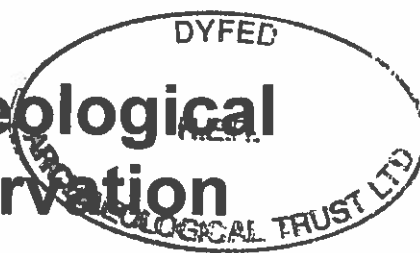


Archaeological Observation



Water Network Scheme:

Grenig Road, Glanaman,
Camarthenshire

Laing O'Rourke for Dŵr Cymru/Welsh
Water

NGR: SN 67537 11509 - SN 67449 12040

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1. Non Technical Summary

Archaeological observation took place between the 23rd and 29th March 2004 at Grenig Road, Glanaman, on a rough gravelled track currently used as a public road and footpath.

Timbers and metal items relating to the construction of the Cawdor Colliery tramroad were found during the archaeological observation. During the 19th century the Grenig Road trackway formed the lower part of the tramroad, which connected the Cawdor No. 1 Colliery with the Glanaman branch of the Great Western Railway some 2km to the N. The Cawdor No. 1 Colliery and its associated tramroad were in use during the late 19th/early 20th century.

This archaeological observation confirms that no archaeology was damaged or disturbed during works.

REPORT SPECIFICATION:

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2. Introduction

Border Archaeology undertook on behalf of Dŵr Cymru/Welsh Water (DCWW) an archaeological observation of groundworks at Grenig Road, Glanaman.

These works were carried out as part of DCWW's refurbishment programme in accordance with a letter of recommendation from Cambria Archaeology. Archaeological observation was required in order to observe the excavation of open-cut trenches for the purpose of laying new sections of water pipe in an unmade track, to assess the nature of any archaeological remains and to record as appropriate, as part of Border Archaeology's remit to provide archaeological services to Laing O'Rourke and DCWW.

This report was completed in March 2005 after due consultation that no return to the site for water quality assurance reasons was envisaged. Copies of this report will be submitted to DCWW, Laing O'Rourke and Cambria Archaeology and the regional Sites and Monuments Record.

2.1 Soils & Geology

The area within the Aman Valley is made up of rocks of the Carboniferous Upper and Middle Coal Measures Series. The soils are of the WILCOCKS 1 [721c] soil association, comprising slowly permeable seasonally waterlogged fine loamy and fine loamy over clayey upland soils with a peaty surface horizon. Coarse loamy soils affected by groundwater occur in places and soils are generally very acid where not limed. These soils overlie drift from Palaeozoic sandstone, mudstone and shale.

3. Site Specific Historical & Archaeological Background

Glanaman lies in the Aman Valley, a landscape which exhibits evidence of settlement activity dating back to the Bronze Age period. The Aman Valley was heavily impacted by the rapid development of the coal industry during the 19th century and Glanaman was one of several mining communities established in the Aman Valley during this period.

The present villages of Glanaman and Garnant were collectively called Cwmaman but with the development of the coal industry in the 1880s the population of both villages rose sharply. Demand from the inhabitants of Cwmaman enforced change and the modern place-names Garnant and Glanaman were adopted in September 1888. Accordingly, the name Glanaman was chosen due to it being situated in close proximity to the Afon Aman (Mills 1991: 206).

During the 19th century, extensive anthracite coal mining activity took place in the vicinity of Glanaman. One of the most important collieries in the Glanaman area was the Cawdor No. 1 Colliery, (Cambria PRN No. 30622; SN 675 114), located close to a small settlement called Pant-y-fynnon approximately 2km S of Glanamman.



Plate 1: View looking NE of Grenig Road trackway

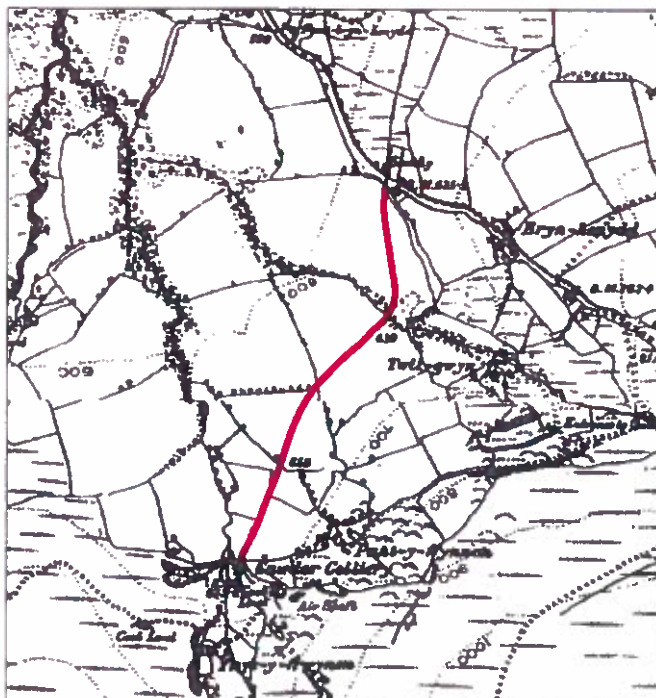


Figure 1: Line of Cawdor No.1 Colliery Tramway as shown on the 1891 1st edition OS map

This pit, established in the 1870s, was provided with a 2km tramroad (SN 675 115) connecting it to the Glanaman branch of the Great Western (formerly Llanelli) Railway (SN 675 125). Cawdor No.1 Colliery was operational during the late 19th/early 20th century and the 1891 1st edition OS map clearly shows the colliery together with the tramroad heading NE to join the railway (**Figure 1**). This section of disused tramroad is now utilised as a footpath and a public road (**Plate 1**). Cawdor No.1 Colliery, later known as Blaengrenig, was disused by the 1940s and Cawdor No.2 Colliery (Cambria PRN 30623; SN 692 116) had been established at Pen-y-waun, approximately 1.6km E of the old site.

4. Methodology

The aim of the programme of archaeological observation was to locate and record any archaeological remains revealed during the course of the groundworks.

All trenches and pits were excavated under strict archaeological supervision, with all spoil scanned thoroughly for artefacts.

5. Archaeological Observation

5.1 Table of Results

The table below categorises the following information by date, National Grid Reference, section/pit number, soil profile description and assessment of archaeology. Each observation point is assessed as NAR (no archaeology recorded) NSA (no significant archaeology) and NAA (no additional archaeology). Observation points designated NSA are highlighted grey in the table, light blue highlighting the presence of significant archaeological remains, fully described in 5.2. Dark blue highlighting indicates a known archaeological site being impacted by the engineering works.

For the purposes of this report, significant archaeology is defined as that which is likely to contribute to a further understanding of the past within a local, regional, national or international context. Generally, unstratified remains or those of recent origin (ie. of post-WWII date) that commonly occur in excavations are not considered archaeologically significant, although it is recognised that unstratified items or remains may be of high intrinsic value, in which case these will be retained.

Date	Grid Ref & Section/Pit No	Location	Description	Assessment
23/03/2004	SN 67537 11509 to SN 67544 11529 Open Cut Section 1	Grenig Road – end of Trackway	W facing section: metalled surfacing of tarmacadam and stone, well compacted pinkish-brown silty sand + stone, yellowish-brown sandy-clay and stone, soft loosely compacted coal/dust deposit, moderately compacted grey-brown silty-clay, stone with moderately frequent inclusions of sub-angular river washed stone, E facing section: topsoil, soft loosely compacted coal/dust deposit, moderately compacted grey-brown silty-clay, stone with moderately frequent inclusions of sub-angular river washed stones	NAR
23/03/2004	SN 67550 11544 to SN 67582 11642 Open Cut Section 2	Grenig Road Trackway	Topsoil, well compacted pinkish-brown silty sand + stone, yellowish-brown sandy-clay + stone, soft + loosely compacted coal/dust deposit, moderately compacted orange-brown silty-clay + stone with moderately frequent inclusions of sub-angular river washed stones. Two small timbers and metal fitting.	Refer to 5.2.1
24/03/2004	SN 67593 11656 to SN 67588 11644 Open Cut Section 3	Grenig Road Trackway	Waterlogged	NAR
24/03/2004	SN 67592 11677 Pit 1	Grenig Road Trackway	Small angular grey stone metalling/hardcore, moderately compacted greyish-brown silty clay and stone, soft + loosely compacted coal/dust deposit, moderately compacted orange-grey silty clay	NAR
24/03/2004	SN 67594 11675 Pit 2	Grenig Road Trackway	Small angular grey stone metalling/hardcore, moderately compacted greyish-brown silty clay + stone, soft + loosely compacted coal/dust deposit, moderately compacted orange-grey silty clay	NAR
24/03/2004	SN 67606 11719 Pit 3	Grenig Road Trackway	Small angular grey stone metalling/hardcore, moderately compacted greyish-brown silty clay and stone, soft + loosely compacted coal/dust deposit, moderately compacted orange-grey silty clay	NAR
24/03/2004	SN 67617 11719 Pit 4	Grenig Road Trackway	Small angular grey stone metalling/hardcore, moderately compacted greyish-brown silty-clay + stone. One piece of timber projecting from section identified.	Refer to 5.2.2
24/03/2004	SN 67646 11859 Pit 5	Grenig Road Trackway	Small angular grey stone metalling/hardcore, moderately compacted greyish-brown silty-clay + stone. Two small timbers identified.	Refer to 5.2.3

Date	Grid Ref & Section/Pit No	Location	Description	Assessment
24/03/2004	SN 67659 11800 Pit 6	Grenig Road Trackway	Small angular grey stone metalling/hardcore, moderately compacted greyish-brown silty clay + stone, soft + loosely compacted coal/dust deposit, moderately compacted orange-grey silty clay	NAR
23/03/2004	SN 67714 11825 Pit 7	Grenig Road Trackway	SE facing section: small angular grey stone metalling/hardcore, moderately compacted greyish-brown silty clay + stone, soft + loosely compacted coal/dust deposit, moderately compacted orange-grey silty clay, NW facing section: topsoil, moderately compacted orange-grey silty clay	NAR
29/03/2004	SN 67739 11855 Pit 8	Grenig Road Trackway	Small angular grey stone metalling/hardcore, moderately compacted greyish-brown silty clay + stone, soft and loosely compacted coal/dust deposit, moderately compacted orange-grey silty clay	NAR
29/03/2004	SN 67754 11950 Pit 9	Grenig Road Trackway	Loosely compacted dark brown sandy topsoil, moderately compacted pinkish-brown silty clay, loosely to moderately compacted coal-dust deposit, moderately compacted greyish-brown silty clay + stone	NAR
29/03/2004	SN 67765 11906 Pit 10	Grenig Road Trackway	Loosely compacted dark brown sandy topsoil, moderately compacted greyish-brown sandy clay + stone, loosely compacted coal/dust deposit, moderately compacted orange sandy clay	NAR
29/03/2004	SN 67449 12040 Pit 11	At junction of track onto Grenig Road	Loosely compacted medium brown sandy topsoil, moderately compacted greyish-brown clay + stone, loose to moderately compacted coal/dust deposit, moderately compacted yellowish-brown clay. Metal linkage & timber projecting from E facing section identified within a green/brown clayey deposit.	Refer to 5.2.4

5.2 Further Information & Interpretation

5.2.1 Open Cut Section 2: SN 67550 11544 to SN 67582 11642

The second section of open-cut trench measured 86.50m x 0.30m x 1.10m and there was groundwater present as excavations were occurring within a ditch. This trench had been previously disturbed by the existing water main; however, two small timbers, possibly the remains of tramway sleepers, were identified within the section (**Plates 2 & 4**). The first was identified at SN 67571 11565 at a depth of 0.30m overlying a coal deposit. The second was identified at SN 67575

11618 at a depth of 0.22m, the timber itself being 0.15m wide. A metal fitting, probably associated with the tramway, was identified projecting from the section at SN 67561 11577 (Plate 3).

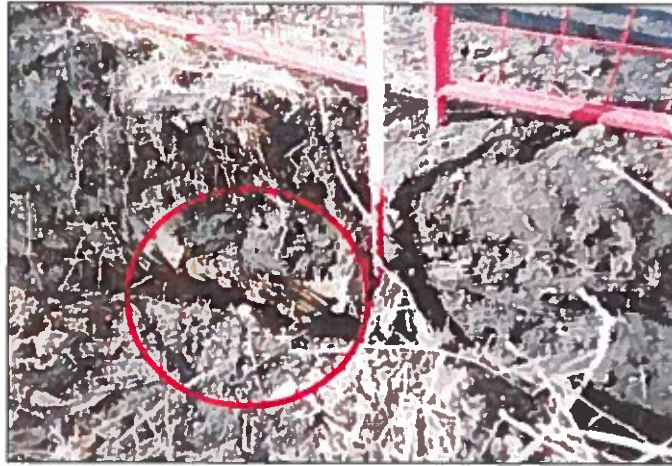


Plate 2: Timber in Open Cut 2 (E facing)



Plate 3: Metal fitting in Open Cut 2 (E-facing)

5.2.2 Pit 4: SN 67617 11719

This trial pit measured 0.65m x 0.40m x 0.47m and there was no groundwater present. Again, the ground had been previously disturbed, although one piece of timber, again probably the remains of a tramway sleeper, was located projecting from the section at a depth of 0.10m and continued to a depth of 0.30m within moderately compacted greyish-brown silty clay and stone.



Plate 4: Timber from excavation of Open Cut 2

5.2.3 Pit 5: SN 67646 11859

This pit measured 50m x 1.40m x 0.46m and contained run-off due to its close proximity to a ditch. Although previously disturbed by the existing water main, visible at the base, two small timbers, probably the remains of tramway sleepers, were excavated from this trench.

5.2.4 Pit 11: SN 67449 12040

This pit measured 6.60m x 0.60-0.90m x 0.45m and there was no groundwater present. Previous disturbance resulting from the insertion of the existing main was evident, although one metal linkage was extracted from the spoil and a single timber was located projecting from the E-facing section within a green/brown clayey deposit. This context was located at a depth of 0.06m and continued to a depth of 0.18m.

6. Conclusion

Several timbers and metal items were discovered. Section 2 of the open-cut trenching revealed two timbers and a metal fitting, Pit 4 contained one timber, Pit 5 two broken timbers and one metal link was found within Pit 11.

These finds represent the remains of original sleepers and metal linkages from the tramway associated with the Cawdor No.1 Colliery, operational during the late 19th/early 20th century which is shown running along the line of the existing Grenig Road trackway on the OS 1st edition map of 1891.

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8. Bibliography

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9. APPENDIX 1: Dŵr Cymru / Welsh Water site plan identifying location of finds and features

