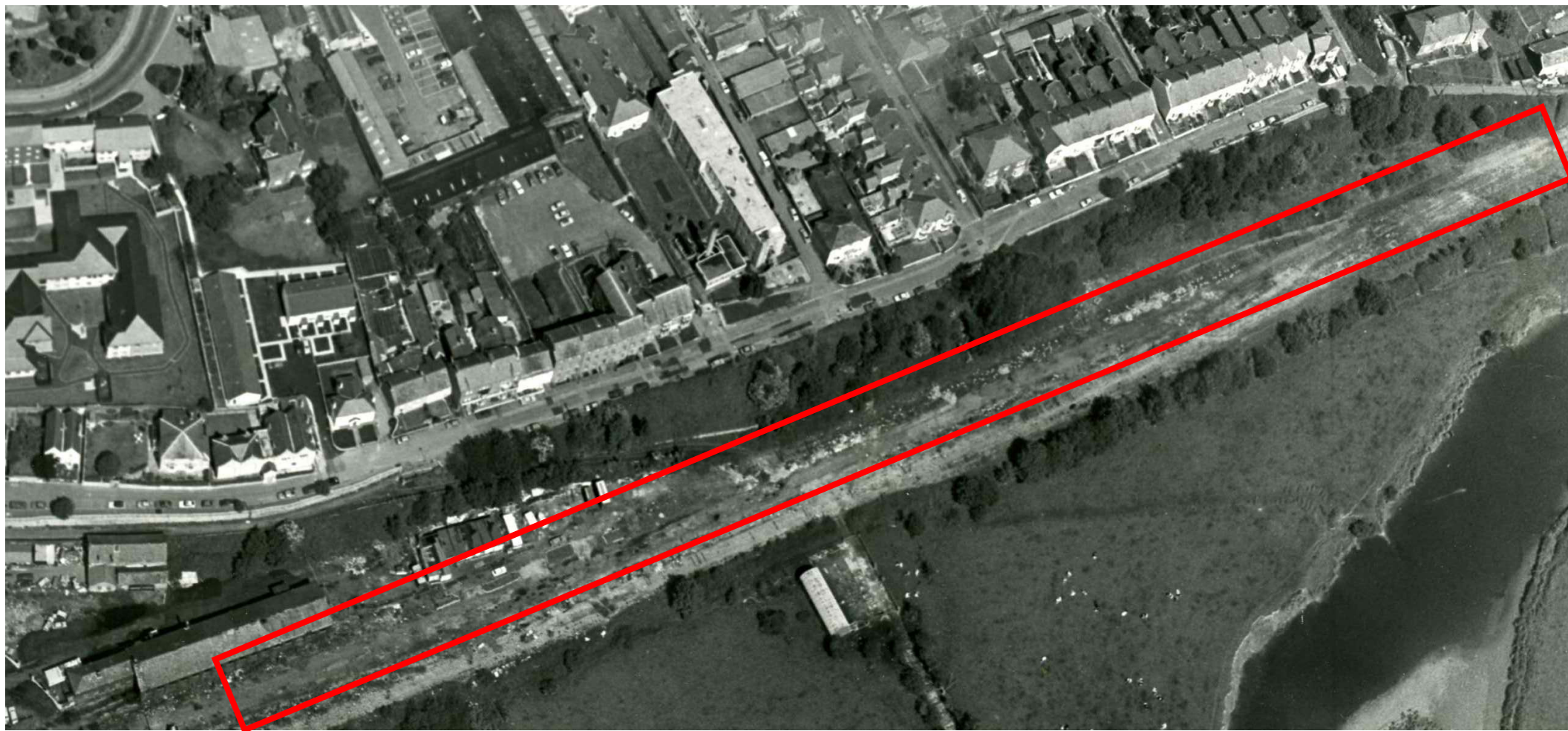


Figure 4: Late 1980s aerial view of development area (DAT collection).

3. WATCHING BRIEF METHODOLOGY

The detailed methodology for the watching brief was laid out within the WSI. The relevant methodology can be summarised as follows.

3.1 Fieldwork

3.1.1 A 'watching brief' was undertaken during groundworks at the site which had the potential to expose, damage or destroy underlying archaeological remains.

3.1.2 All archaeological deposits revealed during the groundworks were examined and recorded to an appropriate level.

3.1.3 Recording of all archaeological features or deposits conformed to best current professional practice and was carried out in accordance with the Recording Manual³ used by Dyfed Archaeological Trust Field Services.

3.2 Post-Fieldwork Reporting and Archiving

3.2.1 All data recovered during the fieldwork will be collated into a site archive structured in accordance with the specifications in *Archaeological Archives: a guide to best practice in creation, compilation, transfer and curation* (Brown 2007), and the procedures recommended by the National Monuments Record, Aberystwyth.

3.2.2 The results of the fieldwork have been assessed in local, regional and wider contexts.

3.2.3 A report fully representative of the results of the fieldwork has been prepared.

3.3 Timetabling of Fieldwork

3.3.1 The watching brief methodology involved monitoring of excavations associated with the rising water mains renewal development. Site visits were made on February 17th, February 20th, February 25th and March 2nd 2012, with occasional passing visits to check the progress of work.

³ Dyfed Archaeological Trust Field Services have adopted the Recording Manual developed by English Heritage Centre for Archaeology. A copy will be available on-site for inspection if required.

4. RESULTS AND DISCUSSION

4.1 The first site visit was undertaken following communication from Byron Hughes of Morgan Sindall Plc requesting an archaeologist to attend at the commencement of groundworks. The excavations were undertaken using a mechanical excavator fitted with a toothless bucket, to an average depth of 1.3m.

4.2 The trench was excavated through a firm upper layer comprising mid-grey clay silt containing frequent small to medium angular stone (100) with a depth of c.0.55m. This overlay a moderately compacted grey black clay silt containing frequent fragmentary red bricks and large stones (101) (Photo 5). Underlying (101) was a mid-grey brown compacted natural clay, with a visible thickness of 0.4m (102) which formed the base of the trench. This stratigraphic sequence was visible along the entire route of the water main renewal works.

4.3 The archaeological remains of two structures, both associated with the railway line and goods yard, were revealed during the course of the archaeological watching brief. The first structure was a 6m x 0.6m length of northeast – southwest aligned brick wall footing located at NGR SN 4192 2035 (Photo 6-8). Late 19th century mapping indicates that a c.30m x c.9m engine shed stood at this location from at least 1888 (Figure 4). During the course of the excavation work a number of red bricks marked LNWR were recovered indicating that the shed was constructed by the railway company. The LNWR operated its own brickworks, with a capacity to produce 6 million bricks per annum, which was located at the Crewe Railway works (Devine & Clark 2002, 10-11). Additional research has revealed that the LNWR engine shed replaced an earlier structure constructed by the Central Wales & Carmarthen Junction Railway during the 1870s which was destroyed by a gale. No evidence for this earlier structure was identified within the mains renewal area.

4.4 The replacement shed was constructed to a standard 'north light' design of Francis William Webb, Chief Mechanical Engineer of the LNWR and was unusual in that it was of timber construction (Pennington, pers comm⁴). Early 20th century photographs show that the engine shed was of seven bays with mono pitched roofs with a dividing wall running along the middle of the structure (Photos 9 and 11). The engine shed closed on July 4th 1937 and by 1948 no trace of the structure survived (*ibid*). It is considered that the wall revealed within the excavation area forms part of the footing of the northwest side of the former engine shed and was probably constructed sometime between 1884, the time when the LNWR gained ownership and running rights of the full route between Carmarthen and Craven Arms, and the publication of the 1888 Ordnance Survey Map.

4.5 The second structure revealed was a 'Y-shaped' northwest – southeast aligned length of cast iron piping that continued beneath the northwestern side of the trench (c. NGR SN 4191 2035; Photo 11). This length of piping is considered to have formed part of the water supply system used to replenish the water tanks of locomotives. The 1888 OS map shows water columns c. 17m to the southwest of this location at NGR SN 4189 2032, with a further structure at NGR SN 4190 2035. These are shown to be a raised water tank and possible pump house on an early 20th century image of the area (Photo 12). By the publication of the 1906 Ordnance Survey map, reworking of the track layout had been undertaken and a signal box had been constructed at c. NGR SN 4191 2031 indicating that the water tank was demolished by this time. The map shows a structure marked as 'Tank' at NGR SN4188 2033 and an early 20th century photograph of the area shows the structure along with the 'new' signal box and water column shown on the 1888 Ordnance Survey Map. This redevelopment of the area is visible on an early 20th century photograph (Photo 12). It is likely that the water used to

4 D Pennington Archivist LNWR Society personal email.

supply the tank was pumped directly out of the nearby River Towy. A photograph of the LNWR engine shed taken in 1936 shows two water columns positioned outside the entrance to the building (Photo 9). Given the northwest – southeast alignment of the piping it is possible that it dates to the early part of the 20th century.

4.6 The archaeological features revealed during the course of the foul water main renewal works are of local archaeological significance. No evidence for any pre-industrial period activity was identified during the course of the archaeological watching brief. It is considered that the construction of the railway during the 19th century might have either completely destroyed any pre-industrial period archaeological remains in the area or if present they may lie at a greater depth than the deposits affected by the excavation works.

5. CONCLUSIONS

5.1 The archaeological watching brief undertaken during the groundworks associated with the water main renewal revealed no archaeological features or deposits of pre-industrial period date. No indications of any evidence for Roman structures or finds were present within the excavated trench. The archaeological watching brief did demonstrate that structures relating to the former railway and goods yard do survive below ground.

5.2 The brick footings of the northwest wall of the former LNWR engine shed, potentially constructed between 1884 and 1888, were revealed at NGR SN 4192 2035 and further remains of this structure lie beneath the ground at this location. Late 19th and early 20th century maps show that further structures relating to the railway also lie within this area and it is likely that evidence for these may also survive below ground.

5.2 The archaeological watching brief also demonstrated that evidence of the early 20th century water supply for replenishing the locomotive's water tanks and it is considered that further evidence for this supply network lies within the area.

5.3 The archaeological remains revealed during the watching brief are considered to be of local archaeological interest. It is likely that the construction of the railway during the mid 19th century may have destroyed any pre-industrial period archaeological features and deposits that may once have lain within the area.

6. SOURCES

6.1 Map

Ordnance Survey, 1:500 1st Edition Carmarthenshire 1888

Ordnance Survey, 1:2500 1st Edition Carmarthenshire 1890

Ordnance Survey, 1:2500 2nd Edition Carmarthenshire 1907

6.2 Published

Gabb J F 1977 'Driving an Iron Road Through the Hills' in E V Jones (ed) *Carmarthenshire Historian Vol XIV*. Carmarthen Dyfed Rural Council.

Jones G B & Dunstone D, 2000, *The Railways of Wales Circa 1900*. Llandysul. Gomer Press

Lodwick, J. & Lodwick, V., 1994, *The Story of Carmarthen*. Carmarthen. St Peter's Press.

Spurrell W 1879 *Carmarthen and Its Neighbourhood*. Carmarthen. William Spurrell

6.3 Unpublished

Devine V & Clark J 2002 *Cheshire Historic Towns Survey: Crewe Archaeological Assessment*. Cheshire County Council and English Heritage.

PHOTOGRAPHS



Photo 1: Remains of C&CR station of 1860



Photo 2: Carmarthen goods shed 28th September 1984.



Photo 3: Side elevation Carmarthen Goods Shed 28th September 1984.



Photo 4: Remains of Carmarthen Goods Shed 2012.



Photo 5: SE facing representative section showing (100) and (101)



Photo 6: Vertical view of LNWR engine shed wall footing.



Photo 7: NW facing view of LNWR engine shed wall footing



Photo 8: Overall view of LNWR engine shed wall footing

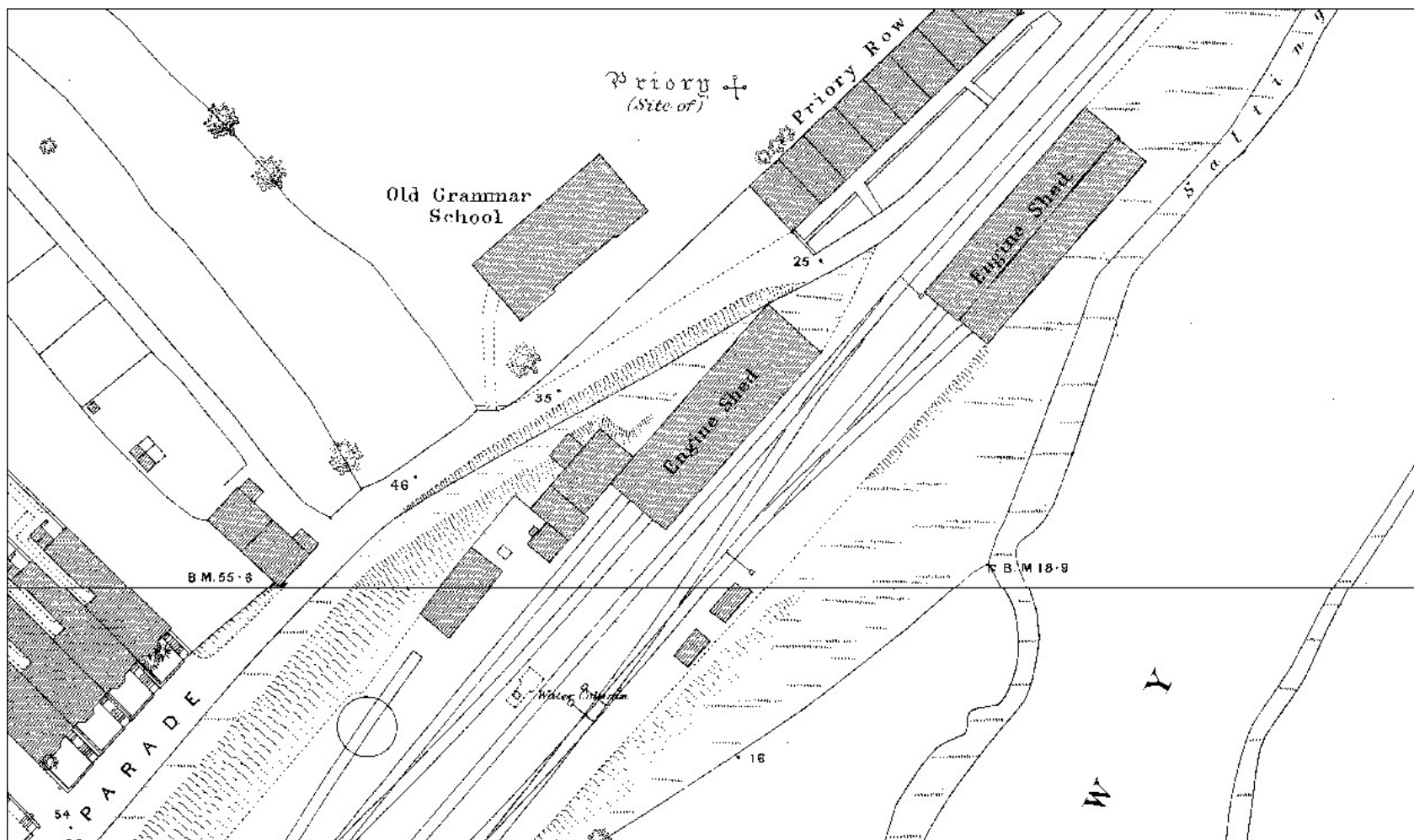


Figure 5: LNWR engine shed as shown on 1888 1:500 OS map



Photo 9: Former LNWR Webb design 'north light' shed Carmarthen, 1936



Photo 10: Cast iron water supply pipe.



Photo 11: Early 20th century image showing water tank and possible pumping house.

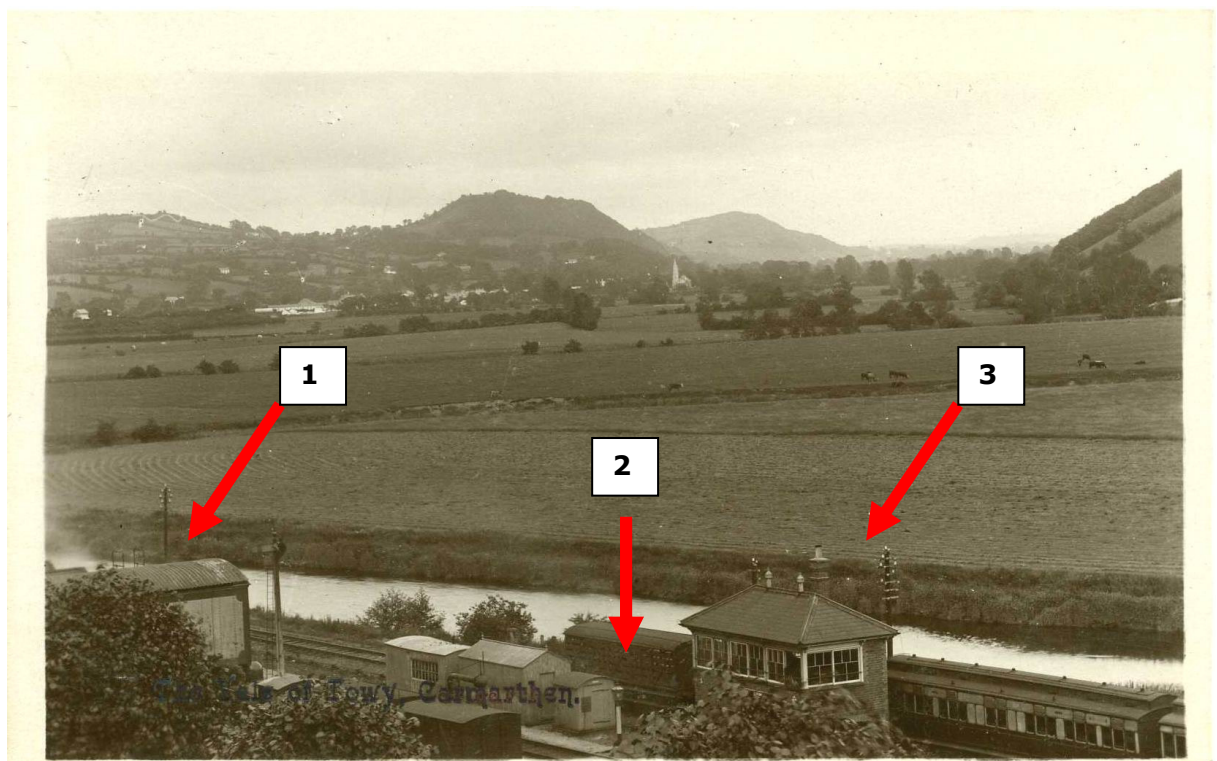


Photo 12: Early 20th century photograph showing later water tank (1), water column (2) and 'new' signal box (3).

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*Yn unol â'n nôd i roddi gwasanaeth o ansawdd uchel, croesawn unrhyw sylwadau
sydd gennych ar gynnwys neu strwythur yr adroddiad hwn*

*As part of our desire to provide a quality service we would welcome any
comments you may have on the content or presentation of this report*

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