

ROMAN ROADS IN NORTH-WEST WALES

G1632

Report number : 526



PART 1: TEXT

Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust

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Prepared

By

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ROMAN ROADS IN NORTH-WEST WALES (G1632)

1. INTRODUCTION

1.1 Project Background

The Roman Roads project was initiated in 2002/03 and follows on from a study of Roman fort environs. The first year of the project consisted mainly of scoping and examination of the extent of the available data (Hopewell 2003, Appendix 1). Similar projects are being carried out by the other Welsh Archaeological Trusts. Regular liaison meetings are being held in order to ensure compatibility of methodology and data.

PG Wales recognised that the schedule of Ancient Monuments contained 'an inadequate sample of the extensive archaeological remains now known to survive in Wales'. All of the surviving forts and fortlets in the county are SAMs but their surroundings were usually not included within the scheduled areas. The Roman fort environs project produced a clearer picture of the extensive remains around almost all of the forts and provided scheduling and management recommendations. The second phase of the project is seeking to provide recommendations for the roads in the county. A very small sample of Roman roads appear in the schedule, usually short lengths around the forts or segments that happen to pass through existing scheduled areas. Musson and Martin (1998) note that, in Wales, 'of 253 Roman 'roads' and 'road segments' only 5 stretches are scheduled. There is surely a case here for scheduling enhancement'. The linear nature of Roman roads has also led to serious under recording on sites and monuments records. Many have been located by single grid references with only occasional lengths transcribed onto maps. This has in turn led to most roads being virtually ignored during planning consultation. A project carried out by Clwyd-Powys Archaeological Trust in 2001-3 (Silvester and Owen 2003, CPAT report 527) developed a methodology for transcribing Roman road information onto a computerised Geographical Information System (GIS). This allows detailed routes and background information to be instantly accessible to the SMR and thus to the planning process. The present project adopts this approach and aims to produce a complete (GIS) record of the current body of data about Roman roads in Gwynedd and to resolve some of the problems and inconsistencies that will inevitably be identified.

2. PREVIOUS RESEARCH

The study of Roman roads in Wales dates back to at least the 17th Century with Edward Lhuyd noting, in *Parochialia*, several roads reported by his correspondents. Roman roads seem to have held a particular fascination ever since. Fenton records several lengths of roads in his *Tours in Wales*, 1804-1813 as do several other writers at the time.

The first attempt to produce a wider account of the Roman roads in Britain was carried out by Thomas Codrington in 1903, but provides little information about roads in Wales. The Ordnance Survey produced their first Map of Roman Britain in 1924. An account of the Roman Roads of Wales was produced in several volumes by S O'Dwyer in the 1930s (O'Dwyer 1934 and 1935). These accounts assembled much of the contemporary information about Roman roads but also collected a lot of spurious accounts and indulged in 'join the dots' style projection of the road routes. O'Dwyer's insistence that no metalled roads were constructed between Roman times and the latter part of the 18th century inevitably leads to the labelling of any 'old road' as Roman. These accounts include much interesting information but have rightly been regarded with suspicion by subsequent workers in the field.

The first coherent account of Roman roads in Wales was produced by Ivan Margary in his *Roman Roads in Britain* (1955 and 57, revised as one volume in 1973). He devised a numbering system for the roads which is still used today, albeit in a somewhat expanded fashion. This work must therefore be seen as forming the basis for the current project.

By the 1970s many of the major individual routes in North Wales had been examined in detail with published accounts being produced by Irvine (1956) Jones (1959), Bowen and Gresham (1967) and the RCAHM (1956, 1960 and 1964) amongst others. In the early 1970s, the Ordnance Survey began a

programme of work, to assess the authenticity of the postulated Roman roads throughout the country. Field investigations were carried out along all of the credible routes and the results were used to update the published Ordnance Survey maps along with the Map of Roman Britain. Clearly only a small proportion of the information could be added to published maps. The results of the survey were retained in an archive, now held by the NMR in Aberystwyth, as a series of annotated linear maps along with additional notes assessing each route in detail. This archive represents the most thorough study of the Roman roads of Wales to date.

Further detailed work has been carried out on some roads. Aerial reconnaissance has been shown to be an invaluable tool, some roads that are all but invisible on the ground are clearly visible on aerial photographs with a low angle of incident light (see Crew and Musson 1996, 30-1). Work in this field is currently being carried out by the RCAHM and Hugh Toller amongst others. A detailed approach incorporating aerial reconnaissance, fieldwalking and detailed topographical survey has yielded good results on the Caersws to Caer Gai road (Jones, Putnam and Toller 1998, 117-9).

The most recent major publication is an account of the discoveries of Edmund Waddelove (1999) comprising a detailed account of over 200 miles of 'previously undiscovered Roman roads', mainly in Gwynedd. There is a huge amount of information in this volume. Examination of parts of his routes by various workers in the field, including evaluation work for the current project, suggests that some of his findings require further verification perhaps by excavation and documentary study. The volume was reviewed by Hugh Toller (1998, 246).

3. THE CURRENT STATE OF THE RESOURCE

The mountainous terrain of North Wales resulted in a layout and morphology of roads that is still poorly understood despite the research that has been carried out. Margary noted that:

'Much of the country [of Wales], even when not actually mountainous, is very hilly and broken, rendering aligned roads out of the question and causing frequent construction of terraced roads which are usually much narrower than normal. Thus the roads, where visible in their original form, are often only some 9 feet wide, and a large agger, wide ditches, or a well-marked alignment are rarely seen, all factors which render the observation and recognition of roads as Roman work unusually difficult.'

It is interesting to note that the Ordnance Survey *Historical Map and Guide to Roman Britain* (2001) only classifies the route of 40km of road in Gwynedd as 'definite' and 70km as 'possible'. The total length of road must have exceeded 280km. Varying amounts of data exist for the missing 170km. The approximate lines of some routes are dictated by geography but their exact lines are in dispute, others such as a likely road across Anglesey are unknown.

An interrogation of the SMR produced 26 records of which 14 referred to established routes with Margary classification codes. The remainder of the records referred to short, well-preserved subsections of established routes, mainly around forts, multiperiod trackways with possible early origins and roads of Roman date that are not military roads. A road at Clefiog Uchaf near Valley on Anglesey is an example of the latter. This was discovered during works in advance of the new A55 road and is associated with a Romano-British settlement but is clearly too slight to be of military origin. Detailed transcriptions of the published routes were almost non-existent and it was clear that the SMR could not adequately inform either the planning process or more general research functions in this field.

4. HISTORICAL DISCUSSION

The most visible Roman monuments in the landscape of North-West Wales are a series of auxiliary forts belonging to the Flavian consolidation of Roman rule in North Wales in the late 70s AD. One undated, although probably early Flavian, invasion fort at Llanfor represents the earliest known installation. No evidence has yet emerged for the campaigns of Paulinus (as recorded by Tacitus) culminating in the attack on Anglesey in 60 AD.

The auxiliary forts are about 17-20 km apart and would have been linked by an all-weather road system. Dr Jeffrey Davies notes that 'the garrison posts would have been mutually supporting with any serious trouble being tackled by a concentration of auxiliary regiments' (Arnold and Davies 2000,

16). He also notes that well engineered roads would have opened up the country for trade and exploitation of mineral resources (*ibid.*, 35).

This well ordered network allows us to make certain inferences about gaps in the archaeological record. There is a suspiciously long gap of 37km between Segontium and Canovium suggesting the presence of an as yet undiscovered fort close to the strategically important Menai Straits. The lack of roads and proven forts on Anglesey clearly represents the most obvious gap in the road and fort network. Limited excavations in 1973-4 within the village of Aberffraw revealed the bank and ditch of what may be a Roman fort (White 1979) but the lack of datable finds leaves this open to question. Various other 'ancient roads' and concentrations of findspots have been recorded, most notably around Dwyran and Talwrn (SMR records) but concrete evidence is still lacking.

5. THE ARCHAEOLOGY OF ROMAN ROADS

The current project is concentrating on Roman Military roads. These were built to a well-defined pattern that can allow a well-preserved Roman Road to be identified, with a fair degree of certainty, without supporting datable evidence.

A 'typical' Roman road (Davies 2002, 33) is often fairly straight and consists of a central linear mound or agger on which a metalled surface is constructed. This is flanked on either side by large drainage ditches. Two strips of land, which are levelled but not usually metalled, and are demarcated by smaller outer ditches, flank the road. The agger may be of varying widths with the average width of metalling for roads in Britain being 6.5m. The metalling most commonly consists of crushed stone, pebbles and gravel sometimes mixed with sand (68% of excavated examples in Britain). Roughly cobbled surfaces are found on 22% of roads with paving occurring on only 4%. There are also usually several foundation layers producing an average depth of metalling of 51cm (*ibid.* 53-66).

This typical road type is often encountered in lowland Britain but may not be typical of upland roads. Margary notes that upland roads may only be 9 feet wide and a large agger, wide ditches or a well marked alignment are rarely seen. Records of well preserved upland roads, e.g., at Pen y Stryd and Caer Tyddyn near Brithdir (Crew and Musson 1996, 30-1) suggest that typical upland aggers are about 4.5m wide with fairly small inner ditches. A section across the remote upland road at Blaen-lliw-uchaf (Kelly 1986, 170-1) revealed a 4.2m wide agger with metalling of broken stone and clayey soil. Shallow side ditches about 1.2m wide were identified. None of the outer works have been identified in association with roads in Gwynedd. One of the most common associated features is a series of quarry pits, often set back a few metres from the road. The material for the agger and metalling was obtained from these. The siting of the quarry pits presumably indicates that wide strips were not cleaned alongside upland roads; the fact that they are set back a little from the edge of the road perhaps indicates a contraction of the lowland style with only narrow cleared strips alongside the road.

6. AIMS AND METHODOLOGY

The scoping project revealed that the initial priority for the Roman Roads project should be the production of a data set containing details of all the known and suspected roads in Gwynedd that is compatible with the SMR. Data from this can then be used to make scheduling and management agreements and inform the planning process, etc. The main source of data available to the project is the Ordnance Survey linear files. These were compiled by the OS for mapping purposes throughout the 1970s and mid 80s until the RCAHMW took over the archaeological role of the OS in 1984. A copy of these files was made available to GAT at the beginning of the current phase of the project. Additional data has been obtained from the SMR, published accounts, discussion with other workers in the field and from fieldwork carried out as part of the current project in tandem with the database production. The project has been conducted using a GIS programme, MapInfo, alongside a Microsoft Access database. This has produced data that is directly compatible with both Gwynedd SMR and CPAT data.

Each Roman road has been digitised as a series of conjoining linear MapInfo files defined by information that exists about their form and survival. Each segment has been allocated a separate PRN and data has been attached to each record in accordance with the database fields proposed by CPAT with a few minor modifications to ensure SMR compatibility. The digitised routes were mainly derived from the OS linear files as were the assessments of status and form. More recent or more detailed routes were added where applicable. The 'short text' field (see below, Appendix 1) was used

to enter a summary of descriptions from primary data sources, usually OS linear files, published reports or current fieldwork. The 'new text' field was used to enter comments, where appropriate, by the compiler.

Each road has been assessed by form, condition, survival and status. The latter field is of particular importance as it gives a basic confidence rating for the road. There are many 'Roman roads' both on the SMR and in published literature and it was felt to be important to be able to differentiate between proven roads, hypothetical roads and roads from other periods etc. The roads in the database are classified as follows.

- i) *Known*. A proven road. Extant earthwork or as a well-recorded buried feature.
- ii) *Proposed*. Conjectural sections either linking known segments or as hypothetical road alignments for which there is some physical evidence.
- iii) *Predicted*. Virtually no substantive evidence for a road other than someone's belief and/or conjectural road alignment with no known traces. Where the authenticity of a road is in significant doubt this is the highest level of status that can be achieved.
- iv) *Discounted*. Where a road has subsequently been disproved by a reliable authority or where an alternative line has now been accepted

6.1 Fieldwork

Some preliminary targeted fieldwork has been carried out in tandem with the desktop analysis. This initially examined a selection of better preserved roads, Bwlch y Ddeufaen (RR67c), Pen y Stryd (RR69b), Brithdir Triangles (RRN 51) and Gyrn to Bryn Melyn (RR642), as 'case studies', by fieldwalking and basic GPS plotting in order to confirm their detailed routes, make management recommendations and formulate strategies for further assessment. The information obtained has been integrated into the database and is summarised in section 7, below. It is anticipated that further analysis and a more detailed account of the fieldwork will be produced in the next phase of the project.

6.2 Terminology

Roman roads have been recorded using several numbering and naming systems. The following conventions were used in the database.

i. Name: Each road is usually known by a single name that has been previously recorded in the SMR. This generally refers to the forts at either end. A secondary name is sometimes recorded, e.g. Sarn Helen.

ii. Margary/Ordnance Survey number. Margary provided a numbering system for all of the roads that he identified in Britain. Subsequent discoveries have led to a refinement of this system. The OS and RCAHM have added a series of prefixes to produce four series of numbers (RCAHMW 1974):

Routes considered to be Roman by Margary are numbered in a series prefixed by RR

Routes considered to be Roman by the OS but not listed by Margary are prefixed with RRX.

Routes considered to be Roman but not listed by Margary are prefixed RRN

Miscellaneous records not covered by the above are prefixed RRZ.

In the present report, several new RRN numbers were added. These were assigned a series of numbers starting at RRN 50. These will be treated as temporary designations until confirmed by other participants in the Pan Wales Roman Roads project in order to avoid duplication.

iii. PRN (road). Each named road has a PRN allocated to it.

iv. Name (part of) Each digitised section has a name. Usually 'part of Roman road XXX to XXX', referring to the overall road name.

v. PRN (Section). Each digitised section has a separate PRN. The database then has a 'part of' field referring this to the PRN of the complete road.

6.3 Incorporated Data

All of the roads recorded in the OS linear files have been digitised along with most other published routes, and all routes recorded in the SMR.

The following have been excluded.

1. The roads postulated by O'Dwyer (1934 and 1935). O'Dwyer's pamphlets suggested many Roman roads throughout Gwynedd. His methods have been considered to be unsafe by almost all subsequent workers in the field. The more sensible routes have all been described elsewhere and there seemed to be little point in incorporating large volumes of suspect data into the SMR.
2. The roads described by Edmund Waddelove in *The Roman Roads of North Wales, Recent Discoveries* (1999). Waddelove 'describes some 200 miles of previously undiscovered Roman roads' mainly in Gwynedd, in some detail. These roads have yet to be 'peer reviewed' in the way that most of the routes on the OS linears have been. Many of the roads are not 'previously undiscovered', at least in their general direction, but several contentious new routes, e.g., from Segontium to Nefyn and Porthmadog to Dolgellau via Harlech, require further examination. Further assessment of Waddelove's work, along with appropriate integration into the database will take place in the next phase of the project.

7. RESULTS

7.1 Introduction

The principal product of this years' project is the GIS database which is fully integrated into the SMR. The data is thus available in an easily accessible, graphical, form via MapInfo linear files. A total of 499km of Roman road was digitised in 302 sections, each with a separate description and range of database entries. The list of fields used in the database is included below in Appendix 1. This is based on the fields set out in *Roman Roads in Mid and North-East Wales* Appendix 2 (Silvester and Owen 2003).

A gazetteer of the roads based on selected details from the database is included below as Appendix 2 and a series of maps showing all of the digitised routes included in a separate volume. An account of each of the different roads is included below, including recommendations for further research, assessments of the status of the routes and indications of specific threats and damage.

7.2 The Roman Roads of Gwynedd

Road RR67c Canovium to Segontium (PRN 3842) Maps 1-6

Description

The road from Deva to Segontium appears as Iter XI in the Antonine Itinerary. It names intermediate stations at *Kanovium* in the Conwy Valley and *Varae*, probably St. Asaph. Six milestones have been recorded alongside the road within Gwynedd, one found at Gorddinog (PRN 4066) naming the fort in the Conwy Valley as *Kanovium*.

The route on maps 1-6 is traced from Segontium in the west to Canovium at the east. There is some uncertainty about the line of the road between Segontium to Aber. There are no definite extant remains and the proposed routes mainly rely on topographical arguments along with occasional alignments of modern features. A line following a modern road past the earthwork/signal station at Bryn Glas (PRN 3689) to the site of the milestone at Ty Coch (PRN 18) was proposed by Margary (1967, 350-1) and Hemp (1923, 171-5). Traces of the road are said to have been found at Caergarw (PRN 17562) and Llanddeiniolen (PRN 17565). Excavations in 1966 failed to find any trace at the latter (Evans, 1966). An inland deviation, perhaps linking with a road through the Llanberis pass was suggested by RCAHM (1956 lxxxi). Evidence on the ground is again sparse although a milestone (PRN 2419) found within a hutgroup at Caer-bythod near Llys Dinorwig suggests that a road may have run close to this line.

The line from Ty Coch to Aber mainly follows the line of hedgerows and lanes again with little evidence on the ground until it reaches the site of a milestone at Madryn Farm (PRN 368)

The road turns inland at this point, two milestones found at Gorddinog (PRN 4066) indicate its approximate line as it climbs into the uplands. There are several descriptions of 8km length of trackway passing over Bwlch y Ddeufaen. Bezant Lowe (1927 132-4) records lengths of a paved road, 6ft wide. RCAHM (1956, lxxii) and the OS investigators records lengths of shelves and banks along with fragments of paving. FK Bush of the OS field investigation team concludes, however, that "the only extant portions of this road lie between SH732715 and 720716, (i.e. PRN 17578), where an agger is visible parallel to the modern road for short stretches" (OS linear file RR67C1971).

The road across Bwlch y Ddeufaen was walked as part of the present project. The main problem with this route is the complexity of the remains. The route is clearly multiperiod, the prehistoric remains alongside the road suggest that it was an ancient trackway and it was probably used more or less continuously, as a way of avoiding the perilous cliffs at Penmaenmawr, until the 18th century. At this point, there was an attempt to make a turnpike of the route. This was aborted and a road through the Sychnant pass was constructed (Dodd 1925, 130 and 132). In more recent times electricity pylons were constructed along the line of the old road and a maintenance road was constructed. This has been upgraded in the last few years, probably obliterating some of the features recorded in the various accounts of the route. A major gas pipeline also runs close to the line of the old road. Most of the route is therefore now marked by a modern track with an assortment of hollow-ways banks and gullies running along-side it. It is not possible to assign these features to any particular period without excavation. The notable exception is the 'extant' portion noted by the OS. This is visible as a 'relatively uncomplicated earthwork consisting of a low bank, possibly the Roman agger, and a hollow way'. A broken milestone (PRN 4688) was found at the west end of this length of road. The modern road runs just below the Roman road and this has, at least, prevented more recent erosion. The present earthwork is generally accepted to be of Roman origin although it obviously retains features of other periods.

A possible alignment of a series of modern lanes can be traced from the uplands, down the side of the Conwy Valley, through Rowen to Tal y Cafn (RCAHM 1956, lxxiii and OS linear files RR67c, 1971). The site of the river crossing has not been identified but the presence of a road running alongside the River Conwy to the north of the fort has been confirmed by excavation and geophysical survey. (Reynolds 1938 and Hopewell 2003).

Summary and recommendations for further work

Most of the lowland portions of this route are predicted, with little or no extant archaeology so far identified. It is possible that further evidence could be forthcoming from parch marks or chance discovery but most of the road runs through heavily improved lowland pasture. There seems to be little doubt about the approximate course of the road between Gorddinog and the Conwy Valley. The identification of extant Roman features is more problematic. Detailed survey and the study of aerial photographs could help to resolve some of the uncertainties. The status of the extant earthwork (PRN 17578 map 5) could probably be determined by limited excavation.

Road RR67b Canovium to Varis (PRN 3841) Map 7

Description

Road 67b forms part of Iter XI running between Deva and Segontium as recorded in the Antonine Itinerary. Margary (1957, 354-6) suggests a general route to Tal-y-Cafn. This was traced in detail by the OS field investigators (OS linear files RR67b 1963-1964). A series of slight features were traced from Rhyd-loyw to Cae-gwyn quay (Map 7). The route was summarised by G Stanhope-Lovell the senior OS surveyor as follows: "The proposed course west of SH 935745 is a tortuous one, and although evidence is strongly suggestive in places, it nowhere amounts to proof. Claims to recognisable remains (extant or on APs) are in all cases challengeable. The investigation was very thorough, and the course is almost certainly the best that can be deduced from topography, surface features and APs, but on the present evidence it is no more than hypothetical".

Summary and recommendations for further work

The line of this road can probably be classified as 'proposed'. It has clearly been studied in some detail but further information could perhaps be gained from parch-mark evidence and limited excavation.

Road RR69a Canovium to Tomen y Mur (PRN 3844) Maps 8-9

Description

The main north-south Roman road, running between Canovium and Tomen y Mur is commonly known by the later name of Sarn Helen. It has benefited from several detailed studies principally Bowen & Gresham (1967 246-8) RCAHM (1956 lxxi-ii and 1964 lxxxiv) and Reynolds (1930 98-101). The maps (8-16) follow the road from Canovium at the north to Tomen y Mur at the south. The northern part of the route from Canovium to Betws y Coed is described by Margary, Reynolds and RCAHM (1964) as following modern tracks and roads but no definite remains can be traced apart from in the immediate vicinity of the fort. It can probably be assumed that the described route is reasonably accurate as it follows the only topographically workable route along the western side of the Conwy Valley. From Betws y Coed the road probably follows fragmentary tracks to Dolwyddelan. The route south from Dolwyddelan was traced in some detail by Bowen & Gresham (1967 246-8) across the uplands to Tomen y Mur. It survives as recognisable earthworks in several places. It is significant that much of the uplands along this 10km stretch of road are remote and little used. The Moel Bowydd upland survey (Hopewell 2000) identified relatively few sites apart from those associated with sheep farming, peat cutting and slate quarrying. It therefore seems unlikely that the Roman road would have seen much subsequent heavy use. The best-preserved portions are around Beddau Gwyr Ardudwy and immediately to the north of Tomen y Mur.

Summary and recommendations for further work

The northern part of the road runs along a natural transport corridor, the Conwy Valley, and cannot be traced on the ground with any certainty. It is likely that it is overlain by the later roads.

The southern part of the road, in complete contrast runs across some of the most inhospitable uplands in Gwynedd and probably survives for much of its length. The road to the east of Blaenau Ffestiniog has been disturbed in places by quarrying. Much of it is probably buried by close to 2000 years of peat accumulation. There are however sufficient visible traces to extrapolate its course. There is a high potential for good preservation of the road along with well preserved environmental evidence. The main threat in this area is afforestation. Much of the road through Cwm Penmaen and Bryn Melyn plantations has probably been destroyed. It is important that further encroachment on to the road is kept to a minimum. Most of the road from Dolwyddelan to Tomen y Mur provides opportunities for further study through aerial photographic evidence fieldwalking and possibly excavation, given the potential for the recovery of environmental evidence.

Roads RR69aa Dolwyddelan to Trefriw (PRN 17806) and RRN53 Caer Llugwy to Betws y Coed (PRN 17805) Maps 10-12

Description

If we assume that the line of the road 69a is close to correct, it must be assumed that there was an additional link road to the nearby fort of Caer Llugwy. Two possible routes have been proposed.

Hall (1923, 60-4) traced a route across the uplands between Dolwyddelan and Trefriw i.e. providing a direct link between road 66a and Caer Llugwy. The OS investigators found no traces of the projected route that mainly follows old tracks and modern roads. Hall also proposed a diversion to the old mines to the east of the fort. It was noted during fieldwork during the Roman Fort Environs phase of the current project that a road, clearly of some antiquity, can be traced from the south gate of the fort along the line of Hall's route to Dolwyddelan.

The presence of at least part of a more direct link to RR69a was also recorded by Hall and re-examined during the Roman Forts Environs Project. The road from the east gate was clearly visible on the Geophysical Survey (Hopewell 2003, 21) and can be traced either as exposed metalling or earthworks along the south bank of the Afon Llugwy for much of the way between the fort and the eastern side of Pont Ty Hyll. The line becomes less clear towards Betws y Coed but could run above the present road.

Summary and recommendations for further work

The upland route RR69aa can only be classed as 'predicted' but would certainly benefit from more detailed examination by field walking and aerial photographic analysis. The direct link makes more sense than a meandering trail over the uplands and there is good evidence for this route for about 1m to the east of the fort. Further study of this route, based on the differentiation between the old coach road that followed the southern side of the river and the Roman road, should be seen as a priority.

Road RR68 Part 1 Segontium to Tomen y Mur (PRN 3843) Maps 17-23

Description

Margary (1957 351-2) traces the road between Segontium and Croesor along current roads and a 'terrace lane high on the west slopes between Rhyd-ddu and Beddgelert'. The course of the terrace lane could, however not be determined by the OS investigators.

The route between Croesor and the vale of Ffestiniog is described by Bowen & Gresham (1967, 256-8). This follows the line of the old coach road and an earlier pack horse trail. No extant Roman road was identified by the OS (linear files RR 68 1973).

The remaining 3km between the Vale of Ffestiniog and Tomen y Mur follows various tracks and roads and can be followed as terraces and an agger for about 1km before the fort (Bowen & Gresham, OS *ibid.*)

Summary and recommendations for further work

The line of the Segontium end of the road is mainly 'predicted' and in all probability runs, at least partially, under modern roads. The terrace described by Margary could merit further investigation and this could help to confirm this route. The road to the west of the fort is a little fragmentary but generally well-preserved.

RR68 Part 2 Tomen y Mur to Caer Gai (PRN 3848) Maps 24-26

Description

The whole route was traced in detail and published by Colonel H C Irvine (1956 57-68). The route has subsequently been updated and recorded in more detail principally by Crew and Musson (1996, 30), Kelly (1986, 169-71) and the OS (linear files RR68 1973). The road to the east of Tomen y Mur can be traced as an earthwork for 4km. Aerial photography has proved to be vital in defining parts of this road (Crew & Musson). The road was also walked and recorded in detail during fieldwork for the present project. The road leaves the south-east gate of the fort, where bridge abutments followed by a ploughed out agger are visible. The road then follows modern tracks retaining the characteristic Roman quarry pits to the Afon Llafar at Dolddinas. The route can then be traced as an apparently undisturbed series of terraces and lengths of agger across the uplands and to the south west of Llyn Hiraethllyn and down the slope to Cwm Prysor. The latter part of this is illustrated particularly well in Crew & Musson.

Irving suggests a more northerly route for most of the above, following mine tracks etc. This must now be seen as being doubtful.

The course of the road between Prysor and Moel y Slates is debatable but Irvine's route below Moel y Slates was confirmed by RS Kelly by excavation in 1986. The road now runs through a break in commercial forestry.

Irvine's route onwards to Caer Gai can be traced in places across the uplands as an old track. The presence of quarry pits across Ffridd Trawscoed suggests Roman origins although the OS states that none of the features can be positively identified as Roman. Recent fieldwork during the Tŷr Gofal agri-environmental scheme identified a possible length of Roman road on a different alignment to Irvine's route.

Two alternative routes have been suggested for the eastern part of this road, one along the Lliw Valley by Archdeacon Thomas (1885, 199) and one through Y Lordship by Barri Jones (1959, 214 footnote). The OS surveyors failed to find any confirming evidence for either route. P. Crew (1979, 55) suggests a possible side road running to kilns at Bwlch y Bi.

Summary and recommendations for further work

Much of the western half of this road is extant and includes several lengths of relatively undisturbed earthwork. The eastern half is less certain. Further investigation of the upland parts of this route perhaps incorporating aerial photograph evidence and detailed field walking could trace a more certain line.

Road RRX95 Segontium – Pen Llystyn – Tomen y Mur (PRN 17553) Maps 27-34

Description

The northern part of RR68, from Segontium through the Aberglaslyn Pass to Maentwrog is considered to be unlikely due its difficult and dangerous route through the pass (RCAHM 1960 lx). The discovery of a fort at Pen Llystyn and a bathhouse at Tremadog indicate a more western route. It has also been noted by RCAHM (1964 lxxxiv-vi) that a route from Nant Coll to Maentwrog via Dolbenmaen and Traeth Mawr was mentioned in the Mabinogion. Routes have been proposed by RCAHM (1960 & 1964) and the OS field investigation team (OS linear files RRX95 1968 – 73). All, for the most part, run along modern roads and tracks and no extant Roman features have been identified.

Summary and recommendations for further work

The presence of Pen Llystyn fort and Tremadog bath house strongly suggest this road is genuine. Detailed study along its general route could help to define a more detailed alignment. Research in this area should be prioritised due to the threat posed by two proposals for major developments in the area, a hospital adjacent to Tremadog bathhouse and the new Porthmadog Bypass.

Road RRX 48 – Segontium to Caer Llugwy (PRN 3852) Maps 35-38

Description

The Royal Commission traces a possible route from Segontium to Caer Llugwy via Penygwryd (marching camp) (RCAHM 1960 lxii). Three short lengths of possible Roman road were identified, none of which were verified. The rest of the route is predicted.

Summary and recommendations for further work

The route is possible but requires further proof. A brief field evaluation during the present project suggests that several possible candidates for early roads, perhaps Roman in origin can be traced along Llanberis Pass.

Road RR69b Part 1 Tomen y Mur to Brithdir (PRN 3845) Maps 39-44

Description

Routes for this road have been suggested by Margary (1967 347-8) and Bowen & Gresham (1967 247-53). The northern part is generally easy to follow. It runs south from Tomen y Mur along modern roads and through improved pasture and cannot be positively identified for about 3km. Bowen & Gresham suggest an eastern route running through semi-improved pasture and moorland to Pen y Stryd. The southern part of this section is particularly well preserved and is shown on an aerial photograph in Crew and Musson (1996, 30). The extant road to the north of Pen y Stryd was walked and replotted during the present project. A well-preserved agger, with side ditches along with several lengths of terrace can be traced for about 2km. It was noted that very few quarry pits were visible, but this could be due to peat formation in the hollows. This length of well-preserved road suggests that Margary's route along modern roads to the west can be discounted. There are two possible routes from Pen y Stryd to Brithdir. Margary proposes a line along the western side of Coed y Brenin and then along the modern road, via Llanelltyd, to Dolgellau. Bowen and Gresham trace a route to the east of Moel Hafod Owen. Possible extant fragments near Llech Idris and through Bwlch Goriwared along with its alignment on Brithdir fortlet suggest that the latter route is more likely.

Summary and recommendations for further work

The well preserved length of road at Pen y Stryd dictates the alignment of the northern part of this road. The southern half is mainly predicted. Further work would be useful here particularly considering that some parts of the proposed alignment pass through unimproved land.

Road RR69b Part 2 Brithdir to Pennal (PRN 3846) Maps 45-49

Description

There are several predicted road alignments around the fortlet at Brithdir, few of which have been verified. Some reflect the idea that Dolgellau was the main node in the road system in this area, prior to the discovery of the fortlet at Brithdir. The excavations at Brithdir (Hopewell 1997, 310-33) confirmed that there was an east-west road that continued in use after the abandonment of the fortlet in AD 120. Both Jones (1959, 208-20) and Rigg & Toller (1983, 162-4) trace the road via a series of earthworks to the Wnion Valley and then to Dolgellau. At this point there are two suggested routes to Pennal, RR69b, favoured by Margary and RRX96 favoured by Jones (1959) St. Joseph (1961, 129-30) and Bowen & Gresham (1967, 252-3).

Margary traces a fairly direct course from Brithdir along Cefn y Clawdd. Margary traces an old road across the highlands to the Llefenni Valley. The OS recorded that the route was very eroded and probably not Roman (John Rigg F.I. in OS linear RR69b 1977). Margary next traces through Corris and then along the Dovey Valley to Pennal. The OS concluded that there was no Roman road along an alignment to the east of Cader Idris and favoured the western route RRX96.

Summary and recommendations for further work

The OS dismiss this route, but it should be noted that all of the routes to the S of Brithdir are conjectural and are projections dependent on topographical evidence. The identification of extant remains on any of the routes must be seen as a priority in the study of Roman roads in Meirionnydd.

Road RRN 51 and 52 – Brithdir Triangles (PRNs 17801 & 17802) Map 50

Description

Rigg and Toller (1983, 11) proposed a road from Brithdir to Long Mountain RR50 which was later retracted by Toller (see below). Part of this route consisted of a link from RR66b to RRN50. The

southern part of this link road was traced as a well-engineered terrace by Rigg & Toller. Subsequent aerial photographic evidence (Crew & Musson 1996, 31) revealed the presence of a well-preserved Roman road to the west of this just above Caer Tyddyn.

The entire route was walked as part of the current project. The southern part is visible as a low 4.5m wide agger with obvious quarry pits. This joins a more recent track, at the top of the slope. This can be traced for a little over 1km. It is still in use and quite eroded in places but its Roman origin is demonstrated by the continuation of the quarry pits identified alongside the first part. (PRN 17778). The later terraced road (PRN 17777) is characterised by a lack of comparable quarry pits. The track enters a forestry plantation just to the north of an earthwork that has been tentatively interpreted as a Roman Signal Station (PRN 801). Occasional lengths of metalling are visible but the forestry has probably destroyed any quarry pits. Rigg & Toller also suggest a short cut from RRN51 to Brithdir. This was dismissed as being modern by Brown (1986, 23-4)

Summary and recommendations for further work

The southern part of this route is a good example of an extant Roman road. It suggests that a route along Bwlch Oerddrws may have existed, it could also be seen as a link with the disputed route to Pennal via Cross Foxes and Corris (RR66b).

Road RRX96 – Brithdir – Pennal W of Cader Idris (PRN 3846) Maps 51-60

Description

Jones (1959 211-2) St. Joseph (1961 129-30) and Bowen and Gresham (1967 252-3) have all published papers dismissing the route of RR69b to the E of Cader Idris, based on unsuitable terrain and the siting strategy of the fortlet at Brithdir. Various possible courses are suggested following a more circuitous route to the W of the mountain. None of the routes show any trace of Roman construction. Three variations were proposed; All three initially run south-west from Brithdir along the old coach road, Ffordd Ddu. St. Joseph suggested a route extending as far west as the coast at Llwyngwrl. Bowen and Gresham traced an inland route along an old road to Llanegryn. A route between Llanegryn and Pennal is favoured by both St. Joseph and Bowen and Gresham, its historical importance is demonstrated by motte sitings at crossings of the Afon Dysynni and Afon Fathew. An alternative shorter route was also proposed by Bowen and Gresham running across the highlands via Abergynolwyn. The OS (linear file RRX96 1977) note that this road should be visible on the slopes of Mynydd Cefn Caer but there is nothing more than a narrow footpath at this point.

Summary and recommendations for further work

A good argument can be made for any of these routes but all are unproven and will remain so until some trace of Roman construction can be identified. There is great scope for further research here possibly initially using aerial reconnaissance with detailed fieldwork as a second stage. It should also be noted that RR69b should not be entirely dismissed.

Road RR66b Car Gai to Brithdir (PRN 3849) Maps 61-64

Description

This road appears to follow a fairly direct route between the two forts. It has been traced in detail by Jones (1958-60, 208-220) and a similar, though not identical route was proposed by Margary (1973, 347-8).

On leaving Caer Gai the road runs in a roughly south westerly direction for about 4km, across open fields, passing the practice camps at Pont Rhyd Sarn. Both Jones and Margary identified several lengths of possible agger. The OS field investigators agreed with some of these findings (OS linear files RR66b 1973). The road then follows the Wnion Valley. Jones favours the north west bank and Margary the south east, the OS states that 'neither has good evidence although Margary's route is topographically largely impractical'. Jones then traces the route across country via fragments of terrace and a zigzag river crossing to the modern lane leading to Brithdir.

Summary and recommendations for further work

The line of this road is fairly convincing following the only topographically practicable route. The structural evidence is somewhat meagre but is supported by the presence of Practice camps at Pont Rhyd Sarn and 'link road' RRN51. It should be noted that, there are several records of damage to this road, principally to PRN 17643, during road improvements and 17633 during forestry works.

Road RR66a Caer Gai to Deva (PRN 3850) Maps 65-68

Description

Only a portion of this road falls within Gwynedd. The route has been proposed and traced in various places by Margary (1957 77-8) Jones (1958-60, 208-220) and Irvine (Unpublished typescript in OS linear file RR66a dated 1954)

The road has initially been traced for about 0.5km W of Caer Gai by Geophysical Survey and AP evidence (Hopewell 2003, 16-9)) and is then thought to follow the north side of Bala lake to Llanfor, along the line of the modern road. A length of approximately 4km can be traced as a well-preserved terrace leading to Caer Euni. The road from this point to the county border is marked by further terracing (Margary and Irvine) although Irvine suggests a different route to the north of Caer Euni.

Summary and recommendations for further work

This route appears to be reasonably secure even though much of it is marked by modern roads. The area around Caer Euni would benefit from further field investigation and aerial reconnaissance

Road RR642 Caer Gai to Caersws (PRN 17803) Maps 69-70

Description

This road was first described by Jones & Putnam and Toller 1998 (117-21) with further details published by Putnam & Toller in 2001 (117-9). Part of the route was walked by during the present project. The line of the road is initially visible on aerial photographs (Cambridge University Collection CB13) running due south east across the Dyfrdwy Valley. Fragmentary remains suggest that it continued up the south eastern side of the valley from Felindre to Gyrn. The road at the top of the hill is very well preserved, a 5m wide agger with side ditches and quarry pits can be traced across semi-improved moorland to a terrace running down-slope towards the Fechan valley. The road then runs along a modern track to a crossing near Bryn Melyn. The route is less clear between the crossing and Bwlch y Pawl but aerial photographic evidence revealed a track with quarrying pits across Bwlch y Pawl into the Eiddew Valley where the road crosses the county boundary.

Summary and recommendations for further work

The discovery of this road alignment demonstrates the effectiveness of detailed investigation incorporating aerial reconnaissance, detailed survey and fieldwalking, along with discussions with local landowners and residents.

Road RRX61 Llanfor – Forden Gaer (PRN 17768) Maps 71-72

Description

This route was initially traced by H L Jones (1856 195-197) with further work by RCAHM (1921 118); Additional evidence was provided by the discovery of the fort at Llanfor.

Both Jones and RCAHM trace an ancient trackway called Sarn from about 2km east of Llanfor to Trum y Sarn and beyond. It is visible as a series of hollow ways and terraces tracing a line roughly south-

east from Llanfor across the uplands of Moel Cae-Howel and Foel Cwm-Sian Llyd. The OS field investigation recorded various earthworks and concluded that the route is 'probable, and though it has no specifically Roman features [it] is comparable to several recognised stretches of Roman road in Wales'. (C F Wardale OS linear files RRX61, 1973)

Summary and recommendations for further work

A probable route, detailed survey could help to confirm its Roman origins.

Road RRX 73 Brithdir – Long Mountain (PRN 3853) Maps 73-75

Description

Several attempts have been made to trace a road south-east from Brithdir. A route was suggested by Putnam (1963, 22) following modern roads. The OS described the suggestion as reasonable but the evidence very tenuous. (OS linear files RRX63 1977). A similar route (in Gwynedd) was proposed by Rigg & Toller (1983, 155-65) but later retracted (Toller 1997, 299). The best supporting evidence in the linking road RRN51 demonstrated by Crew and Musson (1996, 31), suggesting a route over Bwlch Oerddrws.

Summary and recommendations for further work

This is a fairly contentious route but one that cannot be dismissed. Proof of Roman construction to the east of the junction with RRN51 is required in order to differentiate it from turnpike and later roads.

Road RR69c Pennal to Trawscoed (PRN 3847) Map 76

Description

Antiquarian records record a broad paved way to the river Dyfi (and county boundary). Gradiometer survey suggests that the road from the fort may lead to the present farm track towards the river (Hopewell 2003 13-17) although there is nothing that can be proved to be Roman.

Summary and recommendations for further work

The line of the road is largely conjectural but further aerial reconnaissance, documentary and, field investigation could identify the 'paved way'.

8. CONCLUSIONS

The majority of available data about Roman roads in Gwynedd has now been reviewed, entered into the project database and integrated into the SMR. The OS linear files have allowed a fairly good assessment of the roads in Gwynedd without having to carry out a very substantial programme of fieldwork. It is clear that the level of confidence in the routes of the roads is very variable. Some lengths of road can almost certainly be seen to be extant and Roman in origin e.g. at Pen y Stryd, Trawsfynydd (PRNs 17736 to 17743). Others are almost entirely conjectural with little or no evidence in the field e.g. the roads from Brithdir to Pennal.

Examination of the distribution map (Fig. 1) shows that there are still some considerable holes in our knowledge of the Roman road network in North Wales, the most striking being the lack of any proven roads on Anglesey. A few clues are coming to light such as an accumulation of Roman metal detectorist finds at Dwyran and Talwrn which may indicate the presence of a Roman sites alongside roads. Romano-British settlement sites alongside a well made although probably civilian road discovered during works in advance of the new A55 along with a possible signal tower at Capel Eithin may also be of significance (Cutler Davidson and Hughes c.2002)

There is clearly scope for many years of further work, investigating both the 'known' and the 'missing' roads. A few prioritised areas of assessment are set out below for investigation in the next phase of the current project.

It should be remembered that the OS data is 20 to 30 years out of date. This is probably irrelevant in many upland areas where land use does not tend to change dramatically but even here afforestation has been shown to be a major threat. Lowland sites are under greater pressure with records of sites being damaged by ploughing and agricultural clearance, road improvements, quarrying and vehicle erosion. The scheduled lengths of Roman road are generally in the immediate environs of the forts, the only exceptions are a few short stretches that happen to pass through other scheduled areas. Scheduling enhancement must therefore be seen as a priority. Proposals for scheduling enhancement work are outlined below for inclusion in the next phase of the project.

Comparative work, highlighting the morphology of upland roads and the range and frequency of associated features is also lacking. It is clear that most published studies of Roman roads are biased towards the 'typical' and better documented lowland roads and do not address the subject of upland roads in any detail. The fieldwork programme outlined below will provide more data about upland road types in Gwynedd.

The production of the GIS database is a significant step forward in the protection and management of Roman roads in Gwynedd. It has already been used, prior to its integration into the SMR, in several planning and management assessments.

9. WORK PROGRAMME FOR 2004/5

Further record enhancement will be carried out. The major known and projected routes have been assessed and mapped during 2003/04. The more contentious and less well researched routes will need further documentary and field research before they are added to the project GIS and database. In particular the routes published by Edmund Waddelove in *The Roman Roads of North Wales, Recent Discoveries* (1999) require further assessment.

More fieldwork is needed before scheduling recommendations can be made. Four 'case studies' were made during the 2003/04 project. These were carried out on lengths of road which are possibly suitable for scheduling. This study represents only a small percentage of the known roads in the county. A much larger sample will be required to inform the comparative study necessary for a comprehensive programme of scheduling. A walk-over study of all of the known and proposed Roman roads in the county is clearly beyond the scope of this project but as many of the portions of roads identified in the *known* category in the database/gazetteer should be visited as possible along with some in the *proposed* category. The *predicted* and in some cases *discounted* categories make up a large portion of most of the possible road routes but visits to these would add little to any comparative fieldwork study and these will therefore be excluded from this phase of the project. Scheduling proposals along with the appropriate maps and background documentation will be produced as a result of this study.

The current report demonstrates that there are uncertainties and gaps in our knowledge about all of the Roman roads in Gwynedd. The following research methods will be used to further our knowledge of Roman roads in Gwynedd:

- a) Examination of existing aerial photographs and liaison with RCAHMS Aerial Survey & Photo Mapping department and the plotting of features where appropriate.
- b) Targeted fieldwork and topographical survey
- c) Geophysical survey if appropriate.
- d) Trial trenching where the nature of buried features needs further confirmation. Excavation is not expected to form a major part of the project but may be useful in identifying the extent of survival and the character of certain lengths of road. In most cases removal of the topsoil/turf exposing the road surface, as opposed to cutting a section, would be sufficient. There is unlikely to be any significant post-excavation cost given the scarcity of finds on the average Roman road.

There will be further liaison with researchers in the field but the following areas have been identified as requiring further study. The work programme will therefore comprise the following:

Anglesey. Archaeological remains relating to the Roman occupation of Anglesey continue to be elusive. Some evidence is however emerging in support of a western coastal route. A cluster of findspots and other sites is well documented near Ruddgaer on the southern shore of Anglesey opposite to Segontium. Recent evidence in the form of metal detectorist finds of Roman material (SMR data) and a linear parch mark close to Dwyran, at SH 457650 (Toby Driver pers comm) suggest a route heading towards the possible fort at Aberffraw. This could continue to the, admittedly later, 'naval base' at Holyhead. A road discovered at Cleifiog Uchaf, close to the crossing point to Holy Island, during assessment for the new A55 appears to be Roman in date but not military in form. Proposed development in this area could yield further details. Examination of aerial photographs followed by geophysical survey and other fieldwork around the sites at Dwyran is expected add weight to the hypothesis that a road runs across the western side of Anglesey.

Further investigation will concentrate on a cluster of Roman finds at Talwrn, further to the east. A small rectangular enclosure has been identified in the area by the local historical society along with an early road that could have Roman origins. Further assessment of the roadside settlements at Cefn Cwmwd and Cefn Du is also necessary (Cuttler Davidson and Hughes c.2002)

Road RR67c Canovium to Segontium. The road over Bwlch y Deufaen is one of the better known Roman roads in the county. The presumed line of the road was walked during the 2003-4 project. Much of the route is clearly multi-period with little visible extant Roman road. A portion running above the road leading from Rowen is visible as a well-preserved terrace and possible agger that may be suitable for scheduling. Its Roman origin is however not certain given that the route has probably been used from prehistory until an aborted attempt to construct a turnpike in 1769 led to an abandonment of this route in favour of the Sychnant and Penmaenmawr roads. A topographic survey along with a small amount of trial trenching will be carried out here. Recent RCAHMW aerial photographs showing previously unrecorded details (Toby Driver pers comm) will be studied and transcribed.

Road RRX95 Segontium – Penllystyn – Tomen Y Mur The possible route of the road via Tremadog to a crossing of Traeth Mawr would merit further investigation. This will be prioritised because there are two proposals for major developments in the area, a Hospital adjacent to Tremadog bathhouse and the new Porthmadog Bypass.

Road RRX48 Segontium to Caer Llugwy A possible route through Llanberis pass to Pen y Gwryd has been suggested by RCAHM (Caernarvonshire vol. ii) amongst others. Liaison with a local amateur has identified what appears to be a pre-turnpike route through the pass that could have Roman origins. A site visit and some basic recording will be undertaken here.

Roads RR68, 69 66 etc New information is emerging from aerial photographs from both RCAHMW and Hugh Toller about the roads around Caer Gai and Tomen y Mur. The roads have, as yet, not been transcribed. The data should be added to the Roman Roads database and follow up field visits will be made.

An updated report and GIS/database along with scheduling and management recommendations will be produced at the end of this phase of the project.

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APPENDIX 1 : THE GIS DATABASE DEVELOPED FOR THE ROMAN ROADS PROJECT

The following list of fields has been developed in the Roman road table. It indicates that the level of data that has been entered (where available) for each section of road, based on the Ordnance Survey mapping or in some cases published records and supplemented by other sources where these provide useful additional information. This database structure is mainly taken from Silvester and Owen 2003

- PRN* = Standard Primary Record Number given to each length of a road, a length being distinguished by its homogeneity, consistent topographical setting etc.
- Part of* = PRN given to the complete length of the road between forts. Note that there may not be a direct one-to-one correspondence with Margary numbers because his roads do not always recognise forts.
- See also* = Used for PRNs which appear for point data in the Sites and Monuments Record applying to Roman roads in vicinity of polyline.
- Name* = Name by which the road is usually known, normally from the forts or more rarely the settlements at its termini.
- Road no* = Road number as given by Ivan Margary where appropriate, together with relevant prefix (RR). Note that where a road has been considered by the Ordnance Survey but not by Margary it is prefixed with RRX. In addition there are two other prefixes RRN and RRZZ for which see RCAHMW 1994, i).
- NGR1* = 10-figure grid reference for the beginning of a particular section of road.
- NGR2* = 10-figure grid reference for the end of a particular section of road.
- Type1* = Road or trackway. If a boundary, hedge line or other linear feature defines the feature, this will be entered here and *Road* in Type 2. When there is any doubt on the nature of the feature, i.e. the road is assumed rather than recognisable, a question mark may be added.
- Where a Roman road is postulated but there is no specific evidence for its existence *Type 1* may be entered as *Road ?* but *Period 1* will be *Roman*.
- Period 1* = *Roman* or whatever is appropriate to the feature immediately visible as Type 1.
- Type 2* = *Trackway/boundary* or *Road* etc depending on present form and use of the feature. *Road* will be used where the presence of the road is assumed but is disguised by a later feature.
- Period 2* = Postulated date of the *Type 2* feature.

Fields relating to the current appearance of the road

Form (based on assessment of the available record)

- i) Earthwork
- ii) Document (where road has been identified but no indication of its nature; or known to have existed but subsequently destroyed).
- ii) Cropmark
- iv) Buried feature

Condition (based on subject assessment of existing record)

- i) Near intact. Site has suffered only minimal damage
- ii) Damaged. Site has suffered substantial damage
- iii) Near destroyed. Very little of site remains
- iv) Destroyed. No trace of site (above or below ground)
- v) Unknown. Condition not known, usually because of incompleteness of records

Survival (based normally on information provided in the most recent existing record or subjective assessment of that record)

- i) Earthwork. Surviving road showing as an earthwork
- ii) Fossilised. Used where road or road line is believed to have been adopted by a more recent road or hedge
- iii) Cropmark. Surviving road showing as a cropmark or soilmark
- iv) Buried. Identified only through probing or through geophysics
- v) Unknown. Survival not known, usually because of incompleteness of records

Status (based normally on existing record and our assessment of that record together with the overall integrity of line)

- i) Known. Extant earthwork or as well-recorded buried feature. Shown as solid lines on OS strip maps
- ii) Proposed. Conjectural sections either linking known segments or as hypothetical road alignments for which there is some physical evidence. Shown as dashed lines on OS strip maps, and where evidence is reasonably convincing
- iii) Predicted. Virtually no substantive evidence for a road other than someone's belief and/or conjectural road alignment with no known traces. Where the authenticity of a road is in significant doubt this is the highest level of status that can be achieved.
- iv) Discounted. Where a road has subsequently been disproved by a reliable authority or where an alternative line has now been accepted

Physical details

<i>Length</i> =	Established from the terminal points of the section on the GIS map to the nearest 0.1m
<i>Width</i> =	Field used only exceptionally where reliable information exists
<i>Source</i> =	<i>OS linear mapping</i> denotes data from the strip maps. Other sources are titled as appropriate. A list of abbreviations supplements this field.
<i>Real</i> =	An Indicator -either T or F - of whether the road section was accepted by the OS as a genuine Roman road. It has not been filled in consistently, particularly where a road has been better researched or newly identified since the OS's work.
<i>Short text</i> =	Existing text already entered into the field from the OS strip maps and other primary sources (see above)

New text = Supplementary text added during this project, by the compiler, usually as a qualifier to what appears in the *Short text*

Administrative details

Drawing = Freehand
Method

Scale = 1:10,000

Drawn in = Mapinfo (computer programme)

Compiler = Initials of the originator of first electronic record

Date = Date of the first electronic record

Editor = Initials of person making most recent amendment to the specific record

Update = Date of most recent amendment to the specific record

ROAD RR67C CANOVIMUM - SEGONTIUM

Traces of R road said to have been found near Rectory (5)
No trace along modern roads and footpaths (1)
Trench cut, no traces of road CBA, (Evans Arch Wales 1966)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957
13	Hemp	1923

PRN: 17566 **NGR:** SH56256789 **OSMAP:** SH56NE **PART OF (PRN):** 3842

DESCRIPTION

Just above Ty Coch was found a milestone in 1806 (14), Fenton (15)(1810) records signs of a road close to the house but milestone destroyed. There are no obstacles to a direct line between Llandeiniolen and Ty coch. (line projected only) (13)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

13	Hemp	1923
14	Unknown	1847

PRN: 17567 **NGR:** SH59556998 **OSMAP:** SH56NE **PART OF (PRN):** 3842

DESCRIPTION

Fenton...old lane in direct line between Ty Coch and Maes y groes from Ogwen (15)
Sites of the actual crossings have yet to be identified (13)
Line projected only

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

13	Hemp	1923
15	Fenton R	1917

PRN: 17568 **NGR:** SH64147186 **OSMAP:** SH67SW **PART OF (PRN):** 3842

DESCRIPTION

...runs parallel to the coast...not followed by the present main road...course a little farther up the hillside and probably marked by hedgerow lines... runs between modern road and old lane higher up the hill especially to the west of Tyn yr Hendre.
Short stretch of lane at Maes y groes (5)
No actual remains of the R road between [Maes y groes] and Aber (13)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

5	Margary I D	1957
13	Hemp	1923

PRN: 17569 **NGR:** SH66987351 **OSMAP:** SH67SE **PART OF (PRN):** 3842

DESCRIPTION

Poss milestone at Madryn Farm, rough lane as it descends to Gorddinog. At the steep descent it becomes a very clear but narrow terrace and zigzags down the steepest part (5)
Ascent round the lower face of the hill above Gorddinog...Nant y felin fach was probably crossed near the Gorddinog kennels and the eastern slopes of the valley followed (13)
No evidence of road alignment or route (1)
An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES:

FORM: Document **CONDITION:** Near destroyed **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957
13	Hemp	1923
21	Dodd	1925

PRN: 17570 **NGR:** SH67807265 **OSMAP:** SH67SE **PART OF (PRN):** 3842

DESCRIPTION

At the steep descent it becomes a very clear but narrow terrace and zigzags down the steepest part...(5)
An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

5	Margary I D	1957
21	Dodd	1925

PRN: 17571 **NGR:** SH69437236 **OSMAP:** SH67SE **PART OF (PRN):** 3842

DESCRIPTION

Good example of shelf on hillside, wall built on eastern portion (16)

No change (1)

Paved road 6 ft wide found by excavation, surface of small flat stones, in some parts quite closely fitted together, larger flat stones may have been foundation. Thickness of surface from 3 to 6 inches. Mr Richard Williams of Hengae states that his grandfather could remember the roadside wall being built from stones taken from the road (17)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
16	RCAHM	1956
17	Bezant Lowe W	1927
21	Dodd	1925

PRN: 17572 **NGR:** SH69737228 **OSMAP:** SH77SW **PART OF (PRN):** 3842

DESCRIPTION

Road about 15 ft wide appears as a level shelf on the hillside or as a raised bank (16)

Hollow ways on or near line. Course uncertain beneath pylon line (1)

Richard Williams of Hengae states that his grandfather could remember the roadside wall being built from stones taken from the road (17)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES: Improved track (pylon maintenance) on or close to line of R road

FORM: Document **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
16	RCAHM	1956
17	Bezant Lowe W	1927
21	Dodd	1925

PRN: 17573 **NGR:** SH70387205 **OSMAP:** SH77SW **PART OF (PRN):** 3842

DESCRIPTION

Road about 15 ft wide appears as a level shelf on the hillside or as a raised bank, good example of bank (16)

Hollow ways on or near line (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES: Improved track (pylon maintenance) on or close to line

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925

PRN: 17574 **NGR: SH70727201** **OSMAP: SH77SW** **PART OF (PRN): 3842**

DESCRIPTION

Road about 15 ft wide appears as a level shelf on the hillside or as a raised bank (16)
Hollow ways on or near line (1)
An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES: Improved track (pylon maintenance) on or close to line

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925

PRN: 17575 **NGR: SH71127191** **OSMAP: SH77SW** **PART OF (PRN): 3842**

DESCRIPTION

Good example of shelf on hillside. Paving revealed showing two periods of construction in 1952 (16)
Modern track on or near line (1)
An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES: Improved track (pylon maintenance) on or close to line

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925

PRN: 17576 **NGR: SH71577174** **OSMAP: SH77SW** **PART OF (PRN): 3842**

DESCRIPTION

The stretch through Bwlch y Ddeufaen is made up of about 12 short straight sections laid out to follow the form of the ground but never depart more than 100yds from the direct line. (16)
Modern track on or near line (1)
An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES: Improved track (pylon maintenance) on or close to line

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925

PRN: 17577 **NGR: SH71987155** **OSMAP: SH77SW** **PART OF (PRN): 3842**

DESCRIPTION

Good example of shelf on hillside/bank. (16)
Visible on APs. Milestone (site of) beside road. Modern track on or near line (1)
An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES: Improved track (pylon maintenance) on or close to line

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files	1978
16 RCAHM	1956
21 Dodd	1925

PRN: 17578 **NGR: SH72687139** **OSMAP: SH77SW** **PART OF (PRN): 3842**

DESCRIPTION

Good example of shelf on hillside. (16)

Visible on APs, Hollow way 7m wide (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES: Hollow way and shelf or bank/agger clearly visible and well preserved above the road. Probably multiphase.

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
16	RCAHM	1956
21	Dodd	1925

PRN: 17579 **NGR: SH73687165** **OSMAP: SH77SW** **PART OF (PRN): 3842**

DESCRIPTION

This road can be traced in two nearly straight sections to the bend at SH72687135. Stone pillar 6ft high appears to stand on the S edge of the vallum (16)

Prob alignment of R road (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
16	RCAHM	1956
21	Dodd	1925

PRN: 17580 **NGR: SH74627209** **OSMAP: SH77SW** **PART OF (PRN): 3842**

DESCRIPTION

Faint traces of bank under S wall of track (16)

Prob alignment of R road (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
16	RCAHM	1956
21	Dodd	1925

PRN: 17581 **NGR: SH75897199** **OSMAP: SH77SE** **PART OF (PRN): 3842**

DESCRIPTION

The road probably passes through Tyn y Groes and Rowen (16)

No trace of R road (1)

An abortive attempt was made to make a turnpike of the old Roman road c1769 (21)

NOTES:

FORM: Document **CONDITION:** Near destroyed **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
16	RCAHM	1956
21	Dodd	1925

PRN: 17582 **NGR: SH77187185** **OSMAP: SH77SE** **PART OF (PRN): 3842**

DESCRIPTION

The road probably passes through Tyn y Groes and Rowen (16)

Modern road prob on R road (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
16 RCAHM 1956

PRN: 17583 **NGR:** SH77877153 **OSMAP:** SH77SE **PART OF (PRN):** 3842

DESCRIPTION

The road probably passes through Tyn y Groes and Rowen (16)
No trace of R road (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
16 RCAHM 1956

PRN: 17584 **NGR:** SH78107114 **OSMAP:** SH77SE **PART OF (PRN):** 3842

DESCRIPTION

Road probably crossed the river at or perhaps some way S of Tal y Cafn (16)
No trace of R road (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
16 RCAHM 1956

PRN: 17585 **NGR:** SH77717060 **OSMAP:** SH77SE **PART OF (PRN):** 3842

DESCRIPTION

Road sectioned 14 ft wide, 3 ft thick (18)
Parch marks show road and vicus (19)
Geophys confirmed line of road and vicus (20)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

18 Reynolds P K B 1938
19 Frere S S and St Joseph J K S 1983
20 Hopewell D 2003

PRN: 17586 **NGR:** SH77747053 **OSMAP:** SH77SE **PART OF (PRN):** 3842

DESCRIPTION

Poss road to putative Roman docks sectioned 'may be Roman' (18)
Geophys inconclusive (20)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

18 Reynolds P K B 1938
20 Hopewell D 2003

PRN: 17587 **NGR:** SH77767105 **OSMAP:** SH77SE **PART OF (PRN):** 3842

DESCRIPTION

AO RB Map Mss course, No trace (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Discounted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978

PRN: 17588 **NGR: SH68777241** **OSMAP:** **PART OF (PRN): 3842**

DESCRIPTION

Nant y felin fach was probably crossed near the Gordding kennels and the eastern slopes of the valley followed past the site of the discovery of two milestones....the way probably led almost directly to Bwlch y Ddeufaen joining the OS map route about a mile from the farm (13)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

13 Hemp 1923

PRN: 17589 **NGR: SH53286407** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence. (22)
Poss. Causeway. Note significant name 'Tal Sam' = high causeway APs (1)
Unlikely course of road away from high ground (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
22 RCAHM 1960

PRN: 17590 **NGR: SH50836302** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence. (22)

NOTES: Projected line only

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM 1960

PRN: 17591 **NGR: SH51666319** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

Substantial causeway. Note name 'Sam' (22)
Prob modern (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
22 RCAHM 1960

PRN: 17592 **NGR: SH52006339** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence. (22)

NOTES: Projected linking section only

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM 1960

PRN: 17593 **NGR: SH52326348** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)
?Gravel spread APs. Nothing visible on ground (1)

NOTES:

FORM: Cropmark **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Cropmark

REFERENCES:

1 OS Linear files 1978
22 RCAHM 1960

PRN: 17594 **NGR: SH52636347** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)

NOTES: Projected linking section only

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM 1960

PRN: 17595 **NGR: SH52956345** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..Section of bank may be R road but possibly due to cultivation (22)
Cultivation Terrace (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978
22 RCAHM 1960

PRN: 17596 **NGR: SH54126350** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..(22)

NOTES: projected linking section only

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM 1960

PRN: 17597 **NGR: SH55606361** **OSMAP: SH56SW** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence.. A paved road is recorded from the hut group at Pen-isa'r-waen running roughly SW to the Afon Rhythallt in Wyn Williams King Arthur's Well 1858 chap V(22)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM 1960

PRN: 17598 **NGR: SH57606750** **OSMAP: SH56NE** **PART OF (PRN): 3842**

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence..The most important..is the milestone found at Caer-bythod. The direct route from Ty-coch from Caer-bythod passes close to the extensive field system near Rhiwlas, which is associated with hut groups, one at least of the Roman period(22)

NOTES: Projected line, Ty-coch to Caer-bythod.

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM

1960

ROAD RR67b CANOVIUM - VARIS

PRN: 17652 **NGR:** SH79797258 **OSMAP:** SH77SE **PART OF (PRN):** 3841

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Natural landing at rock outcrop, approximate logical course dictated by topography (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17653 **NGR:** SH80177253 **OSMAP:** SH87SW **PART OF (PRN):** 3841

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Extant, E part overgrown (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17654 **NGR:** SH80347258 **OSMAP:** SH87SW **PART OF (PRN):** 3841

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Slight suggestion of possible agger under plough, partially covered by dumped soil to E. Easy and logical course that avoids crossing stream (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17655 **NGR:** SH80447259 **OSMAP:** SH87SW **PART OF (PRN):** 3841

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Course closely held by turn to N of embankment, hillocks of outcrop rock and slight cutting through hedge
Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17656 **NGR:** SH80767261 **OSMAP:** SH87SW **PART OF (PRN):** 3841

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Logical course fairly closely held by cuttings and slightly higher ground to the south. No trace across pasture (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17657 **NGR: SH81227277** **OSMAP: SH87SW** **PART OF (PRN): 3841**

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Modern road in cutting through two hillocks. Cutting extends beyond hedge into field on N side. [then follows] logical course
to avoid high ground. Hedge on line. No trace of road (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17658 **NGR: SH81567258** **OSMAP: SH87SW** **PART OF (PRN): 3841**

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Poss course along modern road and across pasture. Logical course dictated by topography. No trace (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17659 **NGR: SH82067241** **OSMAP: SH87SW** **PART OF (PRN): 3841**

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Agger-like feature along top of N-S ridge and downhill to west. Excavated, not Ro. Road (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17660 **NGR: SH82167199** **OSMAP: SH87SW** **PART OF (PRN): 3841**

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
No trace in pasture or wood (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17661 **NGR: SH82287190** **OSMAP: SH87SW** **PART OF (PRN): 3841**

DESCRIPTION

From Rhyd-Loyw a wandering course is marked, by remains and other significant features, to Cae-gwyn quay (5)
Wide terrace possibly Roman or may be natural. Slight and doubtful traces of terrace in copse (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

DESCRIPTION

NOTES:

FORM: Document *CONDITION:* Unknown *STATUS:* Predicted *SURVIVAL:* Unknown

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

DESCRIPTION

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

DESCRIPTION

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

DESCRIPTION

Extant remains near Rhyd-loyw (5)
Bump on course. No trace in pasture, logical course (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

DESCRIPTION

Mainly extant apart from part of zigzag, where washed out except for fragment of possible agger E of hedge [on W side of zigzag] (summarised from 1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files	1978
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PRN: 17667 **NGR:** SH83487139 **OSMAP:** SH87SW **PART OF (PRN):** 3841

DESCRIPTION

No trace in pasture (1)

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Buried

REFERENCES:

1 OS Linear files 1978

PRN: 17668 **NGR:** SH83557136 **OSMAP:** SH87SW **PART OF (PRN):** 3841

DESCRIPTION

Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17669 **NGR:** SH83897128 **OSMAP:** SH87SW **PART OF (PRN):** 3841

DESCRIPTION

No trace in pasture (1)

NOTES: GAT copy of OS linear incomplete.

FORM: Buried **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978

ROAD RR69a CANOVIUM - TOMEN Y MUR

PRN: 17704 **NGR:** SH77577014 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Possible bed of road found turning to the SW (26)
Possible roadside ditches found by gradiometer survey (20)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

20 Hopewell D 2003

PRN: 17703 **NGR:** SH77617024 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Road with metal 2 ft thick 12 ft wide spread to 17ft (26)
Fragmentary traces of spread agger but too vague to be surveyed (1)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Known **SURVIVAL:** Buried

REFERENCES:

1 OS Linear

PRN: 17702 **NGR:** SH77013619 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Exact course of Roman road unknown (12)
Roman road lost over low lying ground but course generally represented by present main road (5)
No change (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files	1978
5 Margary I D	1957
12 RCAHM	1964

PRN: 17701 **NGR:** SH78786162 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Roman road exists as a valley side terrace from Trefriw to Betws-y-coed (5)
Modern road on line, no trace of Roman construction (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files	1978
5 Margary I D	1957

PRN: 17700 **NGR:** SH79765762 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Exact line of R road unknown (12)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

12 RCAHM 1964

DESCRIPTION

NOTES:

FORM: Document *CONDITION:* Unknown *STATUS:* Predicted *SURVIVAL:* Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

DESCRIPTION

Narrow lane said to mark course of R road from Pentre Du to Pont-y-pant (5)
Modern lane and track climb steadily north-eastwards from Lledr valley. Poss course (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

DESCRIPTION

The main route of the R road from Pont-y-pant is thought to have approached Dolwyddelan along the S bank of the river close to the railway which has partly obliterated it although part remains in use as a lane: (5)
No trace of R road (1)

NOTES:

FORM: Document **CONDITION:** Near destroyed **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

DESCRIPTION

Roman road ran along W side of Cwm Penamnen (5)
Old road follows easiest route up Cwm Penamnen (1)

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

DESCRIPTION

Old track now a forestry road, ascends steadily southward towards Col. Prob course (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files	1978
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PRN: 17693 **NGR:** SH73694845 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Old track now a forestry road, ascends steadily southward towards Col. Prob course (1)
Scarp up to 1m high, surveyed 1971 (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17692 **NGR:** SH73624819 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Old track now a forestry road, ascends steadily southward towards Col. Prob course (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17691 **NGR:** SH73614763 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

No trace over summit of ridge (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978

PRN: 17690 **NGR:** SH73814701 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Disused overgrown track, possible course.

Recent drainage ditches across road between Rhiw Bach and the head of Cwm Penamnen showed traces of substantial slate paving with a kerb of boulders (1)

Road not identified during Moel Bowydd upland survey. E-W road was visible in places. It was slate paved and similar to Sarn Helen description in (1) but was probably associated with the quarries (site 14754 25).

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
12 RCAHM 1964
25 Hopewell

PRN: 17689 **NGR:** SH73904647 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

No trace across bog (1)

NOTES: Poss buried under peat, good potential for environmental sampling

FORM: Buried **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Buried

REFERENCES:

1 OS Linear files 1978

PRN: 17688 **NGR:** SH73934614 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

No trace across quarry (1)

NOTES: Presumed destroyed

FORM: Document **CONDITION:** Destroyed **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978

PRN: 17687 **NGR:** SH73854587 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Short stretch of R road visible in the neighbourhood of Rhiw bach quarry (12)

Terrace-way ditched on W side with short stretch of paved road centred at SH73954587, surveyed 1971 (1)

NOTES: Current OS maps show that this section of the road passes through a forestry plantation and could well be lost or damaged.

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
12 RCAHM 1964

PRN: 17686 **NGR:** SH73874561 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Shallow hollow way. Very overgrown (1)

NOTES: Current OS maps show that this section of the road passes through a forestry plantation and could well be lost or damaged.

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17685 **NGR:** SH73844509 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Terrace-way 10ft wide climbing gently to the N (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17684 **NGR:** SH73794485 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

[road] occupies natural terrace above Cwm Teigl. Partly overlain by later road (11)

Hollow way (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17683 **NGR:** SH73704447 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

[road] occupies natural terrace above Cwm Teigl. Partly overlain by later road (11)

Trackway (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17682 **NGR:** SH73394419 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Well engineered as causeway and series of terraces, partly modern but on line of Ro road (11)
Wet marshy area - no trace of agger (1)

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Buried

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17681 **NGR:** SH73144368 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Well engineered as causeway and series of terraces, partly modern but on line of Ro road (11)
Made track and terrace, modern (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17680 **NGR:** SH72994340 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Well engineered as causeway and series of terraces, partly modern but on line of Ro road (11)
No trace at stream crossing, several hollow ways on the hill (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17679 **NGR:** SH72674305 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

In a fair state of preservation as it passes through Beddau Gwyr Ardudwy (11)
Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17678 **NGR:** SH72434260 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

In a fair state of preservation as it passes through Beddau Gwyr Ardudwy (11)
Trackway, no identifiable Roman features (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17677 **NGR:** SH72224196 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

on line of footpath, [then deviates as] terrace 60yds to E of footpath, apparently original R road, [rejoins as] grassy terrace (11)

Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17676 **NGR:** SH71934153 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Faint terrace (11)

No trace across arable fields (1)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17675 **NGR:** SH71754125 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Modern lane prob on line (11)

No trace (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17674 **NGR:** SH71464086 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Ford 100 yds above Bont Newydd (11)

No trace (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Buried

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17673 **NGR:** SH71244022 **OSMAP:** SH74SW **PART OF (PRN):** 3844

DESCRIPTION

Traces of R road here (11)

No trace, forestry plantation, deep gully [at E] no trace of crossing (1)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Predicted **SURVIVAL:** Buried

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17672 **NGR:** SH71063974 **OSMAP:** SH73NW **PART OF (PRN):** 3844

DESCRIPTION

Almost perfect R road (11)

No trace of R road across moorland (1)

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17671 **NGR:** SH70983963 **OSMAP:** SH73NW **PART OF (PRN):** 3844

DESCRIPTION

Almost perfect R road (11)
Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17670 **NGR:** SH70923931 **OSMAP:** SH73NW **PART OF (PRN):** 3844

DESCRIPTION

Modern track on line (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

ROAD RRN53 CAER LLUGWY - BETWS Y COED

PRN: 17707 **NGR: SH74745732** **OSMAP: SH75NW** **PART OF (PRN): 17805**

DESCRIPTION

Undoubted R. road running from the E gate of the fort (27)
Confirmed by geophysical survey (20)

NOTES:

FORM: Buried **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Buried

REFERENCES:

20 Hopewell D 2003
27 Hall J P 1923

PRN: 17708 **NGR: SH74935732** **OSMAP: SH75NW** **PART OF (PRN): 17805**

DESCRIPTION

...road can still be clearly traced in places as a raised bank ; elsewhere, although not visible its course can be followed under the turf with the help of a probe, and where it crosses ridges of rock it is eased over them by pitching (27)

NOTES: Survival through the woods is good, sporadically visible to the east of this. Not planned in detail

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

27 Hall J P 1923

PRN: 17709 **NGR: SH76305762** **OSMAP: SH75NE** **PART OF (PRN): 17805**

DESCRIPTION

Eastwards...the Roman way is obliterated by the almost disused coach road, until Pont Ty Hyll is reached...the old road continues as a grass covered mound following the river bank. It crosses the modern road a short distance below and follows it down the valley at a higher level. This could represent either the coach road or R road or both (27)

NOTES: Plotted line indicative only, detailed route unknown.

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

27 Hall J P 1923

PRN: 17710 **NGR: SH75015707** **OSMAP: SH75NW** **PART OF (PRN): 17805**

DESCRIPTION

Another carefully graded road leavesabove Bryn y Gefelliau farm and runs down to the river a short distance to the west of the ancient lead workings. ...may have been used by 'through traffic' (27)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

27 Hall J P 1923

ROAD RR69aa DOLWYDDELAN - CAER LLUGWY - TREFRIW

PRN: 17706 **NGR:** SH74675715 **OSMAP:** SH75NW **PART OF (PRN):** 17806

DESCRIPTION

Recent investigations in the neighbourhood of the fort have established the existence of a direct route between Dolwyddelan and Trefriw. An ancient road has been traced between a point above Dolwyddelan.....up to the farm (Bryn y Gefelïau) itself. From the farm it descends steeply towards the fort diverging to the E of the present road a short distance below the farm house (27)
No trace (1)

NOTES: Course projected from tracks shown on 1891 OS maps. A road can be traced from the southern gate of the fort for about 100 m

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
27	Hall J P	1923

PRN: 17711 **NGR:** SH78086303 **OSMAP:** SH75NE **PART OF (PRN):** 17806

DESCRIPTION

There is some slight evidence for a more direct route. summary:- Crosses the river to the N of the fort and up the valley slope to the E passing Glyn. It picks up the old road from Pont Ty Hyll towards Llanrwst. It then cuts N to Llanrhychwyn. A stretch of road can be seen running from a reservoir to the E of Tyn-y-bryn farm to a point 1/4 of a mile to the W of Llanrhychwyn church. Road terminates at Trefriw (27)

NOTES: Plotted route approximate (from Hemp description)

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

27	Hall J P	1923
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ROAD RR68 PART 1 SEGONTIUM - TOMEN Y MUR

PRN: 17533 NGR: SH52575914 OSMAP: SH56SW PART OF (PRN): 3843

DESCRIPTION

Modern road probably on line of Roman road to Waunfawr (5)
No change (1)

NOTES:

FORM: Document CONDITION: Unknown STATUS: Predicted SURVIVAL: Fossilised

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17534 NGR: SH53315808 OSMAP: SH55NW PART OF (PRN): 3843

DESCRIPTION

.....but course doubtful beyond that point [Waunfawr] and the remains of a derelict railway provide plenty of false clues

NOTES:

FORM: Document CONDITION: Unknown STATUS: Predicted SURVIVAL: Unknown

REFERENCES:

5 Margary I D 1957

PRN: 17535 NGR: SH55845466 OSMAP: SH55SE PART OF (PRN): 3843

DESCRIPTION

It has been suggested that the course of the road lay on the west side of Llyn Cellyn, where there are some clear traces of a narrow terrace but it is doubtful if there was ever enough space for this to reach the N end of the lake at the foot of the cliffs (5)

NOTES:

FORM: Earthwork CONDITION: Unknown STATUS: Predicted SURVIVAL: Earthwork

REFERENCES:

5 Margary I D 1957

PRN: 17536 NGR: SH57125348 OSMAP: SH55SE PART OF (PRN): 3843

DESCRIPTION

As projected on OS linear map (1)

NOTES:

FORM: Document CONDITION: Unknown STATUS: Predicted SURVIVAL: Unknown

REFERENCES:

1 OS Linear files 1978

PRN: 17537 NGR: SH56625166 OSMAP: SH55SE PART OF (PRN): 3843

DESCRIPTION

Roman road poss. marked by terrace lane high up on W slopes between Rhyd-Ddu and Beddgelert (5)
Possible course not identified (1)

NOTES:

FORM: Document CONDITION: Unknown STATUS: Predicted SURVIVAL: Unknown

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17538 NGR: SH57874835 OSMAP: SH54NE PART OF (PRN): 3843

DESCRIPTION

Roman road poss. marked by terrace lane high up on W slopes between Rhyd-Ddu and Beddgelert passing near Meillionen Farm (5)
Route from OS Lin (1)

NOTES:

PRN: 17544 **NGR:** SH66374124 **OSMAP:** SH64SE **PART OF (PRN):** 3843

DESCRIPTION

Suggested route described (11)
Footpath in wood (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967
11	Bowen E G and Gresham C A	1967

PRN: 17545 **NGR:** SH67954114 **OSMAP:** SH64SE **PART OF (PRN):** 3843

DESCRIPTION

Hollows twisting downhill (11)
Footpath and old track etc (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967

PRN: 17546 **NGR:** SH68544075 **OSMAP:** SH64SE **PART OF (PRN):** 3843

DESCRIPTION

The road is clearly marked on the maps and passes the copse called Nurse-bach Gelli-dywyll.....(11)
Track and road on suggested alignment (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967

PRN: 17547 **NGR:** SH69123990 **OSMAP:** SH63NE **PART OF (PRN):** 3843

DESCRIPTION

Slight hollow in field...cart track on line (11)
No trace (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967

PRN: 17548 **NGR:** SH69523971 **OSMAP:** SH63NE **PART OF (PRN):** 3843

DESCRIPTION

Road visible at stream crossing (11)
No traces (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967

PRN: 17549 **NGR:** SH69703912 **OSMAP:** SH63NE **PART OF (PRN):** 3843

DESCRIPTION

Deep cut modern road.....causeway on lower side of field wall (11)
Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17550 **NGR:** SH70113897 **OSMAP:** SH73NW **PART OF (PRN):** 3843

DESCRIPTION

Terrace above stream (11)
Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17551 **NGR:** SH70453889 **OSMAP:** SH73NW **PART OF (PRN):** 3843

DESCRIPTION

Terrace 12 ft wide with bank on lower side (11)
No trace across pasture (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17552 **NGR:** SH70493884 **OSMAP:** SH73NW **PART OF (PRN):** 3843

DESCRIPTION

Roadway in the form of a built agger.....road constructed unsymmetrically with the axis of the fort....bounded by earth banks (11)
Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

ROAD RR68 PART 2 TOMEN Y MUR - CAER GAI

PRN: 17502 NGR: SH70823840 OSMAP: SH73NW PART OF (PRN): 3848

DESCRIPTION

Slight agger in improved pasture (3)

NOTES:

FORM: Earthwork CONDITION: Damaged STATUS: Known SURVIVAL: Earthwork

REFERENCES:

3 Hopewell D 2004

PRN: 17503 NGR: SH71053817 OSMAP: SH73NW PART OF (PRN): 3848

DESCRIPTION

...curves around low knoll (2) Hollow way around mound (3)

NOTES:

FORM: Earthwork CONDITION: Damaged STATUS: Known SURVIVAL: Earthwork

REFERENCES:

2 Crew and Musson 1996
3 Hopewell D 2004

PRN: 17504 NGR: SH71123806 OSMAP: SH73NW PART OF (PRN): 3848

DESCRIPTION

Possible traces of agger in improved pasture (3)

NOTES:

FORM: Buried CONDITION: Near destroyed STATUS: Proposed SURVIVAL: Earthwork

REFERENCES:

3 Hopewell D 2004

PRN: 17505 NGR: SH71453787 OSMAP: SH73NW PART OF (PRN): 3848

DESCRIPTION

Footpath and field walls on line (1).

No extant road features or quarry pits on this line although some possible pits visible in improved pasture to the south (3)

NOTES:

FORM: Document CONDITION: Unknown STATUS: Known SURVIVAL: Fossilised

REFERENCES:

1 OS Linear files 1978
3 Hopewell D 2004

PRN: 17506 NGR: SH72173784 OSMAP: SH73NW PART OF (PRN): 3848

DESCRIPTION

...grass track between road and quarry pits (1).

Currently used track 2.2m wide, very rutted and still eroding. Some big stones on the edge could be the remains of a kerb (3)

NOTES:

FORM: Earthwork CONDITION: Damaged STATUS: Known SURVIVAL: Earthwork

REFERENCES:

1 OS Linear files 1978
3 Hopewell D 2004

PRN: 17507 NGR: SH73013790 OSMAP: SH73NW PART OF (PRN): 3848

DESCRIPTION

Hollow way. Modern road on line (1). Quarry pits confirm the line of the Roman road (3)

NOTES:

FORM: Buried CONDITION: Near destroyed STATUS: Known SURVIVAL: Fossilised

REFERENCES:

1 OS Linear files 1978
3 Hopewell D 2004

PRN: 17508 **NGR:** SH73533771 **OSMAP:** SH73NW **PART OF (PRN):** 3848

DESCRIPTION

Dolddinas Farm environs, no extant road. P. Crew reports a visible river crossing but very substantial erosion after flooding in ?2001 may have destroyed this.(3)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Unknown

REFERENCES:

3 Hopewell D 2004

PRN: 17509 **NGR:** SH73833740 **OSMAP:** SH73NW **PART OF (PRN):** 3848

DESCRIPTION

Road runs to W of Llyn Hiraethlyn. [The road] takes a fairly direct line through the low hills south of Dolddinas.(2). Road visible as a series of lengths of agger and terrace (plus a small cutting) between the river to the E of Dolddinas and Crew's AP transcriptions at Llyn Hiraethlyn. Well preserved. (3)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

2 Crew and Musson 1996
3 Hopewell D 2004

PRN: 17510 **NGR:** SH74283681 **OSMAP:** SH73NW **PART OF (PRN):** 3848

DESCRIPTION

...zig-zagging down the slopes south of the llyn...its line is emphasised by the large shallow quarry scoops on either side, which were used to win gravel for the road surface. Near the foot of the picture the road turns sharp left to descend a steep slope towards the corner of the modern fields. (2) Transcription shown.
Well preserved agger visible in places, 3 to 3.5m wide with visible roadside ditches (3)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

2 Crew and Musson 1996
3 Hopewell D 2004

PRN: 17511 **NGR:** SH71073816 **OSMAP:** SH73NW **PART OF (PRN):** 3848

DESCRIPTION

Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17512 **NGR:** SH71173806 **OSMAP:** SH73NW **PART OF (PRN):** 3848

DESCRIPTION

Track running NW (4) No traces in pasture (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956

DESCRIPTION

NOTES:

REFERENCES:

PRN: 17514 NGR: SH74493701 OSMAP: SH73NW PART OF (PRN): 3848

DESCRIPTION

NOTES:

REFERENCES:

PRN: 17516 NGR: SH76403696 OSMAP: SH73NE PART OF (PRN): 3848

DESCRIPTION

NOTES:

REFERENCES:

PRN: 17517 NGR: SH76943701 OSMAP: SH73NE PART OF (PRN): 3848

DESCRIPTION

Shelf about 8 ft wide once heavily metallised (4)

Prob quarry road (1)

No visible extant rems of Ro. Road DRB gen. area(1)

NOTES:

REFERENCES:

PRN: 17518 NGR: SH77333668 OSMAP: SH73NE PART OF (PRN): 3848

DESCRIPTION

No trace of RR (1)

NOTES:

REFERENCES:

PRN: 17519 NGR: SH75563668 OSMAP: SH73NE PART OF (PRN): 3848

DESCRIPTION

No visible extant rems of Ro. Road DRB gen. area(1)

NOTES:

FORM: Document *CONDITION:* Unknown *STATUS:* Predicted *SURVIVAL:* Fossilised

REFERENCES:

1 OS Linear files 1978

PRN: 17520 **NGR:** SH75753652 **OSMAP:** SH73NE **PART OF (PRN):** 3848

DESCRIPTION

Road 8 ft wide visible as cropmark (4)
No visible extant rems of Ro. Road DRB gen. area(1)

NOTES:

FORM: Cropmark **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Cropmark

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956

PRN: 17521 **NGR:** SH76303626 **OSMAP:** SH73NE **PART OF (PRN):** 3848

DESCRIPTION

Track on course of (4)
No visible extant rems of Ro. Road DRB gen. area(1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956

PRN: 17522 **NGR:** SH76903620 **OSMAP:** SH73NE **PART OF (PRN):** 3848

DESCRIPTION

Stream on course of road (4)
No visible extant rems of Ro. Road DRB gen. area(1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956

PRN: 17523 **NGR:** SH78463625 **OSMAP:** SH73NE **PART OF (PRN):** 3848

DESCRIPTION

Old boundary ditch turns road into wet ditch (4)
Track visible on A/Ps (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956

PRN: 17524 **NGR:** SH79263584 **OSMAP:** SH73NE **PART OF (PRN):** 3848

DESCRIPTION

Ledge about 12ft wide with signs of engineering and quarry pits.....road plainly visible from Moel y Slates (4)
Road visible on A/Ps (1)
Line of road confirmed during fieldwork by RS Kelly. Section cut. see PRN 5060. Now in a break in commercial forestry (6)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956
6 Kelly R S 1986

PRN: 17525 **NGR: SH77993535** **OSMAP: SH73NE** **PART OF (PRN): 3848**

DESCRIPTION

Alternate route proposed by P Crew. Well defined terraced road over Bwlch y Bi (Old Roman Road on 1840 map) leading to 2 kilns.(7)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

7 Crew P 1979

PRN: 17526 **NGR: SH79933525** **OSMAP: SH82SW** **PART OF (PRN): 3848**

DESCRIPTION

It follows a track marked on the map for 200yds and turns north-west (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956

PRN: 17527 **NGR: SH80493461** **OSMAP: SH82SW** **PART OF (PRN): 3848**

DESCRIPTION

Irvine traces "vestiges of a road". Occasional small quarry pits. (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956

PRN: 17528 **NGR: SH82183356** **OSMAP: SH82SW** **PART OF (PRN): 3848**

DESCRIPTION

Irvine traces an "old track" (shown on OS) across Ffridd Trawscoed, updating info in the Inventory (8). He notes some recent remetalling on the western part and probable 18th century metalling W of the junction with Bala track/road. Possible Roman metalling at SH82893346. Quarry pits noted in several places.

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
8 RCAHMW 1921

PRN: 17529 **NGR: SH85363188** **OSMAP: SH82SW** **PART OF (PRN): 3848**

DESCRIPTION

Irvine traces various tracks (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
4 Irvine 1956

PRN: 17530 **NGR: SH87123146** **OSMAP: SH82SW** **PART OF (PRN): 3848**

DESCRIPTION

Irvine projection down to Caer Gai. (4)

...none of the route postulated by Irvine nor the features on it can be positively identified as Roman...(1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
4	Irvine	1956

PRN: 17531 **NGR: SH85903286** **OSMAP: SH82SW** **PART OF (PRN): 3848**

DESCRIPTION

Route through Y Lordship proposed by G D B Jones. He claims traces of a road were found during forestry in 1955 (9)

Indicative line digitised.

DJC dismisses this line as medieval packhorse trail and found no supporting evidence of forestry claims (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
9	Jones G D B	1959

PRN: 17532 **NGR: SH83663222** **OSMAP: SH82SW** **PART OF (PRN): 3848**

DESCRIPTION

Archdeacon Thomas proposed a line along the Lliw valley (10)

DJC FI file. Topographically the valley route appears to be most satisfactory but detailed investigation failed to find any stretches of unquestionably Roman Construction. (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
10	Thomas D R	1885

ROAD RRX95 SEGONTIUM - PEN LLYSTYN - TOMEN Y MUR

PRN: 17554 **NGR:** SH47645813 **OSMAP:** SH46SE **PART OF (PRN):** 17553

DESCRIPTION

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen...(12)
The present Caernarfon to Porthmadog road runs along the edge of a plateau overlooking the sea to the W and with good visibility to the E. - A suitable line for the Roman road (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
12 RCAHM 1964

PRN: 17555 **NGR:** SH47045321 **OSMAP:** SH45SE **PART OF (PRN):** 17553

DESCRIPTION

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen...(12)
The present Caernarfon to Porthmadog road runs along the edge of a plateau overlooking the sea to the W and with good visibility to the E. - A suitable line for the Roman road (further illegible note on copies at GAT) (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
12 RCAHM 1964

PRN: 17556 **NGR:** SH47884661 **OSMAP:** SH44NE **PART OF (PRN):** 17553

DESCRIPTION

Course proposed by FKB (1), RCAHM (12) route (17557) runs along low ground with poor lateral visibility.
No trace FKB (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
12 RCAHM 1964

PRN: 17557 **NGR:** SH47294691 **OSMAP:** SH44NE **PART OF (PRN):** 17553

DESCRIPTION

Modern road crosses wet relatively low ground with poor lateral visibility, unlikely line for R road FKB (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978

PRN: 17558 **NGR:** SH48324359 **OSMAP:** SH44SE **PART OF (PRN):** 17553

DESCRIPTION

...short stretches of it are in fact visible on either side of Pen Llystyn fort (12)
No trace in vicinity (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978
12 RCAHM 1964

PRN: 17559 **NGR: SH52553973** **OSMAP: SH54SE** **PART OF (PRN): 17553**

DESCRIPTION

The western road must in reality have run southward from Segontium by way of Llanllyfni and Dolbenmaen..In the Mabinogi story of Math vab Mathonwy, the men from South Wales, after their defeat by Math near Caernarfon, fell back along a route from Nantcall to Dolbenmaen, and so by way of Traeth Mawr to Felinrhyd and Maentwrog.....(12)
Modern road on line, no traces of Roman construction (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
12	RCAHM	1964

ROAD RRX48 SEGONTIUM - CAER LLUGWY

PRN: 17599 **NGR:** SH56666117 **OSMAP:** SH56SE **PART OF (PRN):** 3852

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

NOTES: Projected route following modern roads, no evidence until 17600

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

22 RCAHM 1960

PRN: 17600 **NGR:** SH59365906 **OSMAP:** SH55NE **PART OF (PRN):** 3852

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

South of Llyn Peris there is a well-made terrace roadway suitable for wheeled traffic, which seems to have been partly washed out and replaced by a stepped packhorse trail before 1750 (22)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

22 RCAHM 1960

PRN: 17601 **NGR:** SH61695740 **OSMAP:** SH65NW **PART OF (PRN):** 3852

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

NOTES: Projected linking route following modern roads, no evidence on ground.

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM 1960

PRN: 17602 **NGR:** SH65925580 **OSMAP:** SH65NE **PART OF (PRN):** 3852

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

A terraced roadway at Penygwryd. This vanishes under the modern road on the W and cannot be traced further E.; it is later than the camp but seems to be earlier than the packhorse road.(22)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

22 RCAHM 1960

PRN: 17603 **NGR:** SH68085641 **OSMAP:** SH65NE **PART OF (PRN):** 3852

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is

some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

NOTES: Projected linking route following modern roads, no evidence on ground.

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM 1960

PRN: 17604 NGR: SH69864722 OSMAP: SH65NE PART OF (PRN): 3852

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

Near Llynau Mymbyr a short length of causeway closely resembles the agger of a Roman road (13) (22)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

13 Hemp 1923
22 RCAHM 1960

PRN: 17605 NGR: SH72075813 OSMAP: SH75NW PART OF (PRN): 3852

DESCRIPTION

The inland deviation of the Caernarfon-Caerhun road would become intelligible if it were to link up with a road through the Llanberis pass....Although this route would be open to the same objections as that through the Aberglaslyn pass, there is some structural evidence which could be regarded as evidence of a made (although perhaps unfinished) R road ca. 9ft wide. The marching camp at Penygwryd also suggests that the route was used....but does not imply the presence of a made roadway (22).

NOTES: Projected linking route following modern roads, no evidence on ground.

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

22 RCAHM 1960

ROAD RR69b PART 1 TOMEN Y MUR - BRITHDIR

PRN: 17759 **NGR:** SH72923087 **OSMAP:** SH73SE **PART OF (PRN):** 3845

DESCRIPTION

Route favoured by Col. H C Irvine (unpublished) (1)
How it got to be shown on some OS maps as Sam Helen is uncertain (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978

PRN: 17758 **NGR:** SH72843165 **OSMAP:** SH73SE **PART OF (PRN):** 3845

DESCRIPTION

If the Roman road did go this way it must lie under the modern road (11)
Modern road no trace of R road (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17757 **NGR:** SH73193133 **OSMAP:** SH73SW **PART OF (PRN):** 3845

DESCRIPTION

Short length of poss road 15 yds NE of destroyed farmhouse of Llech Idris and 100 yds S of Bedd Porus (11)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

11 Bowen E G and Gresham C A 1967

PRN: 17756 **NGR:** SH74802982 **OSMAP:** SH72NE **PART OF (PRN):** 3845

DESCRIPTION

If the Roman road did go this way it must lie under the modern road (11)
Modern road no trace of R road (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17755 **NGR:** SH76322809 **OSMAP:** SH72NE **PART OF (PRN):** 3845

DESCRIPTION

Excellent river [Afon Ty Newydd] crossing point. Modern road probably marks course. A well planned route along gentle slopes (11)
No extant evidence (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17754 **NGR: SH75982557** **OSMAP: SH72NE** **PART OF (PRN): 3845**

DESCRIPTION

Old farm road and forestry track mark route by a gentle graded way up the side of a wide valley (11)
No extant evidence (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

- | | | |
|----|---------------------------|------|
| 1 | OS Linear files | 1978 |
| 11 | Bowen E G and Gresham C A | 1967 |

PRN: 17753 **NGR: SH76512439** **OSMAP: SH72SE** **PART OF (PRN): 3845**

DESCRIPTION

Bwlch Goriwared is a natural pass to the south from the Central uplands of Merioneth. On the west side of the modern track through it there is an ancient made roadway running for about a mile 20 to 30 yards away from the modern track. This resembles Roman work elsewhere and the roadway predates a cattle trail that cuts across it (11)
Poss rd (in middle of the Bwlch) visible on A P s (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

- | | | |
|----|---------------------------|------|
| 1 | OS Linear files | 1978 |
| 11 | Bowen E G and Gresham C A | 1967 |

PRN: 17752 **NGR: SH76682318** **OSMAP: SH72SE** **PART OF (PRN): 3845**

DESCRIPTION

Farm road brings course to a point 1/2 mile east of Llanfachreth. (11)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

- | | | |
|----|---------------------------|------|
| 11 | Bowen E G and Gresham C A | 1967 |
|----|---------------------------|------|

PRN: 17751 **NGR: SH70953670** **OSMAP: SH71NE** **PART OF (PRN): 3845**

DESCRIPTION

Land enclosed and cultivated and remains of a R road not to be expected. Route to crossing of the Wnion at Bont Newydd and thence to Brithdir is easy (11)
No precise route obvious and no Roman evidence found (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

- | | | |
|----|---------------------------|------|
| 1 | OS Linear files | 1978 |
| 11 | Bowen E G and Gresham C A | 1967 |

PRN: 17750 **NGR: SH70923787** **OSMAP: SH73NW** **PART OF (PRN): 3845**

DESCRIPTION

Route uncertain, it probably branched from RR68 at the square barrow and ran due south (11)
Modern track may mark route (28)
Route uncertain (5)
Course not apparent across pasture field (1)

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Buried

REFERENCES:

- | | | |
|----|---------------------------|------|
| 1 | OS Linear files | 1978 |
| 5 | Margary I D | 1957 |
| 11 | Bowen E G and Gresham C A | 1967 |
| 28 | Gresham | 1938 |

PRN: 17749 **NGR: SH70943743** **OSMAP: SH73NW** **PART OF (PRN): 3845**

DESCRIPTION

Route uncertain, it probably branched from RR68 at the square barrow and ran due south (11)
Modern track may mark route (28)
Precipitous slopes above stream. Graded footpath to W, prob course of road. (1)

NOTES: Modern road cutting disturbs course

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967
28	Gresham	1938

PRN: 17748 **NGR: SH70973698** **OSMAP: SH73NW** **PART OF (PRN): 3845**

DESCRIPTION

Route uncertain, it probably branched from RR68 at the square barrow and ran due south (11)
Modern track may mark route (28)
Precipitous slopes above stream. Graded footpath to W, prob course of road. Green lane in hollow way on line (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967
28	Gresham	1938

PRN: 17747 **NGR: SH70953670** **OSMAP: SH73NW** **PART OF (PRN): 3845**

DESCRIPTION

It seems fairly certain that the road must have run between the village of Trawsfynydd and the railway station and then crossed the Afon Prysor near Wern Gron (11)
No trace mostly pasture fields (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967

PRN: 17746 **NGR: SH72453266** **OSMAP: SH73NW** **PART OF (PRN): 3845**

DESCRIPTION

Visible on AP (1)
A P published. Direct line [earthwork] is 1980s gas pipeline (2)

NOTES: Probably a pipeline

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Discounted **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
2	Crew and Musson	1996

PRN: 17745 **NGR: SH71693339** **OSMAP: SH73SE** **PART OF (PRN): 3845**

DESCRIPTION

Course represented generally by minor road (5)

NOTES: Road to E suggests that this should be discounted

FORM: Document **CONDITION:** Unknown **STATUS:** Discounted **SURVIVAL:** Fossilised

REFERENCES:

5	Margary I D	1957
---	-------------	------

PRN: 17744 **NGR:** SH71913432 **OSMAP:** SH73SE **PART OF (PRN):** 3845

DESCRIPTION

Route was probably close to the straight run of field walls (11)
No trace mostly pasture fields (1)

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
11 Bowen E G and Gresham C A 1967

PRN: 17743 **NGR:** SH72283367 **OSMAP:** SH73SE **PART OF (PRN):** 3845

DESCRIPTION

Slightly hollow track 12 ft wide (11)
Extant remains surveyed at 1/2500 (1)
Visible as a denuded agger 4.5m wide with occasional lengths of surviving ditches (3)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
3 Hopewell D 2004
11 Bowen E G and Gresham C A 1967

PRN: 17742 **NGR:** SH72453337 **OSMAP:** SH73SE **PART OF (PRN):** 3845

DESCRIPTION

Lost for short distance in marsh (11)
Lost in marsh (3)

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

3 Hopewell D 2004
11 Bowen E G and Gresham C A 1967

PRN: 17741 **NGR:** SH72373324 **OSMAP:** SH73SE **PART OF (PRN):** 3845

DESCRIPTION

Well cut terrace 12 ft wide (11)
Ridge and furrow above the road could have caused some slippage thus forming a 3.5m wide terrace (3)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

3 Hopewell D 2004
11 Bowen E G and Gresham C A 1967

PRN: 17740 **NGR:** SH72323312 **OSMAP:** SH73SE **PART OF (PRN):** 3845

DESCRIPTION

Denuded cutting in improved field (3)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

3 Hopewell D 2004

PRN: 17739 **NGR: SH72253296** **OSMAP: SH73SE** **PART OF (PRN): 3845**

DESCRIPTION

Line marked by footpath and almost invisible but can be confirmed in a good light (11)
Barely visible in improved pasture (3)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

3	Hopewell D	2004
11	Bowen E G and Gresham C A	1967

PRN: 17738 **NGR: SH72383255** **OSMAP: SH73SE** **PART OF (PRN): 3845**

DESCRIPTION

Terrace 18ft wide becoming faint towards the north (11)
Extant remains surveyed at 1/2500 (1)
A P published. Direct line [earthwork] is 1980s gas pipeline (2)
Well defined terrace 5.5m wide, cut into a moderately steep slope cutting and denuded agger at N (3)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
2	Crew and Musson	1996
3	Hopewell D	2004
11	Bowen E G and Gresham C A	1967

PRN: 17737 **NGR: SH72533230** **OSMAP: SH73SE** **PART OF (PRN): 3845**

DESCRIPTION

Finely preserved piece of proper Roman road formed by two parallel ditches each about 4' wide delineating a true though small agger no more than 18' wide and 1' high (11).
Extant remains surveyed at 1/2500 (1)
Only surviving stretch of R road in Snowdonia which has the classical structural features..[ditches and agger]. A P published.
Direct line [earthwork] is 1980s gas pipeline (2)
Modern pipeline cut across it revealing no metalling 1938 (28)
Cut by gas pipeline but generally visible as slight cutting 5.5m wide (3)

NOTES: Perhaps some confusion over pipelines

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
2	Crew and Musson	1996
3	Hopewell D	2004
11	Bowen E G and Gresham C A	1967
28	Gresham	1938

PRN: 17736 **NGR: SH72633201** **OSMAP: SH73SE** **PART OF (PRN): 3845**

DESCRIPTION

Finely preserved piece of proper Roman road formed by two parallel ditches each about 4' wide delineating a true though small agger no more than 18' wide and 1' high (11).
Extant remains surveyed at 1/2500 (1)
Only surviving stretch of R road in Snowdonia which has the classical structural features..[ditches and agger]. A P published.
Direct line [earthwork] is 1980s gas pipeline (2)
Tile kilns PRN 2893 just to the E, 5.5m wide agger with clear ditches. Probing suggests 0.2m of peat above agger. No visible quarry pits (3)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
2	Crew and Musson	1996
3	Hopewell D	2004
11	Bowen E G and Gresham C A	1967

PRN: 17735 **NGR: SH72273014** **OSMAP: SH73SE** **PART OF (PRN): 3845**

DESCRIPTION

Course represented generally by minor road, as a terrace way along west side of Craig Penshilen. Main road NOT Sam Helen as shown on 1" OS (5)
(GAT OS linear incomplete notation (1))

NOTES: GAT OS linear incomplete notation

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17734 **NGR: SH72702664** **OSMAP: SH72SW** **PART OF (PRN): 3845**

DESCRIPTION

Route along minor modern road, [farm and cliffs named Bwlch y Ffordd] significant name (5)
Forestry tracks and modern road, no trace of R. road (poss course of) (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17733 **NGR: SH72722491** **OSMAP: SH72SW** **PART OF (PRN): 3845**

DESCRIPTION

Road descends sharply from ridge to Pont ar Eden (5)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

5	Margary I D	1957
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PRN: 17732 **NGR: SH73042265** **OSMAP: SH72SW** **PART OF (PRN): 3845**

DESCRIPTION

Main road must represent course (5)
Modern road, No trace of R road (prob course) (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17731 **NGR: SH71841958** **OSMAP: SH72SW** **PART OF (PRN): 3845**

DESCRIPTION

No trace (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
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PRN: 17730 **NGR: SH71921915** **OSMAP: SH71NW** **PART OF (PRN): 3845**

DESCRIPTION

Probably the footpath going straight over the ridge between Llanelltyd and Dolgellau bridges marks the old course (5)
Footpath on line of old service road passing through cutting, no trace of R road (1)
Footpath and modern road on line, no trace of R road (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17729 **NGR:** SH72201885 **OSMAP:** SH71NW **PART OF (PRN):** 3845

DESCRIPTION

Probably the footpath going straight over the ridge between Llanelltyd and Dolgellau bridges marks the old course (5)
Footpath on line (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17728 **NGR:** SH72451836 **OSMAP:** SH71NW **PART OF (PRN):** 3845

DESCRIPTION

Probably the footpath going straight over the ridge between Llanelltyd and Dolgellau bridges marks the old course (5)
Modern road on line no trace (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

ROAD RR69b PART 2 BRITHDIR - PENNAL

PRN: 17790 **NGR:** SH73681758 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

...terrace (31)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

31 Rigg J and Toller H

PRN: 17789 **NGR:** SH73741789 **OSMAP:** SH71NW **PART OF (PRN):** 3846

DESCRIPTION

....under modern road (31)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

31 Rigg J and Toller H 1983

PRN: 17788 **NGR:** SH74381821 **OSMAP:** SH71NW **PART OF (PRN):** 3846

DESCRIPTION

Visible as 150m terrace and agger then follows field boundaries.(31)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

31 Rigg J and Toller H 1983

PRN: 17787 **NGR:** SH74941863 **OSMAP:** SH71NW **PART OF (PRN):** 3846

DESCRIPTION

Under modern road (31)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

31 Rigg J and Toller H 1983

PRN: 17786 **NGR:** SH75901847 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

Projected link from terrace at Wern Goch (31)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

31 Rigg J and Toller H 1983

PRN: 17785 **NGR:** SH76201853 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

Weak 50m long terrace (31)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

31 Rigg J and Toller H 1983

PRN: 17784 **NGR:** SH76441860 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

Projected line to terrace at Wern Goch (31)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

31 Rigg J and Toller H 1983

PRN: 17626 **NGR:** SH77161882 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

Post AD 120 road discovered by excavations in 1975 and 1991 (24)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Known **SURVIVAL:** Buried

REFERENCES:

24 Hopewell D 1997

PRN: 17625 **NGR:** SH77041878 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

Remains of foundation stones along alignment where modern road deviates (23)
Mainly built over (24)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

23 Jones G D B 1959
24 Hopewell D 1997

PRN: 17624 **NGR:** SH76811873 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

Shallow causeway (23)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

23 Jones G D B 1959

PRN: 17623 **NGR:** SH76411864 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

Hedgerow continues alignment (23)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

23 Jones G D B 1959

PRN: 17622 **NGR:** SH76221859 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

Road becomes cutting as slope increases (23)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

23 Jones G D B 1959

PRN: 17621 **NGR:** SH75691857 **OSMAP:** SH71NE **PART OF (PRN):** 3846

DESCRIPTION

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17723 **NGR:** SH76091402 **OSMAP:** SH71SE **PART OF (PRN):** 3846

DESCRIPTION

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)
Severely eroded and sunken. Barely recognisable as former road. Well graded on steep hillside but no trace of Roman work....modern 2.0m wide terrace at N. No trace of R road though well graded (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17722 **NGR:** SH75831325 **OSMAP:** SH71SE **PART OF (PRN):** 3846

DESCRIPTION

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)
Typical mountain track 2.0m wide, sunken and eroded, winding through the mountain pass and around rock in an un-Roman way (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17721 **NGR:** SH75921276 **OSMAP:** SH71SE **PART OF (PRN):** 3846

DESCRIPTION

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)
Sunken track between old walls. N trace of R road (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17720 **NGR:** SH76091258 **OSMAP:** SH71SE **PART OF (PRN):** 3846

DESCRIPTION

The road from N to S becomes very plain climbing the E side of the ridge as a distinct terrace. This has been much damaged by water action and a later track but short pieces of it have been well preserved and at these points it can be seen as a carefully made terraceway 9 ft wide with an excellent continuous gradient (5)
Deeply rutted watercourse....barely recognisable as track....well graded terrace..no trace of Roman origin (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17719 **NGR: 76031201** **OSMAP: SH71SE** **PART OF (PRN): 3846**

DESCRIPTION

Road descends the valley of the Llefenni along the W side mostly as a clear narrow terraced road (5)
Precipitous hillside never the course of any road or track....modern track not of Roman origin (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17718 **NGR: SH75941059** **OSMAP: SH71SE** **PART OF (PRN): 3846**

DESCRIPTION

Road descends the valley of the Llefenni along the W side mostly as a clear narrow terraced road (5)
Fragments of tracks and footpaths but never the course of a continuous road (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17717 **NGR: SH76771010** **OSMAP: SH71SE** **PART OF (PRN): 3846**

DESCRIPTION

Destroyed by quarrying (5)
No trace (1)

NOTES:

FORM: Document **CONDITION:** Destroyed **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17716 **NGR: SH76580874** **OSMAP: SH70NE** **PART OF (PRN): 3846**

DESCRIPTION

Road appears at some points on the SE bank of the Afon Dulas as a derelict terrace (5)

NOTES: Mostly outside Gwynedd

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

5 Margary I D 1957

PRN: 17715 **NGR: SH75250427** **OSMAP: SH70SE** **PART OF (PRN): 3846**

DESCRIPTION

Road descends to the bridge over the Afon Dulas by a most Roman looking zigzag [at Ffridd]. Minor road marks course (5)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

5 Margary I D 1957

PRN: 17714 **NGR: SH73310130** **OSMAP: SH70SW** **PART OF (PRN): 3846**

DESCRIPTION

Existing road on the north side of the Dovey must mark the route almost to Pennal (5)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

5 Margary I D 1957

PRN: 17713 **NGR:** SH71340025 **OSMAP:** SH70SW **PART OF (PRN):** 3846

DESCRIPTION

It seems likely that it turned towards a crossing of the Dovey at Llugwy along the modern lane (5)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

5 Margary I D 1957

PRN: 17712 **NGR:** SH70630024 **OSMAP:** SH70SW **PART OF (PRN):** 3846

DESCRIPTION

Line of road and vicus demonstrated by excavation and geophysical survey (20)

NOTES:

FORM: Buried **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Buried

REFERENCES:

20 Hopewell D 2003

ROAD RRN51 BWLCH OERDDRWS - PONT HELYGOG

PRN: 17777 **NGR:** SH79031758 **OSMAP:** SH71NE **PART OF (PRN):** 17801

DESCRIPTION

As the Wroxeter - Dolgellau road emerges from the pass a road branches off to the north west. For the first 750m it is a contour-following terraced road.....(31)

The road takes a lower curving line just above Cae'r Tyddyn (2)

Rigg and Toller line is later, it cuts the R. road and the distinctive Roman quarry pits cease at the junction (3).

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Discounted **SURVIVAL:** Earthwork

REFERENCES:

2	Crew and Musson	1996
3	Hopewell D	2004
31	Rigg J and Toller H	1983

PRN: 17778 **NGR:** SH 7887176 **OSMAP:** SH71NE **PART OF (PRN):** 17801

DESCRIPTION

The road takes a lower curving line just above Cae'r Tyddyn [agger and quarry pits clearly visible on AP](2)

Low 4.5m wide agger visible with a hint of a ditch on the western side. Nearly ploughed out next to the farm.

Rough metalling visible where the road is cut by a stream above Cae'r Tyddyn. A good example of extant road c. 600m long (3)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

2	Crew and Musson	1996
3	Hopewell D	2004

PRN: 17779 **NGR:** SH78581822 **OSMAP:** SH71NE **PART OF (PRN):** 17801

DESCRIPTION

.....it enters soft ground across which it has been mutilated [for 900m]. It then crosses over firm ground and is clearly of Roman origin and generally well preserved. For the first c.500m it largely follows the contours along a hillside as a curving well-engineered terrace with intermittent remains of a ditch on the uphill side and then for 300m it descends a well-graded terrace to an old barn.....it has since been slightly mutilated by forestry activities (31)

The line of the Roman road follows a later track, which continues as PRN 17777. The track is still in use and is eroded in many places and is 2m wide. Metalling, of undetermined age, is visible where the track has recently been cleared of grass etc. Erosion shows that metalling extends to either side of the current track. The most obvious Roman features are the distinctive quarry pits, set back a few metres from the road, that continue from PRN 17778 (3)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

3	Hopewell D	2004
31	Rigg J and Toller H	1983

PRN: 17780 **NGR:** SH78891936 **OSMAP:** SH71NE **PART OF (PRN):** 17801

DESCRIPTION

From the barn the road continues as a walled green way which passes through a cutting and descends a steep hillside (31) Road through forestry, much disturbed although stone and gravel metalling intermittently visible. N end quite steep with fairly large stones forming the surface in places (3)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

3	Hopewell D	2004
31	Rigg J and Toller H	1983

ROAD RRN52 BRITHDIR TRIANGLES - BRITHDIR CONNECTION

PRN: 17781 *NGR:* SH78341835 *OSMAP:* SH71NE *PART OF (PRN):* 17802

DESCRIPTION

Course uncertain apart from a short length of weak terrace (31)

NOTES:

FORM: Document *CONDITION:* Unknown *STATUS:* Predicted *SURVIVAL:* Earthwork

REFERENCES:

31 Rigg J and Toller H 1983

PRN: 17782 *NGR:* SH77791844 *OSMAP:* SH71NE *PART OF (PRN):* 17802

DESCRIPTION

Visible as a weak terrace c. 4.0m wide (31)

NOTES:

FORM: Earthwork *CONDITION:* Unknown *STATUS:* Predicted *SURVIVAL:* Earthwork

REFERENCES:

31 Rigg J and Toller H 1983

PRN: 17783 *NGR:* SH77401864 *OSMAP:* SH71NE *PART OF (PRN):* 17802

DESCRIPTION

Engineered cutting at the SE, agger to W of field wall (31)

NOTES:

FORM: Earthwork *CONDITION:* Unknown *STATUS:* Predicted *SURVIVAL:* Earthwork

REFERENCES:

31 Rigg J and Toller H 1983

ROAD RRX96 BRITHDIR - PENNAL

PRN: 17769 **NGR:** SH67401415 **OSMAP:** SH61SE **PART OF (PRN):** 3846

DESCRIPTION

Course proposed by St Joseph (30) and Bowen and Gresham (11). Marked by lanes, tracks and old coach road (Ffordd Ddu), rising by easy gradient and taking advantage of the natural grain of the country. No trace of Roman construction, route practicable....Modern authorities cited (9, 11, 30,) entirely dismiss the traditional R road between Brithdir and Pennal to E of Cader Idris (RR69b because of unsuitable terrain and siting strategy of fort at Brithdir) and favour a more circuitous route over better country to the W of the mountain.

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
9	Jones G D B	1959
11	Bowen E G and Gresham C A	1967
30	St Joseph	1961

PRN: 17770 **NGR:** SH59190924 **OSMAP:** SH50NE **PART OF (PRN):** 3846

DESCRIPTION

Course proposed by St Joseph along old route (30)
No trace of Roman construction, route practicable....Modern authorities cited (9, 11, 30,) entirely dismiss the traditional R road between Brithdir and Pennal to E of Cader Idris (RR69b because of unsuitable terrain and siting strategy of fort at Brithdir) and favour a more circuitous route over better country to the W of the mountain (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
9	Jones G D B	1959
11	Bowen E G and Gresham C A	1967
30	St Joseph	1961

PRN: 17771 **NGR:** SH63520083 **OSMAP:** SH60SW **PART OF (PRN):** 3846

DESCRIPTION

Course proposed by St Joseph (30) and Bowen and Gresham (11). Along old route with the early importance of the Afon Dysynni and Afon Fathew crossings shown by mottes.
No trace of Roman construction, route practicable....Modern authorities cited (9, 11, 30,) entirely dismiss the traditional R road between Brithdir and Pennal to E of Cader Idris (RR69b because of unsuitable terrain and siting strategy of fort at Brithdir) and favour a more circuitous route over better country to the W of the mountain (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
9	Jones G D B	1959
11	Bowen E G and Gresham C A	1967
30	St Joseph	1961

PRN: 17772 **NGR:** SH62890968 **OSMAP:** SH60NW **PART OF (PRN):** 3846

DESCRIPTION

Course proposed by Bowen and Gresham (11). A very attractive route which certainly carried heavy traffic in historical times and up to the 19th C.
No trace of Roman construction, route practicable....Modern authorities cited (9, 11, 30,) entirely dismiss the traditional R road between Brithdir and Pennal to E of Cader Idris (RR69b because of unsuitable terrain and siting strategy of fort at Brithdir) and favour a more circuitous route over better country to the W of the mountain (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
9	Jones G D B	1959
11	Bowen E G and Gresham C A	1967
30	St Joseph	1961

PRN: 17773 **NGR:** SH68330660 **OSMAP:** SH60NE **PART OF (PRN):** 3846

DESCRIPTION

Alternative route proposed by Bowen and Gresham (11). A shorter though more arduous route.

Pro: Roman coins found at Castell y Bere.

Anti: Rems of the road should appear unambiguously on the slopes of Mynydd Cefn Caer, but they do not, there is no more than a narrow footpath there. Virtually impassable in winter. (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
11	Bowen E G and Gresham C A	1967

PRN: 17776 **NGR:** SH70390016 **OSMAP:** SH70SW **PART OF (PRN):** 3846

DESCRIPTION

Probable road to S on gradiometer survey (20)

NOTES:

FORM: Buried **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

20	Hopewell D	2003
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ROAD RR66b CAER GAI - BRITHDIR

PRN: 17651 **NGR:** SH84342559 **OSMAP:** SH82SW **PART OF (PRN):** 3849

DESCRIPTION

Narrow terrace, so damaged and faint in places as to show its age, widened and remade in some places but traceable to Drws y Nant (5)

Topographically, largely an impractical route along steep slopes and across deep gorge at Coed -y-Ddol

No ground evidence for R road. (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957

PRN: 17650 **NGR:** SH87613135 **OSMAP:** SH83SE **PART OF (PRN):** 3849

DESCRIPTION

Course of (4)

No traces (1)

NOTES:

FORM: Buried **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

1	OS Linear files	1978
4	Irvine	1956

PRN: 17649 **NGR:** SH87793131 **OSMAP:** SH83SE **PART OF (PRN):** 3849

DESCRIPTION

Coach road visible on AP (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
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PRN: 17648 **NGR:** SH87333098 **OSMAP:** SH83SE **PART OF (PRN):** 3849

DESCRIPTION

Modern road on line shown on strip map (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
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PRN: 17647 **NGR:** SH87093056 **OSMAP:** SH83SE **PART OF (PRN):** 3849

DESCRIPTION

Remains of road seen in copse N of farmhouse...[then to E] causeway climbing alongside hedgerow (23)

No certain traces of road in copse. poss traces of agger; unsurveyable [to E] (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
23	Jones G D B	1959

PRN: 17646 **NGR: SH86462939** **OSMAP: SH82NE** **PART OF (PRN): 3849**

DESCRIPTION

Macadamised by-road on the line along a ridge of higher ground above the valley floor in a series of short straights towards the Afon Dyfrydwy also place name Rhyd Sam (23)
Route marked by a hedge and lane (5)
Modern road on or near line (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957
23	Jones G D B	1959

PRN: 17645 **NGR: SH85742837** **OSMAP: SH82NE** **PART OF (PRN): 3849**

DESCRIPTION

Agger 15ft wide, 1-2 ft high (5)
Reed covered causeway with old boundary wall alongside for part of the way (23)
Old road between banks across low lying wet ground. Poss incorporates agger but no visible remains (1)
Visible on AP (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957
23	Jones G D B	1959

PRN: 17644 **NGR: SH85512773** **OSMAP: SH82NE** **PART OF (PRN): 3849**

DESCRIPTION

Lane on line following spine of shallow ridge (23)
Course marked by old lane and hedgerows with traces of agger (5)
Prob traces of agger to S alongside hedge (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957
23	Jones G D B	1959

PRN: 17643 **NGR: SH85092686** **OSMAP: SH82NE** **PART OF (PRN): 3849**

DESCRIPTION

Agger visible at head of pass (5, 23, IAPs)
Ground disturbed by road alterations, No traces of agger (1)

NOTES:

FORM: Buried **CONDITION:** Destroyed **STATUS:** Proposed **SURVIVAL:** Unknown

REFERENCES:

1	OS Linear files	1978
5	Margary I D	1957
23	Jones G D B	1959

PRN: 17642 **NGR: SH84592620** **OSMAP: SH82NE** **PART OF (PRN): 3849**

DESCRIPTION

Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)
Modern road on or near line maintains level course along valley side a few feet above the bottom (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
23 Jones G D B 1959

PRN: 17641 **NGR:** SH83522499 **OSMAP:** SH82NE **PART OF (PRN):** 3849

DESCRIPTION

Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)
Old road on terrace 9 ft wide (prob R road) (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
23 Jones G D B 1959

PRN: 17640 **NGR:** SH83192463 **OSMAP:** SH82SW **PART OF (PRN):** 3849

DESCRIPTION

Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)
Modern road on course of R road (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
23 Jones G D B 1959

PRN: 17639 **NGR:** SH82862419 **OSMAP:** SH82SW **PART OF (PRN):** 3849

DESCRIPTION

Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)
Farm track prob on course of R road (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
23 Jones G D B 1959

PRN: 17638 **NGR:** SH82362353 **OSMAP:** SH82SW **PART OF (PRN):** 3849

DESCRIPTION

At Drws y Nant the valley broadens out and allows the R road to climb above it and run along the ridge to the SW (23)
Main road down the valley incorporates the Roman route for 3.25 miles to Drws y Nant running at foot of precipitous S facing slopes (23)
Modern road on course of R road (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
23 Jones G D B 1959

PRN: 17637 **NGR:** SH81572263 **OSMAP:** SH82SW **PART OF (PRN):** 3849

DESCRIPTION

At Drws y Nant the valley broadens out and allows the R road to climb above it and run along the ridge to the SW (23)
Modern road terraced, prob course (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
23	Jones G D B	1959

PRN: 17636 **NGR:** SH81462214 **OSMAP:** SH82SW **PART OF (PRN):** 3849**DESCRIPTION**

Road climbs SW as a macadamised terrace (23)
 Prob. Course (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
23	Jones G D B	1959

PRN: 17635 **NGR:** SH81302173 **OSMAP:** SH82SW **PART OF (PRN):** 3849**DESCRIPTION**

Remains of ford preserve the original route where present follows S bend (23)
 Old track now disused and wet, prob course (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
23	Jones G D B	1959

PRN: 17634 **NGR:** SH81282156 **OSMAP:** SH82SW **PART OF (PRN):** 3849**DESCRIPTION**

Ford, Sunken lane, road climbs more steeply to avoid little ravine (23)
 Lane climbing and skirting ravine, prob course of road, (1)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
23	Jones G D B	1959

PRN: 17633 **NGR:** SH80822115 **OSMAP:** SH82SW **PART OF (PRN):** 3849**DESCRIPTION**

Road destroyed through forestry plantation, road levelled by bulldozing (23)
 Terrace stones and an old track/wall mark prob course (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
23	Jones G D B	1959

PRN: 17632 **NGR:** SH80472080 **OSMAP:** SH82SW **PART OF (PRN):** 3849**DESCRIPTION**

From Lletty Wyn to Helygog the road runs at a higher level (5)
 Modern wall on either side of track. Traces of paving and large stones ? Course of R. road. (1)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1	OS Linear files	1978
5	Margary I D	

DESCRIPTION

NOTES:

REFERENCES:

PRN: 17630 NGR: SH79872011 OSMAP: SH71NE PART OF (PRN): 3849

DESCRIPTION

Name implies bridge stands on site of ford. Zig-zag approach to river crossing (23)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

23 Jones G D B 1959

PRN: 17629 NGR: SH79411981 OSMAP: SH71NE PART OF (PRN): 3849

DESCRIPTION

Road climbs SW along back of ridge (23)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

23. Jones G D B 1959

PRN: 17628 NGR: SH79071960 OSMAP: SH71NE PART OF (PRN): 3849

DESCRIPTION

Grassy, overgrown lane. Zig-zag to river crossing (23)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

23 Jones G D B 1959

PRN: 17627 NGR: SH78071915 OSMAP: SH71NE PART OF (PRN): 3849

DESCRIPTION

Macadamised road on line for 1.5 miles (23)
Straight but v. narrow road on line. Visible on AP (1)

NOTES:

FORM: Document *CONDITION:* Unknown *STATUS:* Proposed *SURVIVAL:* Fossilised

REFERENCES:

1 OS Linear files	1978
23 Jones G D B	1959

ROAD RR66a CAER GAI - DEVA

PRN: 17606 **NGR:** SH87933159 **OSMAP:** SH83SE **PART OF (PRN):** 3850

DESCRIPTION

Air photography showed that the eastern approach to the fort ran in a straight line from the present farm entrance ENE to Lon. Though difficult to locate in the first field E of the farm, which is thought to contain the site of a cemetery, a hump in the hedge and large foundation stones ploughed up along the line of the road make its course more obvious to the gardens of some new houses at Lon. (23)

Line of road and associated vicus in first field to E confirmed by geophysical survey (20)

NOTES:

FORM: Cropmark **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Cropmark

REFERENCES:

20 Hopewell D 2003
23 Jones G D B 1959

PRN: 17607 **NGR:** SH88203172 **OSMAP:** SH83SE **PART OF (PRN):** 3850

DESCRIPTION

It climbs as a cutting E of Coed y Lon (23)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

23 Jones G D B 1959

PRN: 17608 **NGR:** SH88543196 **OSMAP:** SH83SE **PART OF (PRN):** 3850

DESCRIPTION

it runs along the hillside as a leaf covered terrace. 12 ft. wide (23)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

23 Jones G D B 1959

PRN: 17609 **NGR:** SH90893421 **OSMAP:** SH93NW **PART OF (PRN):** 3850

DESCRIPTION

RR66a follows route of modern road along N shore of lake (5)

Modern road on or near line of R road (course of) (1)

NOTES:

FORM: Buried **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17610 **NGR:** SH95563771 **OSMAP:** SH93NE **PART OF (PRN):** 3850

DESCRIPTION

Hollow ways (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17611 **NGR:** SH96423816 **OSMAP:** SH93NE **PART OF (PRN):** 3850

DESCRIPTION

Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17612 **NGR:** SH96693877 **OSMAP:** SH93NE **PART OF (PRN):** 3850

DESCRIPTION

Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17613 **NGR:** SH97163934 **OSMAP:** SH93NE **PART OF (PRN):** 3850

DESCRIPTION

? Quarry owner confirms former existence of road, now robbed of stone (1)

NOTES: GAT copy of OS linear incomplete.

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

PRN: 17614 **NGR:** SH98083967 **OSMAP:** SH93NE **PART OF (PRN):** 3850

DESCRIPTION

...an older terrace ...appears again above the road on the north side (5)

Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17615 **NGR:** SH98513991 **OSMAP:** SH94SE **PART OF (PRN):** 3850

DESCRIPTION

...an older terrace ...appears again above the road on the north side and this is the old course to Samau (5)

Extant (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
5 Margary I D 1957

PRN: 17616 **NGR:** SJ01094206 **OSMAP:** SJ04SW **PART OF (PRN):** 3850

DESCRIPTION

...then an older road climbing to higher ground, on the north side of the valley as a terrace road follows the course for several miles [between Glan yr Afon and Bethel] (5)

NOTES: GAT copy of OS linear incomplete. Irvine traces a different route across the moor to the N of Caer Euni. This needs to be entered and maps consulted.

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

5 Margary I D 1957

PRN: 17617 **NGR:** SJ02634254 **OSMAP:** SJ04SW **PART OF (PRN):** 3850

DESCRIPTION

Beyond Druid the present road may mark it to Glan yr Afon (5)

NOTES: GAT copy of OS linear incomplete.

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Fossilised

REFERENCES:

5 Margary I D 1957

PRN: 17618 **NGR:** SH88963253 **OSMAP:** SH83SE **PART OF (PRN):** 3850

DESCRIPTION

A ford ...lies in line with the last known section of the road...no indications of any continuation (23)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

23 Jones G D B 1959

PRN: 17619 **NGR:** SH90213341 **OSMAP:** SH93SW **PART OF (PRN):** 3850

DESCRIPTION

Short stretch of terrace 3.5m wide above modern road. Prob modern track (1)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978

ROAD RR642 CAERSWS - CAER GAI

PRN: 17792 **NGR:** SH87873134 **OSMAP:** SH83SE **PART OF (PRN):** 17803

DESCRIPTION

Road visible as crop mark on Cambridge University collection CB13 (20)

NOTES:

FORM: Cropmark **CONDITION:** Unknown **STATUS:** Known **SURVIVAL:** Cropmark

REFERENCES:

20 Hopewell D 2003

PRN: 17793 **NGR:** SH88283079 **OSMAP:** SH83SE **PART OF (PRN):** 17803

DESCRIPTION

Projected line across the valley (3)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

3 Hopewell D 2004

PRN: 17794 **NGR:** SH88763004 **OSMAP:** SH82NE **PART OF (PRN):** 17803

DESCRIPTION

Projected line from 'heavily ploughed out causeway' at Felindre (35) to extant road PRN 17794 at top of hill.

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Unknown

REFERENCES:

35 Putnam W and Toller H 2001
35 Putnam W and Toller H 2001

PRN: 17795 **NGR:** SH89282925 **OSMAP:** SH82NE **PART OF (PRN):** 17803

DESCRIPTION

Magnificently preserved section of road....in minimally ploughed moorland...over 40 individual quarry pits recorded (35 and 36)

Well defined agger 5m wide with modern fence alongside. Side ditches and quarry pits are well defined (3)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

3 Hopewell D 2004
35 Putnam W and Toller H 2001
36 Jones B Putnam W and Toller H 1998

PRN: 17796 **NGR:** SH89432894 **OSMAP:** SH82NE **PART OF (PRN):** 17803

DESCRIPTION

The road changes direction at [Boncyn Crwn] cairn.....cairn used as a quarry, and the road is here edged with quartz from the cairn (35)

Road runs slightly down hill but across the countour..initially well preserved with inner ditch but becomes a less well-defined, as a terrace, lower down the slope (3)

NOTES:

FORM: Earthwork **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

3 Hopewell D 2004
35 Putnam W and Toller H 2001

PRN: 17797 **NGR:** SH89582868 **OSMAP:** SH82NE **PART OF (PRN):** 17803

DESCRIPTION

One section includes two versions of terrace where soil slip has occurred (36)

Road visible as a rounded 4m wide terrace with a realignment at the NW (3)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Known **SURVIVAL:** Earthwork

REFERENCES:

3 Hopewell D 2004
36 Jones B Putnam W and Toller H 1998

PRN: 17798 NGR: SH89922825 OSMAP: SH82NE PART OF (PRN): 17803

DESCRIPTION

Road follows a more recent track and is poorly preserved in parts. It crosses the river via a zig zag to the N of Bryn-melyn (3) and (35)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

3 Hopewell D 2004
35 Putnam W and Toller H 2001

PRN: 17799 NGR: SH90442756 OSMAP: SH92NW PART OF (PRN): 17803

DESCRIPTION

South east of Bryn Melyn the road has been much altered by agricultural use but can be seen running into forestry plantation (36)

Not located (3)

NOTES:

FORM: Earthwork **CONDITION:** Near destroyed **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

3 Hopewell D 2004
36 Jones B Putnam W and Toller H 1998

PRN: 17800 NGR: SH91322677 OSMAP: SH92NW PART OF (PRN): 17803

DESCRIPTION

On the southern side of the plantation...road running above a disused agricultural track as terrace with quarry pits as the road heads for Bwlch-y-Pawl. Large stone partly dressed and foreign to the area...may be a Roman milestone. Road located by AP along northern side of Afon Eiddew..quarry pits on upside of the route (35 and 36)

NOTES:

FORM: Earthwork **CONDITION:** Unknown **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

35 Putnam W and Toller H 2001
36 Jones B Putnam W and Toller H 1998

ROAD RRX61 LLANFOR - FORDEN GAER

PRN: 17760 **NGR:** SH93703627 **OSMAP:** SH93NW **PART OF (PRN):** 17768

DESCRIPTION

Road and vicus on geophys survey (20)

NOTES:

FORM: Buried **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Buried

REFERENCES:

20 Hopewell D 2003

PRN: 17761 **NGR:** SH93913620 **OSMAP:** SH93NW **PART OF (PRN):** 17768

DESCRIPTION

Road and vicus on geophys survey (20)

NOTES:

FORM: Buried **CONDITION:** Near intact **STATUS:** Known **SURVIVAL:** Buried

REFERENCES:

20 Hopewell D 2003

PRN: 17762 **NGR:** SH95833533 **OSMAP:** SH93NW **PART OF (PRN):** 17768

DESCRIPTION

Course on hillside and across Dee valley uncertain (1)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

1 OS Linear files 1978

PRN: 17763 **NGR:** SH96193539 **OSMAP:** SH93SE **PART OF (PRN):** 17768

DESCRIPTION

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly levelled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

8 RCAHMW 1921
29 Jones H L 1856

PRN: 17764 **NGR:** SH96783394 **OSMAP:** SH93SE **PART OF (PRN):** 17768

DESCRIPTION

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly levelled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

Hollow-way 2m wide, alternating with a terrace 2.5m wide at W, big stones at stream crossing at SH96723416. Hollow way curves around shoulder of hill to Bwlch y Fenni (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1 OS Linear files 1978
8 RCAHMW 1921
29 Jones H L 1856

PRN: 17765 NGR: SH97483273 OSMAP: SH93SE PART OF (PRN): 17768

DESCRIPTION

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly levelled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

Well graded terrace way crossing shoulder of hill (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
8	RCAHMW	1921
29	Jones H L	1856

PRN: 17766 NGR: SH98203209 OSMAP: SH93SE PART OF (PRN): 17768

DESCRIPTION

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly levelled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

Hollow-way, max 2m wide alternates with terrace way max 3.0m wide. Hollow way becomes sinuous and overgrown at the E (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Proposed **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
8	RCAHMW	1921
29	Jones H L	1856

PRN: 17767 NGR: SH99313115 OSMAP: SH93SE PART OF (PRN): 17768

DESCRIPTION

Sarn: an ancient trackway probably starting from Bala and continuing to the boundary of Llangynog. Found to be in good condition, in places 4ft wide and generally with a bank on one side. Here and there it ran on the face of the rock that had been roughly levelled, but for the most part its course was over dry moorland (8)

Ancient road (from Llangynog) between Miltir Gerrig and Trum y Sarn and on towards Bala, possibly Roman (29)

Course uncertain no feature evidence (1)

NOTES:

FORM: Earthwork **CONDITION:** Damaged **STATUS:** Predicted **SURVIVAL:** Earthwork

REFERENCES:

1	OS Linear files	1978
8	RCAHMW	1921
29	Jones H L	1856

ROAD RRX 73 BRITHDIR – LONG MOUNTAIN

PRN: 17791 **NGR:** SH85821458 **OSMAP:** SH81SE **PART OF (PRN):** 3853

DESCRIPTION

Route suggested by Putnam (32) connecting Lydham Fort, Forden Gaer, Bryn Penarth and Dolgellau, following modern roads nearly all the way. Suggestion reasonable, evidence very tenuous (OS linear comments (1))

Also part suggested by Crew and Musson (2) Caer Tyddyn, Bwlch Oerddrws, Dyfi valley, Caersws.

Course described in Britannia by Rigg and Toller to Long Mountain (31)

Reviewed by Browne (33). Gwynedd portion described as pure speculation.

Retraction published by Toller (34) concentrating mainly on turnpikes along the W part of the route i.e. not Gwynedd.

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Fossilised

REFERENCES:

- | | | |
|----|-----------------|------|
| 1 | OS Linear files | 1978 |
| 2 | Crew and Musson | 1996 |
| 32 | Putnam W | 1970 |
| 33 | Browne D | 1986 |
| 34 | Toller H | 1997 |

ROAD RR69c PENNAL - TRAWSCOED

PRN: 17774 **NGR:** SN69669935 **OSMAP:** SN69NE **PART OF (PRN):** 3847

DESCRIPTION

Antiquarian records (Fenton and a letter by M Jones 1693) record a broad paved way to the river, either going straight for 200yds or leading to a crossing opposite Garreg, Fenton could not trace it. The road leading from Cefn Caer farm track could be the way, it is metalled but buried (20)

NOTES:

FORM: Document **CONDITION:** Unknown **STATUS:** Predicted **SURVIVAL:** Unknown

REFERENCES:

20 Hopewell D 2003

PRN: 17775 **NGR:** SH70370000 **OSMAP:** SH70SW **PART OF (PRN):** 3847

DESCRIPTION

Probable road to NW on gradiometer survey (20)

NOTES:

FORM: Buried **CONDITION:** Near intact **STATUS:** Proposed **SURVIVAL:** Buried

REFERENCES:

20 Hopewell D 2003

