

Southeast Wales Industrial Ironworks Landscapes

Condition of IWT015c

The identified tramroad routes have been subdivided and categorised according to their condition/survival (see Section 5.1).

There are two surviving sections of IWT015c equating to 19%:

Table 106: Surviving Sections of IWT015c

Section Number	Location	Condition Rating	Figure Reference Number
IWT015c(i)	SO 06698 10179 to SO 06834 10021	B	78, 85, 86
IWT015c(ii)	SO 06470 10340 to SO 06698 10179	U	78, 85, 86

IWT015c(i) (CONDITION B) survives as a slight grassed over embankment running through a substantial cutting, which is in good condition albeit littered.

IWT015c(ii) (CONDITION U) this section represents the route as it enters an extensively quarried. The route bifurcates as it approaches the quarry faces. Additional detailed survey is required of this complex area.

Features Recorded During Survey

A summary of features recorded during survey are presented below, please refer to the gazetteer (Appendix II) for full details. Archaeological interests identified prior to the current survey are shown on figure 77; details of these interests are given in Appendix III.

Table 107: Features Associated with IWT015c(i) (see Figure 86)

Feature Number	NGR	Type
IWT015c/001	SO 0677 1015	Tramroad cutting
IWT015c/003	SO 0687 0998	Tramroad junction

Table 108: Features Associated with IWT015c(ii) (see Figure 86)

Feature Number	NGR	Type
IWT015c/002	SO 0669 1018	Tramroad junction

Current Protection/Status

No protection or status is currently afforded to this tramroad.

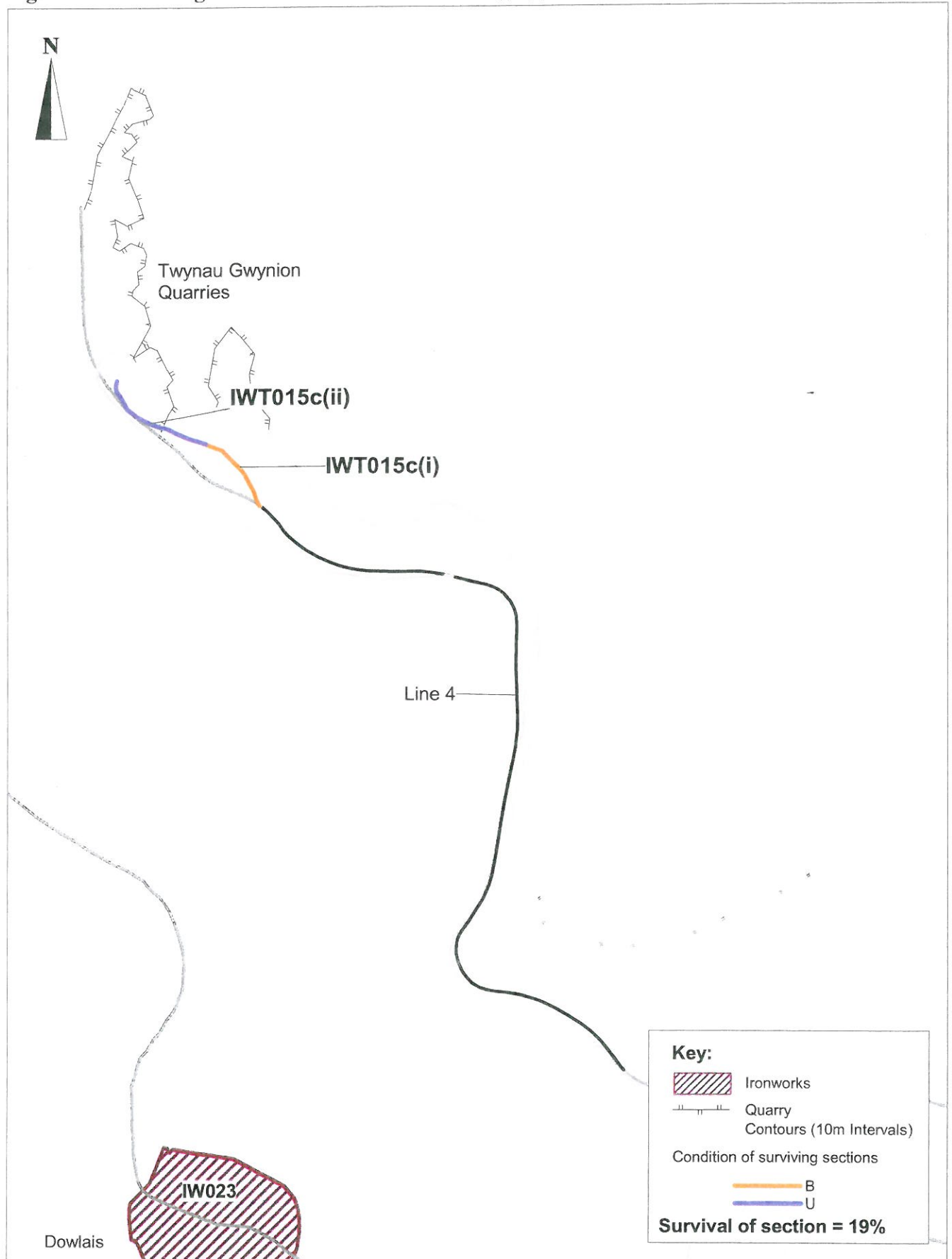
Identified Threats

No threats were identified from the UDP, however, there is continuing erosion from livestock.

Conservation and Management Recommendations

Maintain as current.

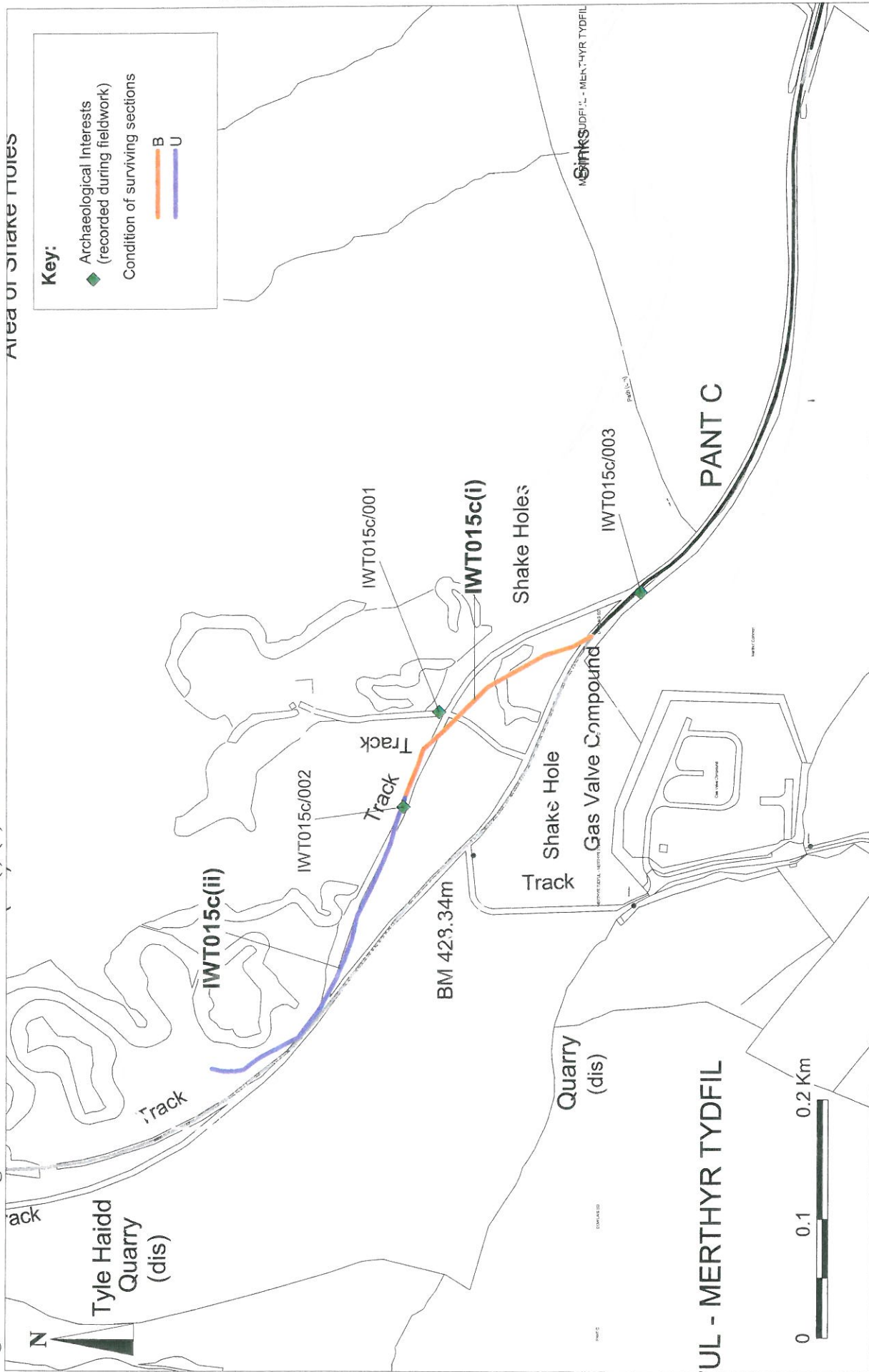
Figure 85: Surviving Tramroad Sections IWT015c(i)-(ii)



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Figure 86: Surviving Tramroad Sections IWT015c(i)-(ii) and Identified Interests



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IWT Number 016: Rhymney Limestone Railway

NGR: SO 06378 10782 to SO 11083 07066

Date Range: c. 1848 - c. 1900

Approximate length of tramroad = 7.5 Km

Overall survival = 29%

Historical Background

A tramroad from Rhymney ironworks (lower furnace) to the quarries at Twynau Gwynion was in existence by 1848; the most likely date given for its upgrading to the Rhymney Limestone Railway (RLR) is 1852 when Rhymney ironworks abandoned quarrying at Trevil. This bypassed the earlier Bute Tramroad (IWT020) and largely replaced Twynau Gwynion line 4. It is thought to have been converted to standard gauge railway in the 1860s. The route operated until at least the end of the nineteenth century when the quarry neared the limits of its lease (van Laun 2001: 162-168).

General Description

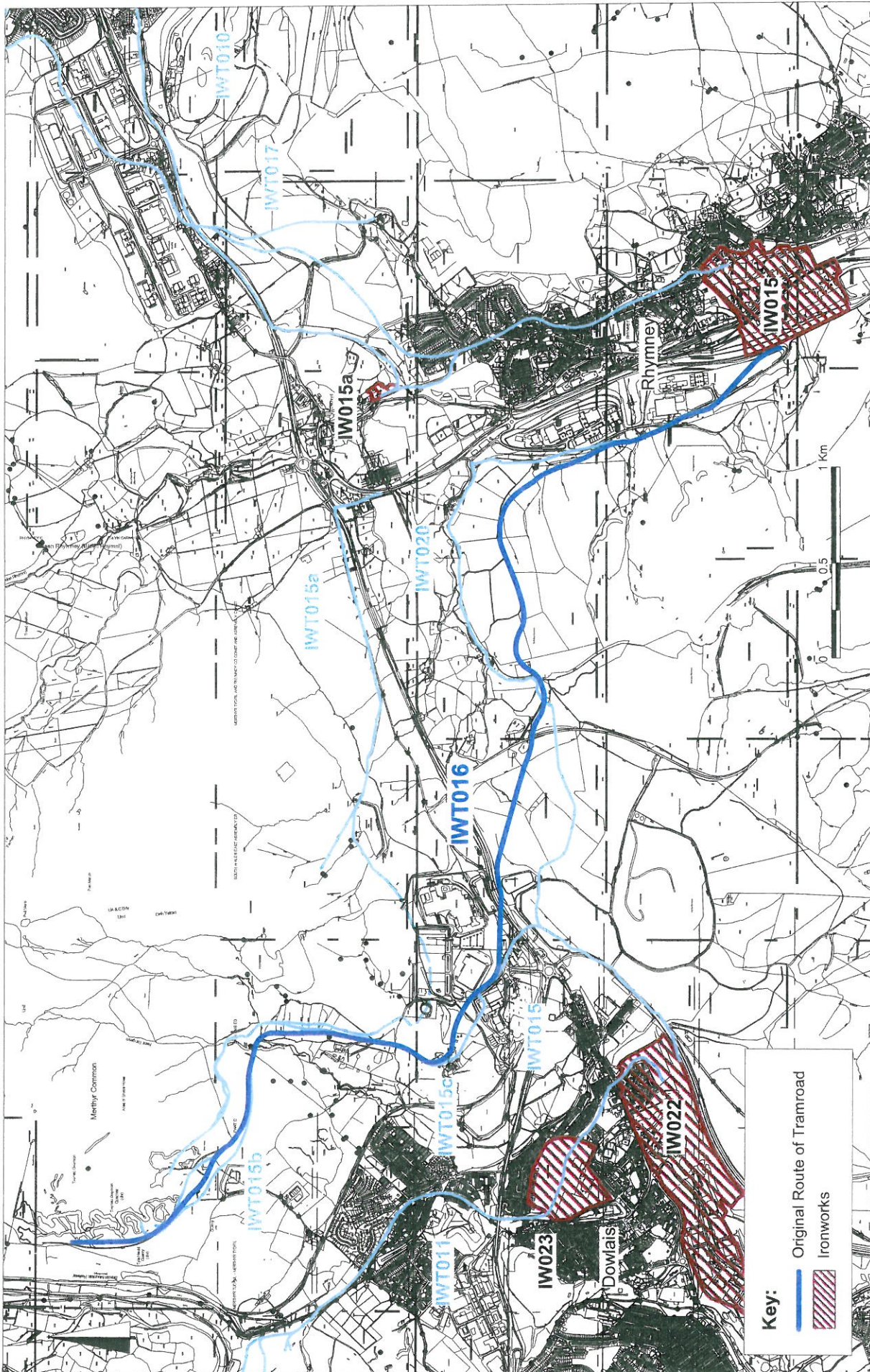
This tramroad has been surveyed as a single continuous route:

Table 109: Routes of Tramroad IWT016

Route Number	Name	Location	Figure Reference Number
IWT016	Rhymney Limestone Railway	SO 06378 10782 to SO 11083 07066	87, 88

From the ironworks the tramroad climbed steeply up the west side of the Rhymney valley and west across Merthyr Common to Pengarnddu. This area has been subjected to open casting and industrial development, as a result no remains survive here. From Pengarnddu the RLR followed the route of Twynau Gwynion line 4 over Nant Morlais then to the quarries, however it deviated slightly and ran further north into the quarry than line 4. The route of this section can be followed along a wide tarmac and gravel track past Blaen Morlais farm, then from a gas valve compound as a narrower less built up footpath across the open common.

Figure 87: Route of Tramroad IWT016 Rhymney Limestone Railway

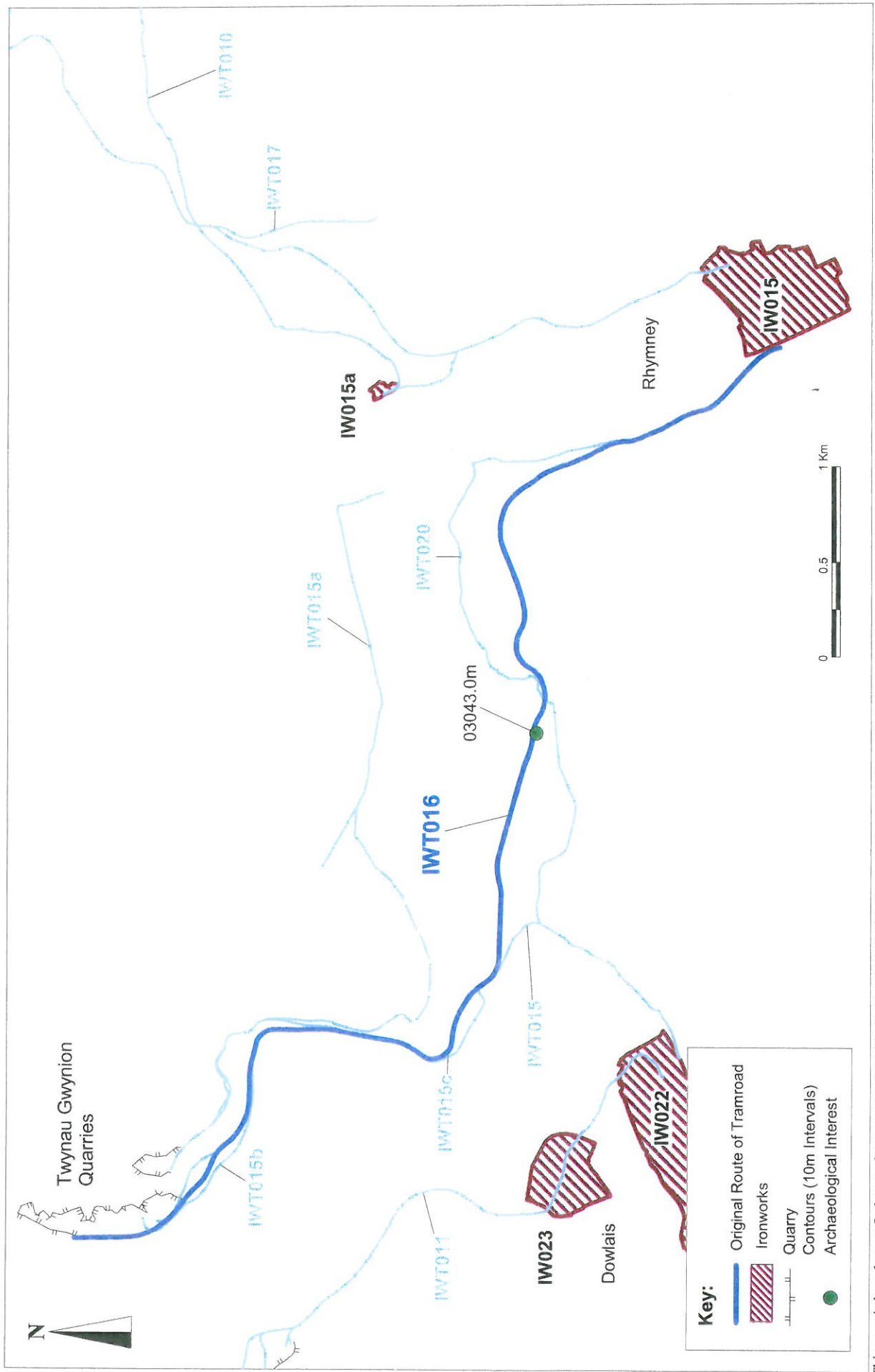


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Figure 88: Tramroad IWT016 Showing Archaeological Interests (Pre-survey)



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Southeast Wales Industrial Ironworks Landscapes

Condition of IWT016

The identified tramroad routes have been subdivided and categorised according to their condition/survival (see Section 5.1).

There are two surviving sections of IWT016 equating to 29%:

Table 110: Surviving Sections of IWT016

Section Number	Location	Condition Rating	Figure Reference Number
IWT016(i)	SO 06857 09998 to SO 07333 08871	E	89, 90
IWT016(ii)	SO 06434 10336 to SO 06857 09998	B	89, 90

IWT016(i) (CONDITION E) the tramroad route in this area is followed by a rough tarmac and gravel track quite heavily resurfaced with building rubble, buried remains may survive. A substantial cutting relating to this and probably the earlier Twynau Gwynion tramroad was recorded (IWT016/006) as well as several junctions.

IWT016(ii) (CONDITION B) here the tramroad formation survives as a grassed over raised embankment surfaced by a thin layer of gravel. Two sleepers were recorded partly exposed (IWT016/003) and further buried remains are likely to survive. A well-preserved section of revetment (IWT016/005) was recorded as part of this section.

Features Recorded During Survey

A summary of features recorded during survey are presented below, please refer to the gazetteer (Appendix II) for full details. Archaeological interests identified prior to the current survey are shown on figure 88; details of these interests are given in Appendix III.

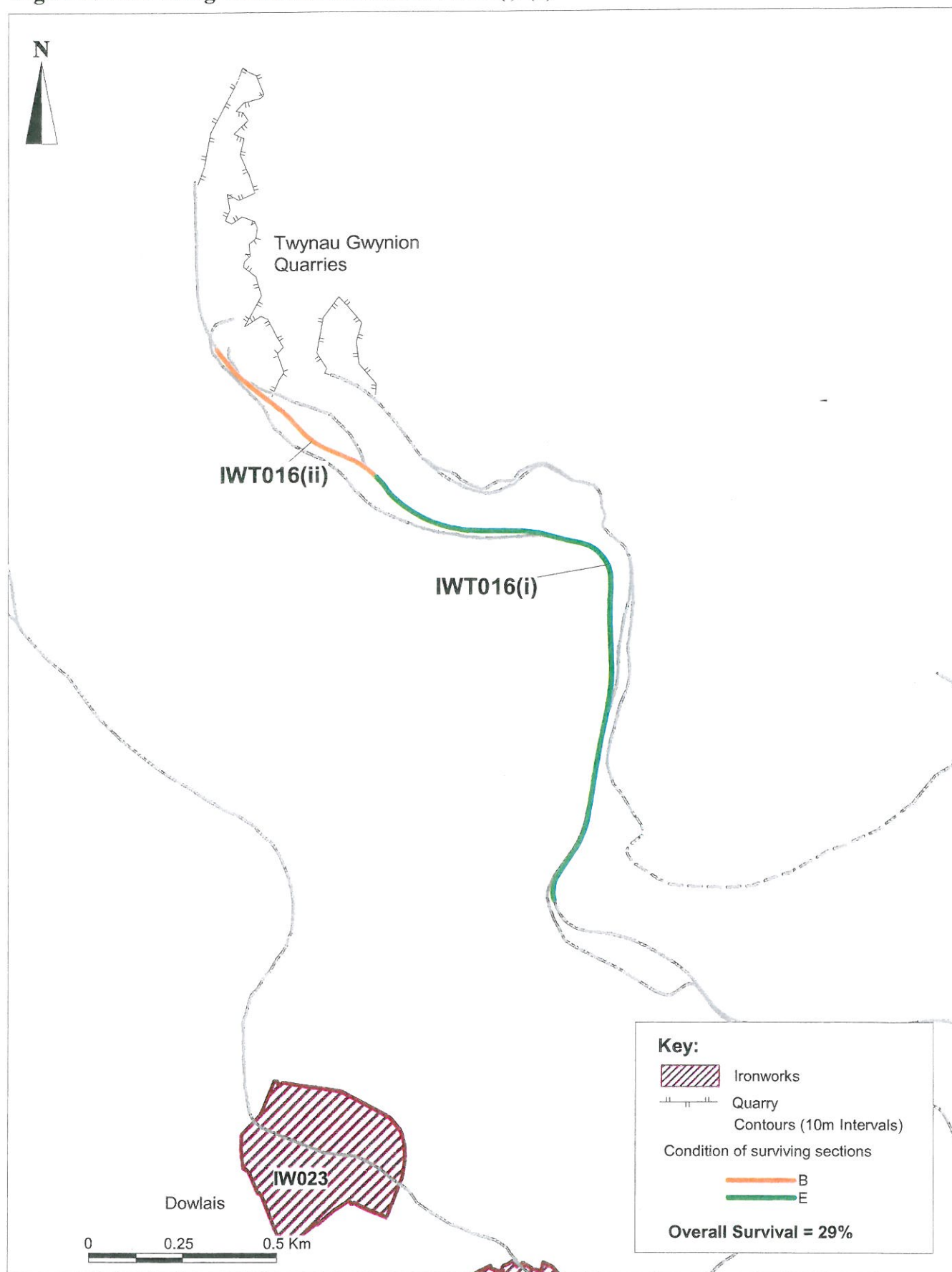
Table 111: Features Associated with IWT016(i) (see Figure 90)

Feature Number	NGR	Type
IWT016/001	SO 0731 0983	Tramroad junction
IWT016/005	SO 0687 0998	Tramroad junction
IWT016/006	SO 0728 0985	Tramroad Cutting

Table 112: Features Associated with IWT016(ii) (see Figure 90)

Feature Number	NGR	Type
IWT016/002	SO 0660 1020	Revetment
IWT016/003	SO 0650 1026	Wooden sleeper
IWT016/004	SO 06795 10041	Revetment
IWT016/005	SO 0687 0998	Tramroad junction

Figure 89: Surviving Tramroad Sections IWT016(i)-(ii)

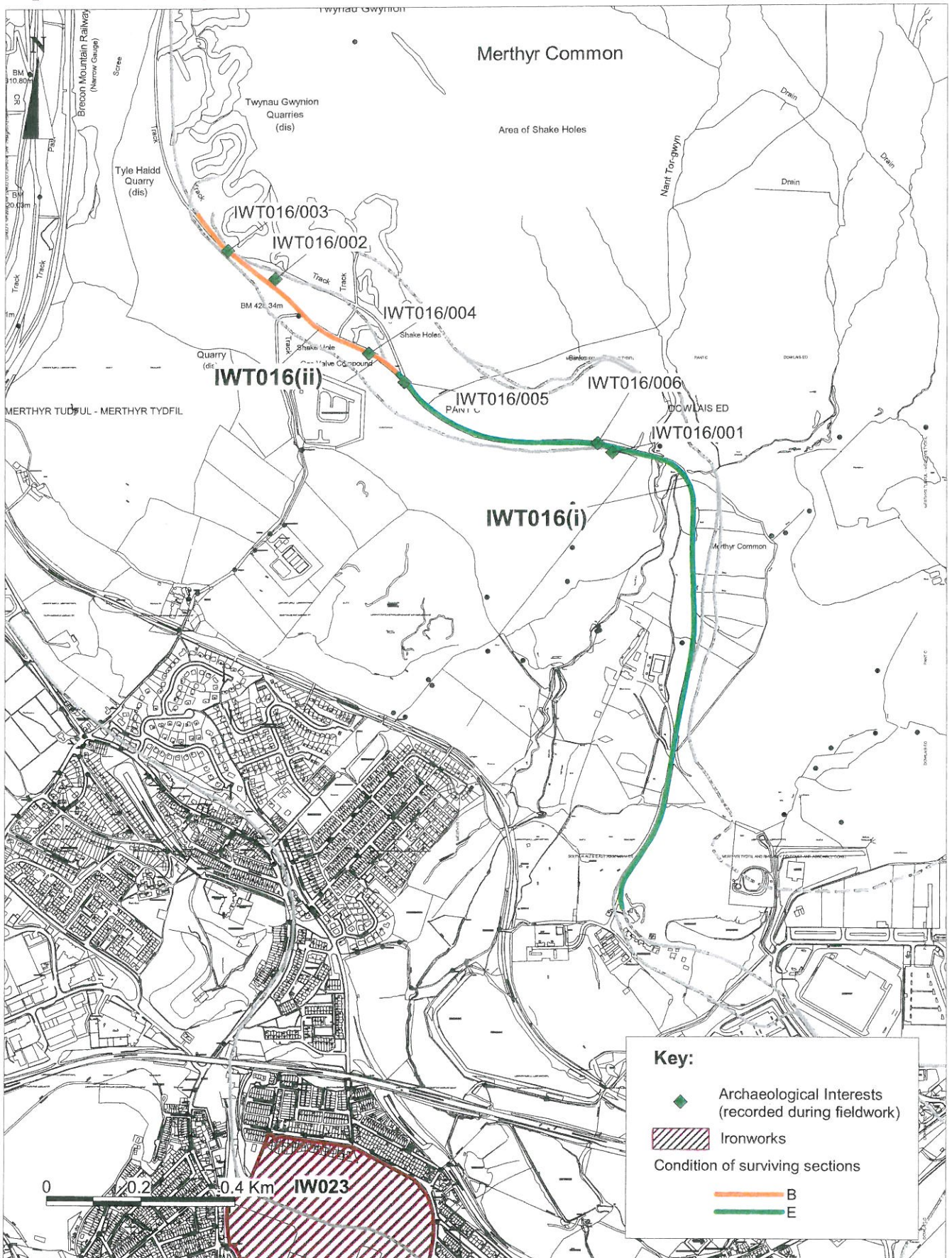


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Figure 90: Surviving Tramroad Sections IWT016(i)-(ii) and Identified Interests



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Southeast Wales Industrial Ironworks Landscapes

Current Protection/Status

No protection or status is currently afforded to this tramroad.

Identified Threats

No threats were identified from the UDP, however, there is continuing erosion from livestock.

Conservation and Management Recommendations

Maintain as current.

IWT Number 017: Bryn Oer Tramroad

NGR: SO 11739 10056 to SO 11777 09203 (surveyed during this project)

Date Range: 1815 - 1870s

Approximate length of tramroad = 2.9 Km (within GGAT area)

Overall survival = 0% (of surveyed section)

Historical Background

Benjamin Hall became the owner of both the Lower and Upper Rhymney furnaces in 1810. At this time limestone was transported to these ironworks along the Tredegar Tramroad and the Rhymney Branch. To avoid the payment of excessive tolls and to generate income, Hall set about building a tramroad to serve Rhymney, independent of the others. This was conducted in two stages (both completed by 1815) to get around the eight-mile limitation clause set by the Brecknock and Abergavenny Canal Company. Hall's Trevil Tramroad (IWT009) was built from Rhymney Lower furnace to the Quarryman's Arms near Trevil quarries with a branch to Rhymney Upper Furnace. At the Quarryman's arms the tramroad linked to the Brynoer Tramroad (IWT017) also built by Hall, which allowed passage to the canal at Talybont-on-Usk. A branch from Brynoer Collieries also connected to Hall's Trevil Tramroad. Construction of Hall's Trevil Tramroad had the effect of reducing the distance and cost of transporting limestone and iron ore. In 1852 Rhymney abandoned Trevil quarries in favour of Twynau Gwynion and by the 1860s the Brynoer tramroad was struggling, its attempts to increase traffic by lowering rates failed and by the 1870s the tramroad had fallen out of use (van Laun 2001: 138-144).

General Description

This tramroad has been surveyed as a single continuous route:

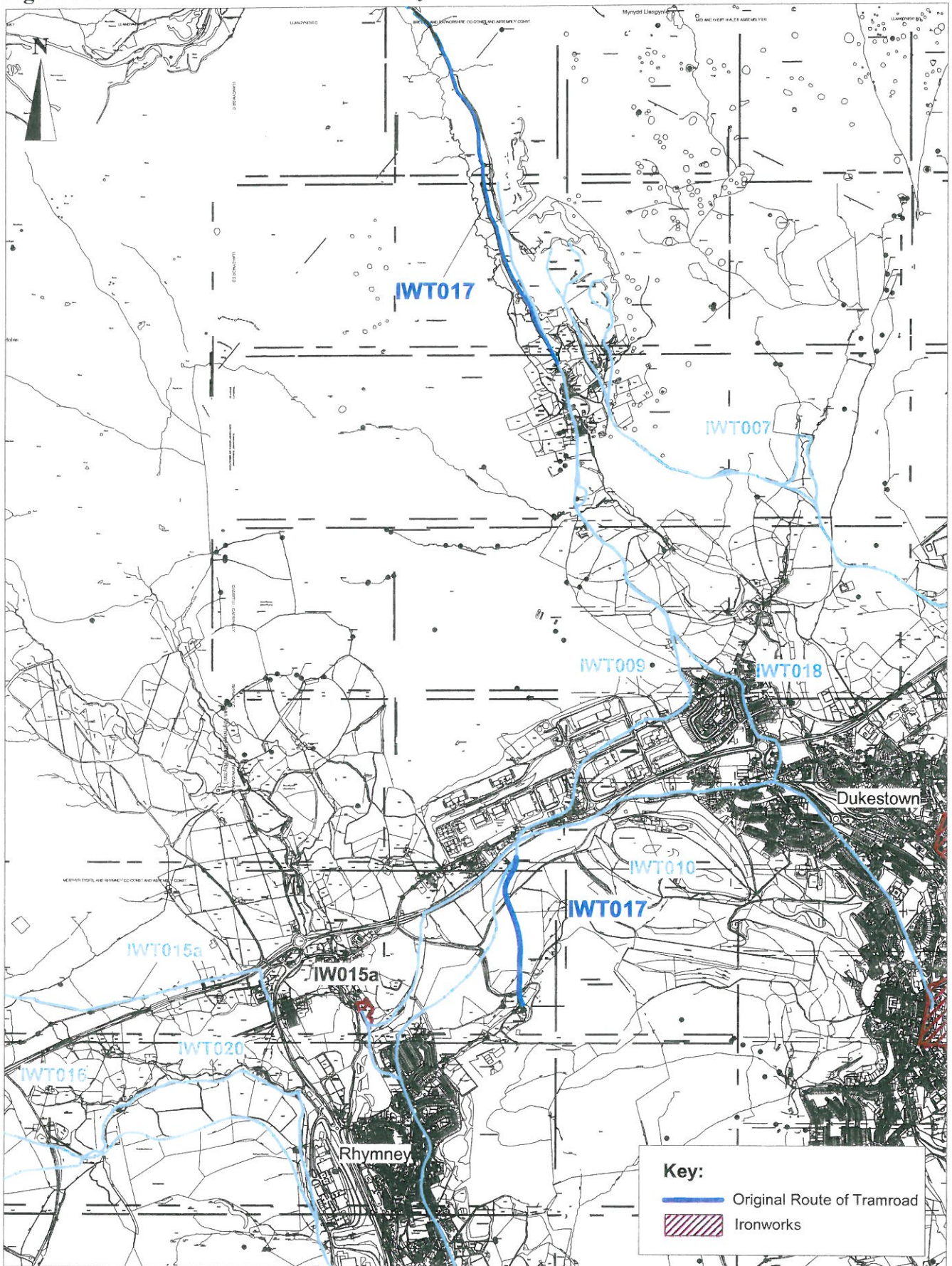
Table 113: Routes of Tramroad IWT017

Route Number	Name	Location	Figure Reference Number
IWT017	Bryn Oer Tramroad	SO 11739 10056 to SO 11777 09203	91

Only the branch of the Bryn Oer Tramroad running from Bryn Oer Colliery to a junction with Hall's Trevil Tramroad (IWT009) was surveyed during this project. It was found that this tramroad section has been completely destroyed by opencast working. The northern part of this tramroad joining Hall's Trevil at the Quarryman's Arms and running to the Brecknock and Abergavenny Canal was not survey as this section largely lies beyond the area covered by GGAT.

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Figure 91: Route of Tramroad IWT017 Bryn Oer Tramroad



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IWT Number 018: Tredegar Tramroad (05995.0g/06774g)

NGR: SO 12042 12695 to SO 14155 09189

Date Range: c. 1804 - 1907

Approximate length of tramroad = 4.5 Km

Overall survival = 4%

Historical Background

Opened c.1804, the Tredegar Tramroad was built to convey limestone from Trevil quarries to the ironworks at Tredegar. A branch west from Dukestown to Rhymney (IWT010) was also constructed although this fell out of use by the 1830s, the main Tredegar route continued in operation and was converted to run locomotives around this time. The tramroad remained in use until the early twentieth century (van Laun 2001: 136-149).

General Description

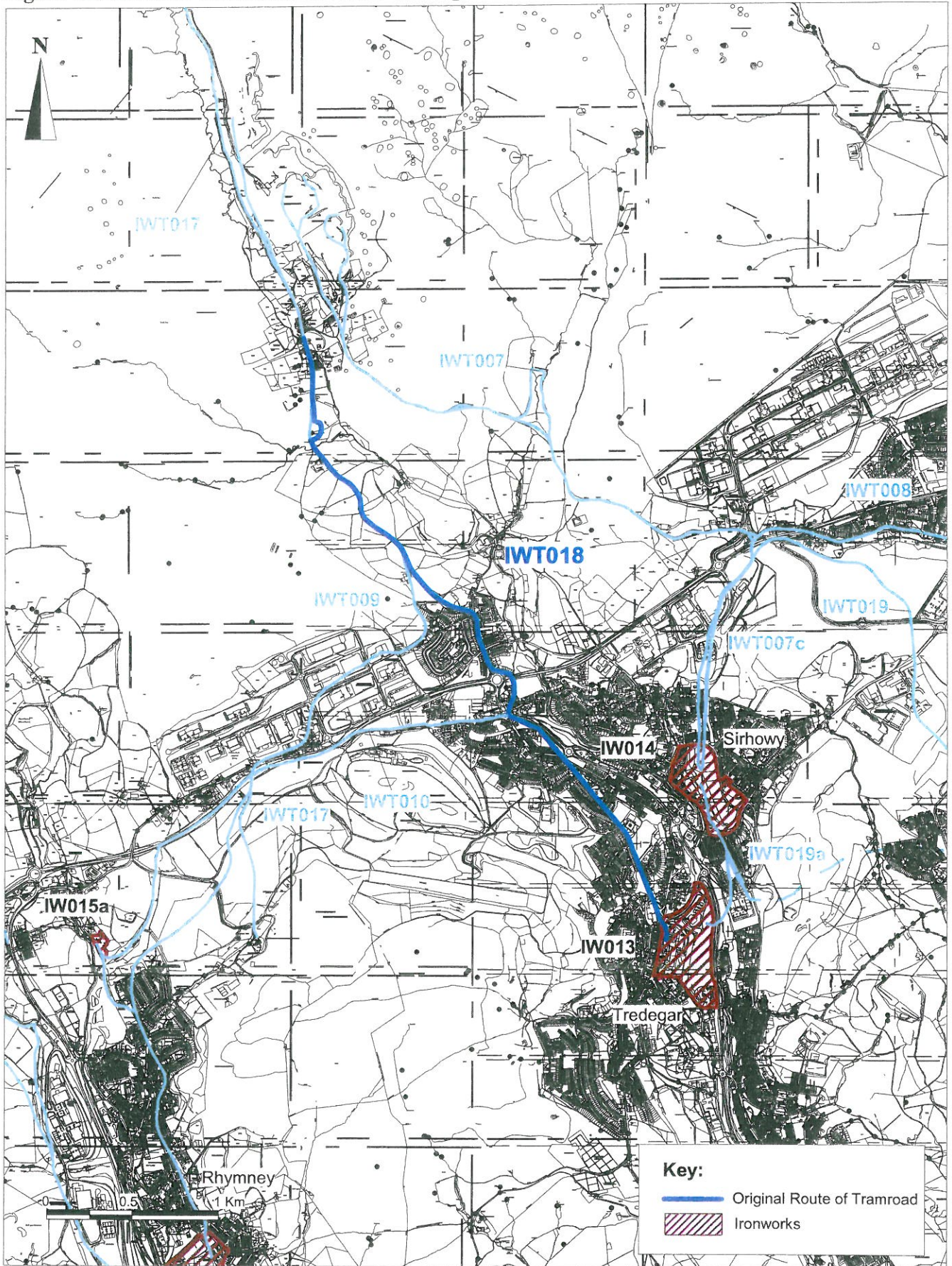
This tramroad has been surveyed as a single continuous route:

Table 114: Routes of Tramroad IWT018

Route Number	Name	Location	Figure Reference Number
IWT018	Tredegar Tramroad	SO 12042 12695 to SO 14155 09189	92

Most of the tramroad route is now under minor roads: from the Quarryman's Arms the tramroad ran south parallel with Hall's Trevil Tramroad just east of the present Trefil Road. Below New House the tramroad is visible contouring the hillside. Its route can then be followed southwards along Trefil Road, past the Mountain Air Inn, Ty Newydd, along Llwyn Helyg under the A465, along Station Road, past the Tredegar roundabout, to the southwest of the A4048, along Sycamore Avenue and Stockton Way. At the former ironworks area of Tredegar the course of the tramroad has been destroyed by development.

Figure 92: Route of Tramroad IWT018 Tredegar

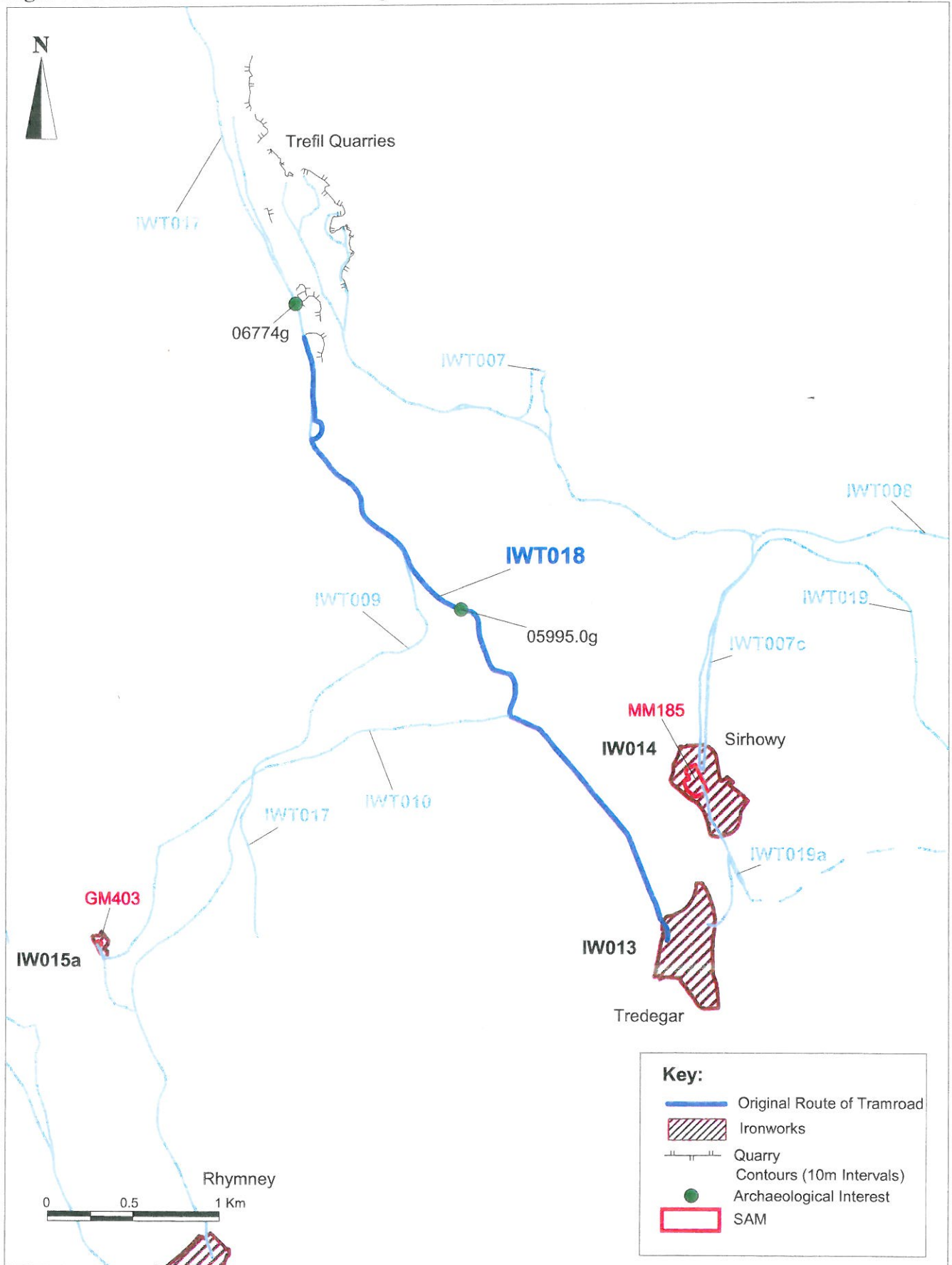


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Figure 93: Tramroad IWT018 Showing Archaeological Interests (Pre-survey)



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Condition of IWT018

The identified tramroad routes have been subdivided and categorised according to their condition/survival (see Section 5.1).

There is one surviving section of IWT018 equating to 4%:

Table 115: Surviving Sections of IWT018

Section Number	Location	Condition Rating	Figure Reference Number
IWT018(i)	SO 12106 12212 to SO 12086 12100	B	94

IWT018(i) (CONDITION B) is a small surviving section detouring to the east of Trefil Road south of New House, following the contour and rejoining the road by a cattle grid. It survives as a grassed over embankment with stone track bed still in tact. (Part of this section was previously excavated by John van Laun).

Features Recorded During Survey

No individual features were recorded during the survey of this tramroad.

Archaeological interests identified prior to the current survey are shown on figure 93; details of these interests are given in Appendix III.

Current Protection/Status

There is currently no protection or listed status for this tramroad. However, the surviving section lies within E16 special landscape area on the UDP.

Identified Threats

No threats were identified from the UDP.

Conservation and Management Recommendations

The tramroad is nearly completely destroyed. The surviving portion (IWT018(i)) should be preserved *in situ*. For the remainder it is recommended that where the route of the tramroad can still be traced, this transport link is considered during any future development.

Figure 94: Surviving Tramroad Section IWT018(i)



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IWT Number 019: Ebbw Vale Private Line (06841g/06842g)

NGR: SO 14392 09282 to SO 17158 09745

Date Range: 1813 - ?

Approximate length of tramroad = 6.3 Km

Overall survival = 2%

Historical Background

Ebbw Vale Ironworks Co. leased Sirhowy Ironworks in 1800 and had purchased the works by 1818. The two works were linked by a tramroad, completed by 1813, which bypassed the Trevil Tramroad (IWT007) and Rassau Railroad (IWT008). From 1832 a shorter route was opened through the mountain known as Harford's Tunnel (not surveyed) and by 1857 the only section of the private line in operation was that between Ebbw Vale and Balance Pit no 1 at Waun y Pound. At some point between 1872 and 1885 the private line was reinstated, however, it was slightly realigned to allow transport to Victoria Ironworks. The private line was eventually connected to Trevil quarries tramroad (IWT015) in 1907 when Trevil Machine was abandoned along with Rassau Railroad (van Laun 2001: 136-149).

General Description

This tramroad was allocated two route numbers for the purpose of this survey:

Table 116: Routes of Tramroad IWT019

Route Number	Name	Location	Figure Reference Number
IWT019	Ebbw Vale Private Line	SO 14365 10187 to SO 17158 09745	95, 96
IWT019a	Ebbw Vale Private Line Addition	SO 14357 10090 to SO 14392 09282	95, 96

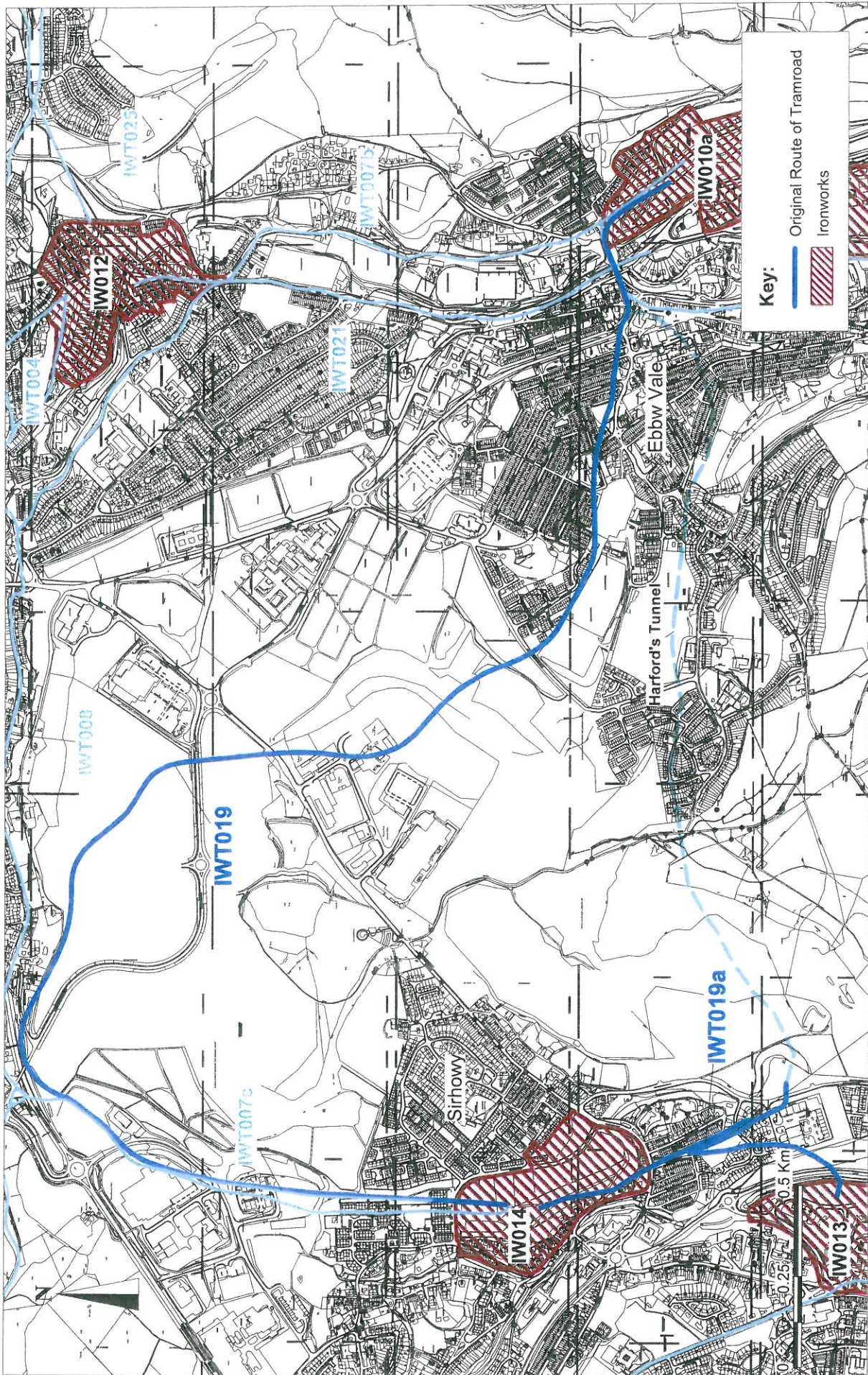
IWT019

From Ebbw Vale ironworks the tramroad route can be traced along a surviving causeway and tunnels (54602/ LB 22532), this is now the route of a minor road. The tramroad originally ran west to Waun y Pound, north, and then west to near Trevil machine then parallel with the Rassau Railroad south to Sirhowy. The majority of the tramroad has been destroyed by industrial and housing development and opencast workings.

IWT019a

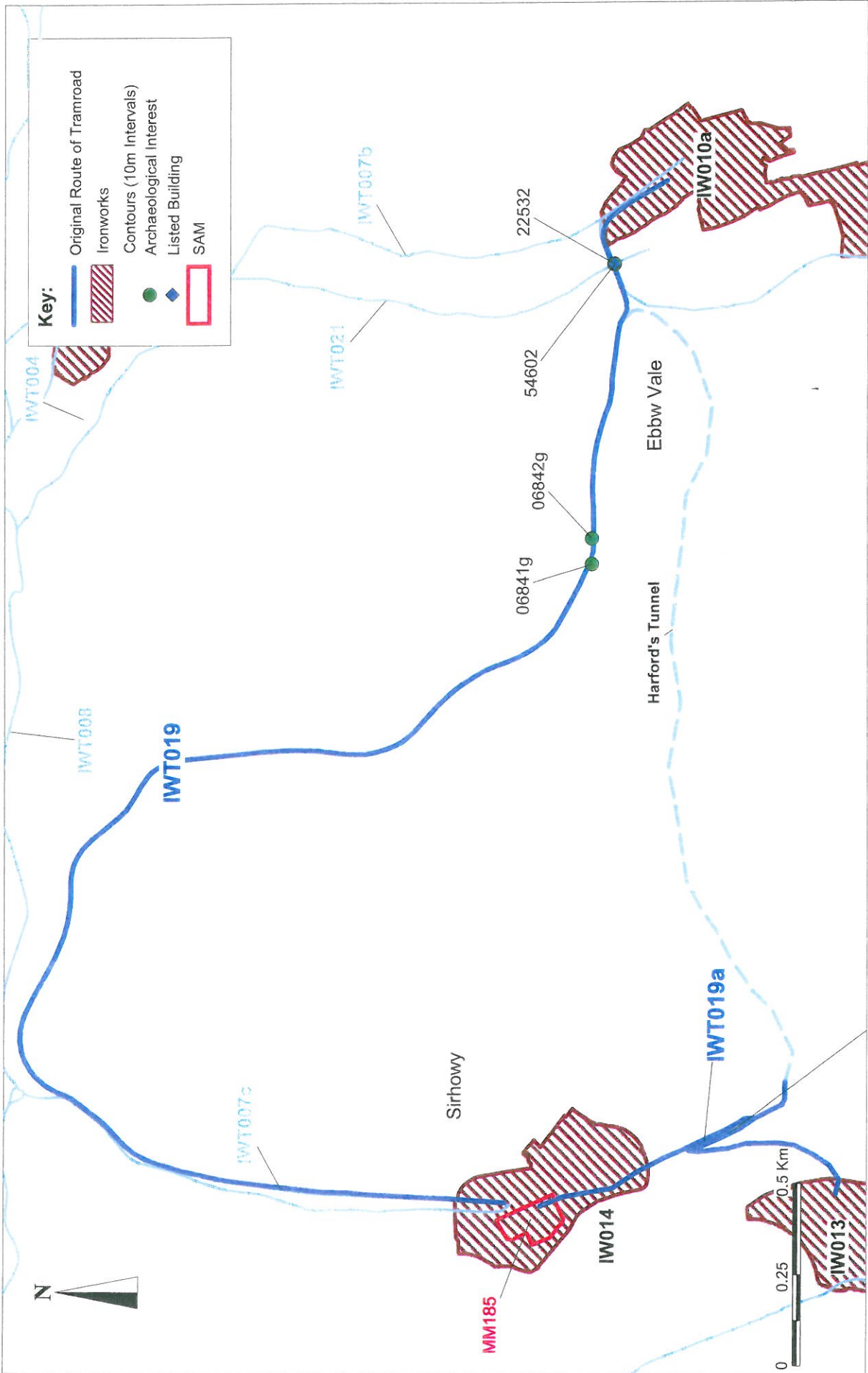
This route was constructed at a later stage when Harford's Tunnel between Ebbw Vale and Sirhowy was opened. This branch ran from the western end of Harford's Tunnel to Sirhowy Ironworks with a smaller branch running to Tredegar Ironworks.

Figure 95: Route of Tramroad IWT019 Ebbw Vale Private Line



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Figure 96: Tramroad IWT019 Showing Archaeological Interests (Pre-survey)



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Southeast Wales Industrial Ironworks Landscapes

Condition of IWT019

The identified tramroad routes have been subdivided and categorised according to their condition/survival (see Section 5.1).

There is one surviving section of IWT019 equating to 2%:

Table 117: Surviving Sections of IWT019

Section Number	Location	Condition Rating	Figure Reference Number
IWT019(i)	SO 17003 09921 to SO 16901 09882	B	97

IWT019(i) (CONDITION B) (54602, LB 22532) is a section spanning the present day Steel Works Road leading towards the site of the former ironworks. The causeway and tunnels are in good condition and now carry the route of a minor road. This is the only surviving feature of this tramroad route.

Features Recorded During Survey

No individual features were recorded during the survey of this tramroad.

Archaeological interests identified prior to the current survey are shown on figure 96; details of these interests are given in Appendix III.

Current Protection/Status

The causeway and tunnels are a listed building (LB 22532).

Identified Threats

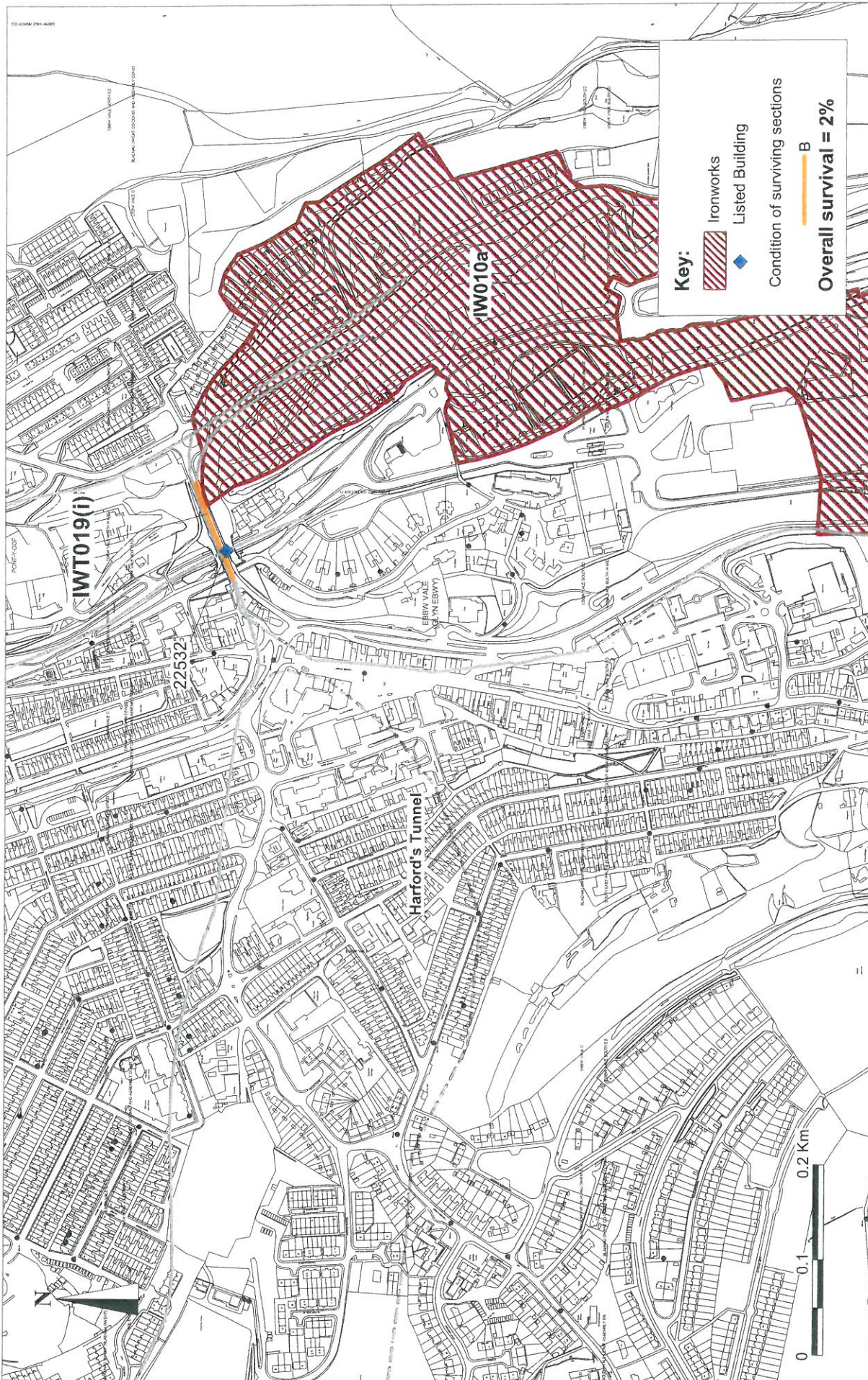
No threats were identified from the UDP.

Conservation and Management Recommendations

Maintain as current.

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Figure 97: Surviving Tramroad Section IWT019(i)



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Southeast Wales Industrial Ironworks Landscapes

Condition of IWT019a

Nearly the entire section of tramroad has been destroyed by housing and industrial development. A surviving tunnel (IWT019a/001) under Beaufort road is the only remains visible above ground.

Features Recorded During Survey

A summary of features recorded during survey are presented below, please refer to the gazetteer (Appendix II) for full details. Archaeological interests identified prior to the current survey are shown on figure 96; details of these interests are given in Appendix III.

Table 118: Features Associated with IWT019a (see Figure 98)

Feature Number	NGR	Type
IWT019a/001	SO 14473 09781	Tramway Tunnel

Current Protection/Status

No protection afforded to the surviving feature.

Identified Threats

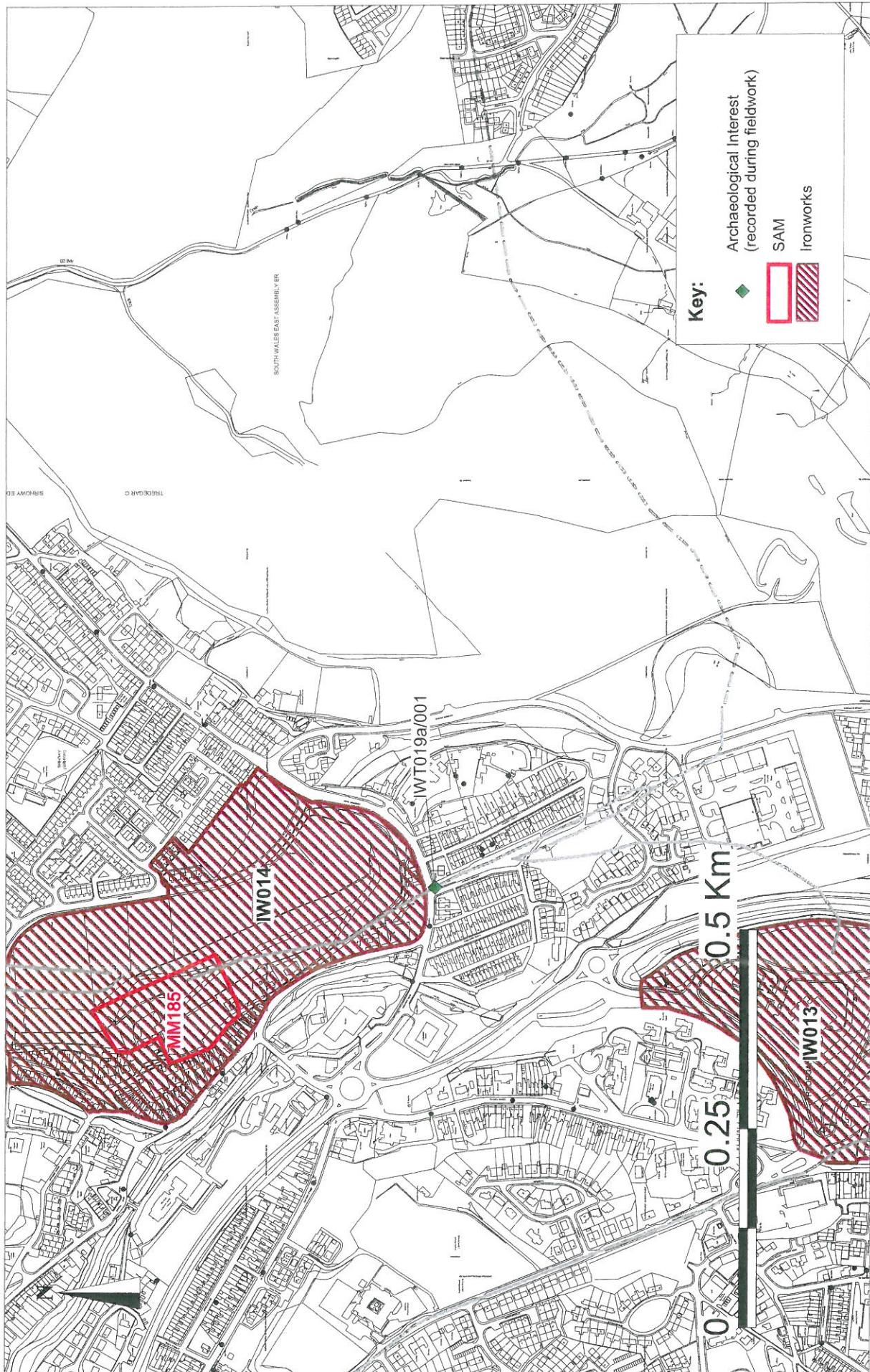
No threats were identified from the UDP.

Conservation and Management Recommendations

Maintain as current.

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Figure 98: Identified Interest IW/T019a/001



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IWT Number 020: Bute Tramroad

NGR: SO 08041 08319 to SO 10593 07923

Date Range: 1825 - 1848

Approximate length of tramroad = 3.7 Km

Overall survival = 0%

Historical Background

Bute Ironworks took over the quarries at Twynau Gwynion from Dowlais in 1825 and constructed a tramroad from the west side of the Rhymney valley across Merthyr Common to Pengarnddu where it met Dowlais' Line 4 (IWT015c) to Twynau Gwynion quarries. This tramroad continued in use until the mid-nineteenth century when it was superseded by the Rhymney Limestone Railway (IWT016) (van Laun 2001: 162).

General Description

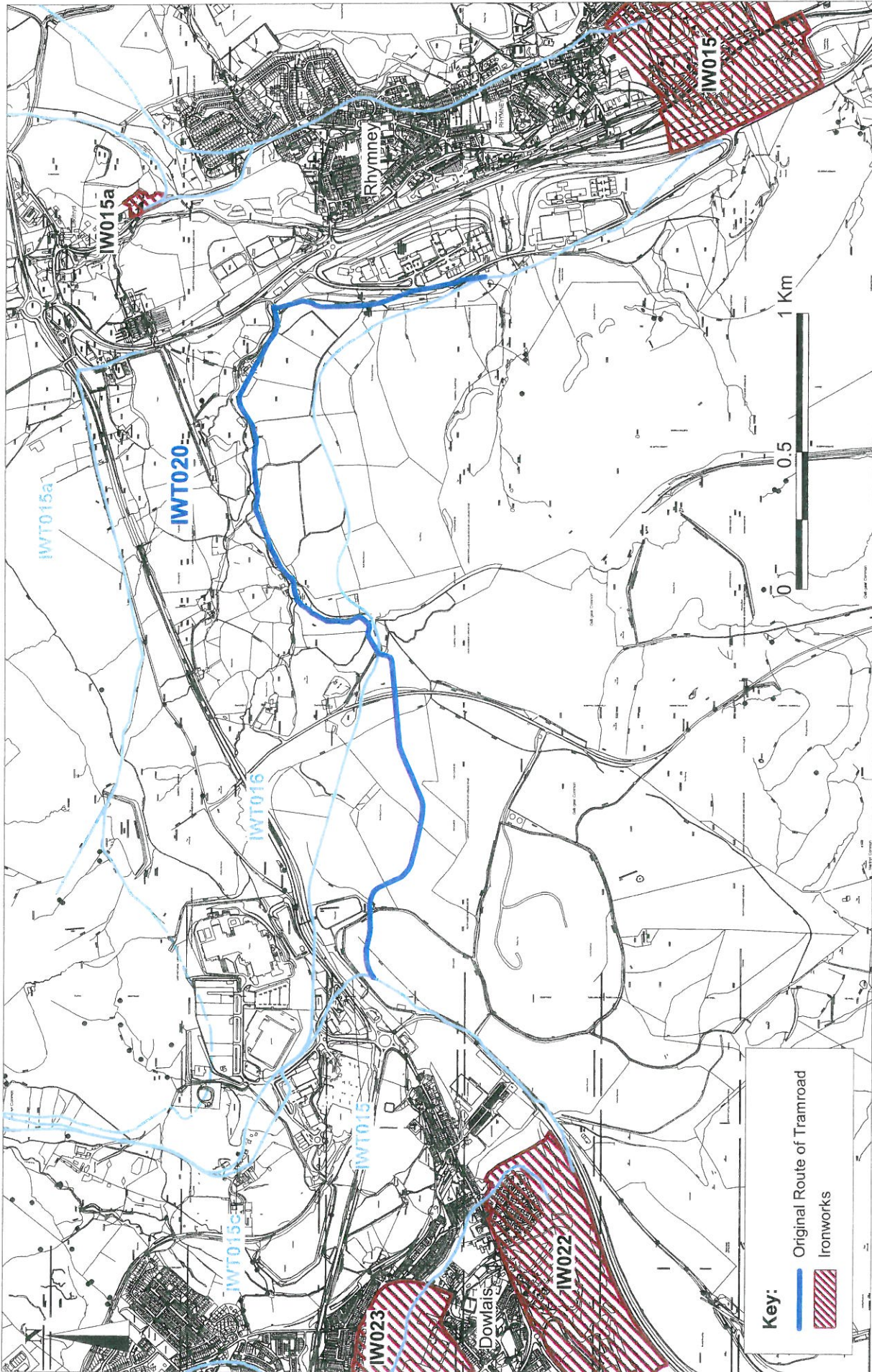
This tramroad has been surveyed as a single continuous route:

Table 119: Routes of Tramroad IWT020

Route Number	Name	Location	Figure Reference Number
IWT020	Bute Tramroad	SO 08041 08319 to SO 10593 07923	99

The tramroad joined a branch line running from the ironworks, continuing north up the west side of the Rhymney Valley before turning west running just south of Nant Carno and to the south of Dowlais Big Pond to Pengarnddu where it joined with Twynau Gwynion Line 4 (IWT015c). This tramroad has been entirely destroyed by opencast working and land reclamation. The route it took to the east of Dowlais Big Pond can be roughly followed along the route of a modern track.

Figure 99: Route of Tramroad IWT020 Bute Tramroad



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IWT Number 021: Beaufort Railroad

NGR: SO 16887 11204 to SO 16969 09797

Date Range: 1796 - ?

Approximate length of tramroad = 1.5 Km

Overall survival = 0%

Historical Background

Authorised in 1792 under the Monmouthshire Canal Act the Beaufort Railroad was opened in 1796 and probably engineered by Thomas Dadford junior. It ran from the canal head at Crumlin to the ironworks at Ebbw Vale and Beaufort. This provided a link with the Rassau Railroad, also completed in 1796, near Newchurch Road, connecting the three ironworks; Sirhowy, Beaufort and Ebbw Vale. The tramroad was converted to plate rail in 1805 (van Laun 2001: 121-124). Only the section between Beaufort and Ebbw Vale ironworks was surveyed during this project.

General Description

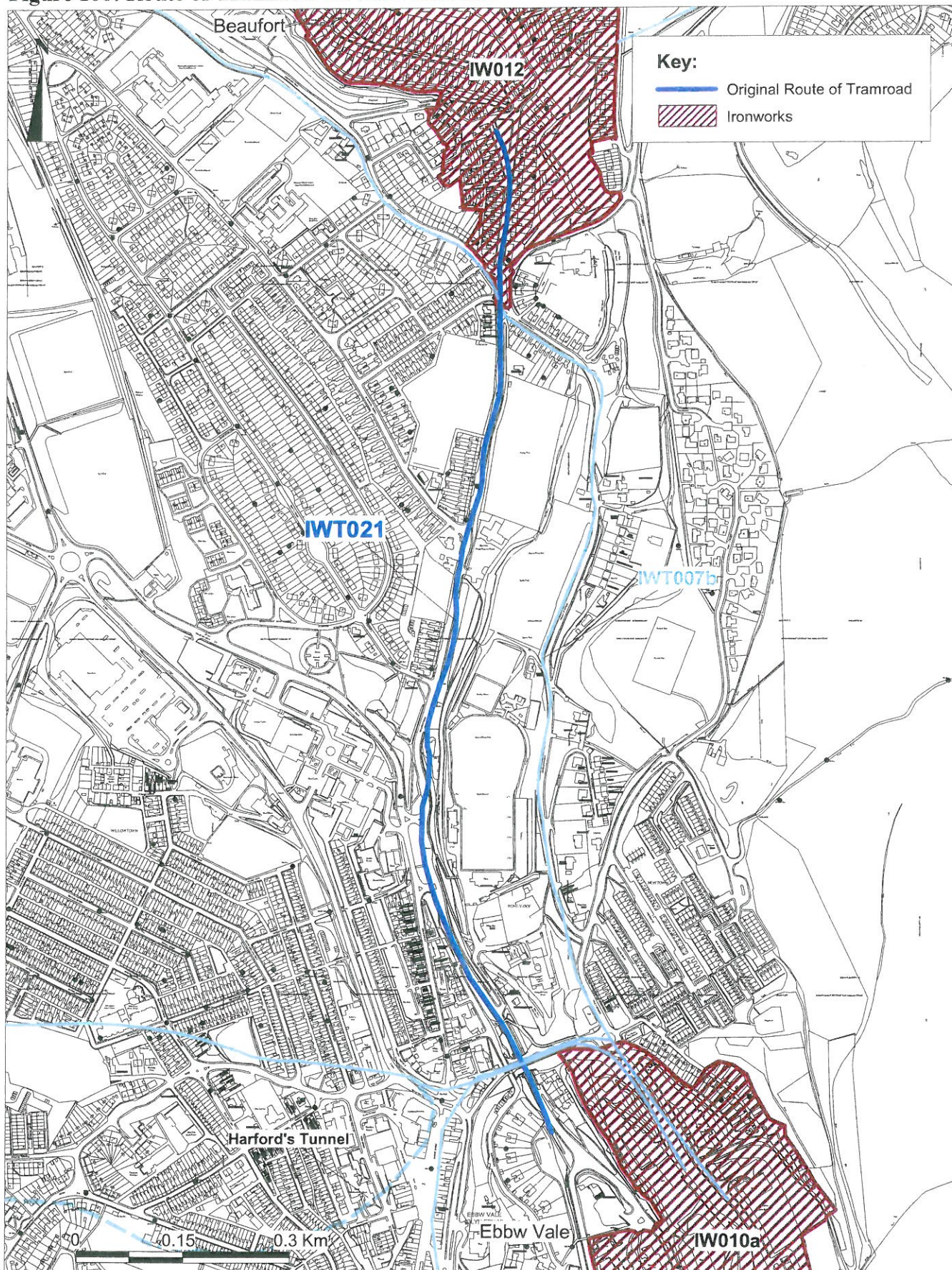
This tramroad has been surveyed as a single continuous route:

Table 120: Routes of Tramroad IWT021

Route Number	Name	Location	Figure Reference Number
IWT021	Beaufort Railroad	SO 16887 11204 to SO 16969 09797	100

No surviving remains of this tramroad survive, though its approximate route can be followed from the site of former ironworks at Beaufort, along Beaufort Terrace, Beaufort road and under the listed causeway and tunnels (LB 22532, 54602), and along Steel Works Road to the former site of the ironworks at Ebbw Vale.

Figure 100: Route of Tramroad IWT021 Beaufort



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IWT Number 022: Protheroe's Tramroad and Venallt

NGR: SN 87327 04800 to SN 85973 04714

Date Range: c. 1817 - ?

Approximate length of tramroad = 2.7 Km

Overall survival = potentially 26%

Historical Background

A tramroad from the Neath Canal to the coal workings at Cwm Gwrach was constructed by Edward Protheroe c 1817. Although Protheroe may have constructed a small ironworks in the area around this time, the anthracite fuelled Venallt Ironworks was not opened until c. 1839. Protheroe's Tramroad ran right past the ironworks site and a small branch was constructed to connect it to the works. Venallt Ironworks also built their own tramroad to the Neath Canal (IWT022a), connecting to Protheroe's route near the present day Star Inn (WGCC 1988).

General Description

This tramroad was allocated two route numbers for the purpose of this survey:

Table 121: Routes of Tramroad IWT022

Route Number	Name	Location	Figure Reference Number
IWT022	Protheroe's Tramroad	SN 87327 04800 to SN 85973 04714	101, 102
IWT022a	Venallt Tramroad	SN 86862 05928 to SN 86814 05131	101, 102

IWT022

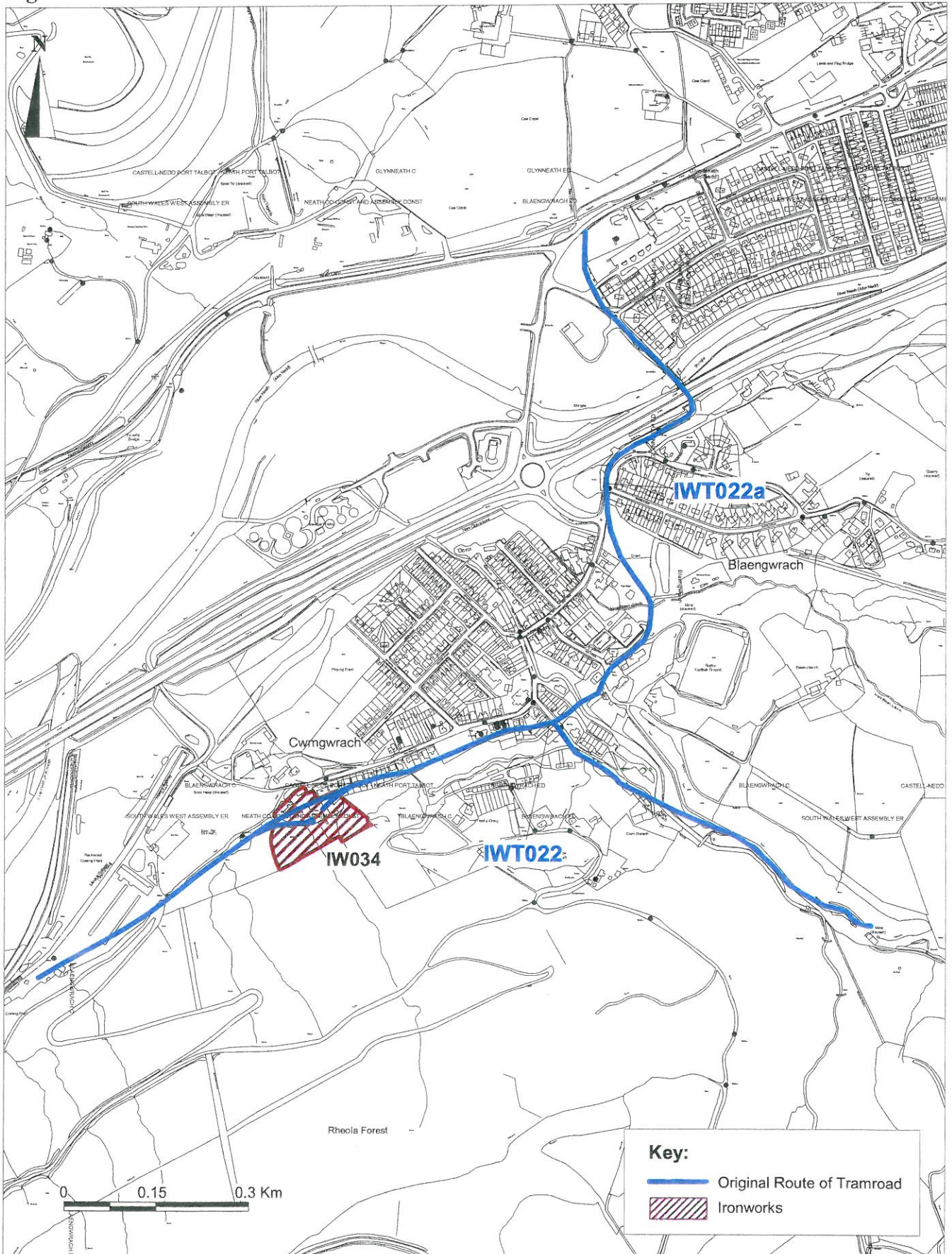
From a junction with the Neath canal the tramroad ran eastwards past the site of Venallt ironworks (GM423) to the coal workings at Cwm Gwrach. Part of its route can be traced along a modern track.

IWT022a

From near the present day Ship Inn this tramroad formed a junction with Protheroe's Tramroad and ran north to the Neath Canal along a winding route, crossing the River Neath. Its route can be traced along Chain Road, past Empire Avenue and along a lane to Plas y Felin.

Southeast Wales Industrial Ironworks Landscapes

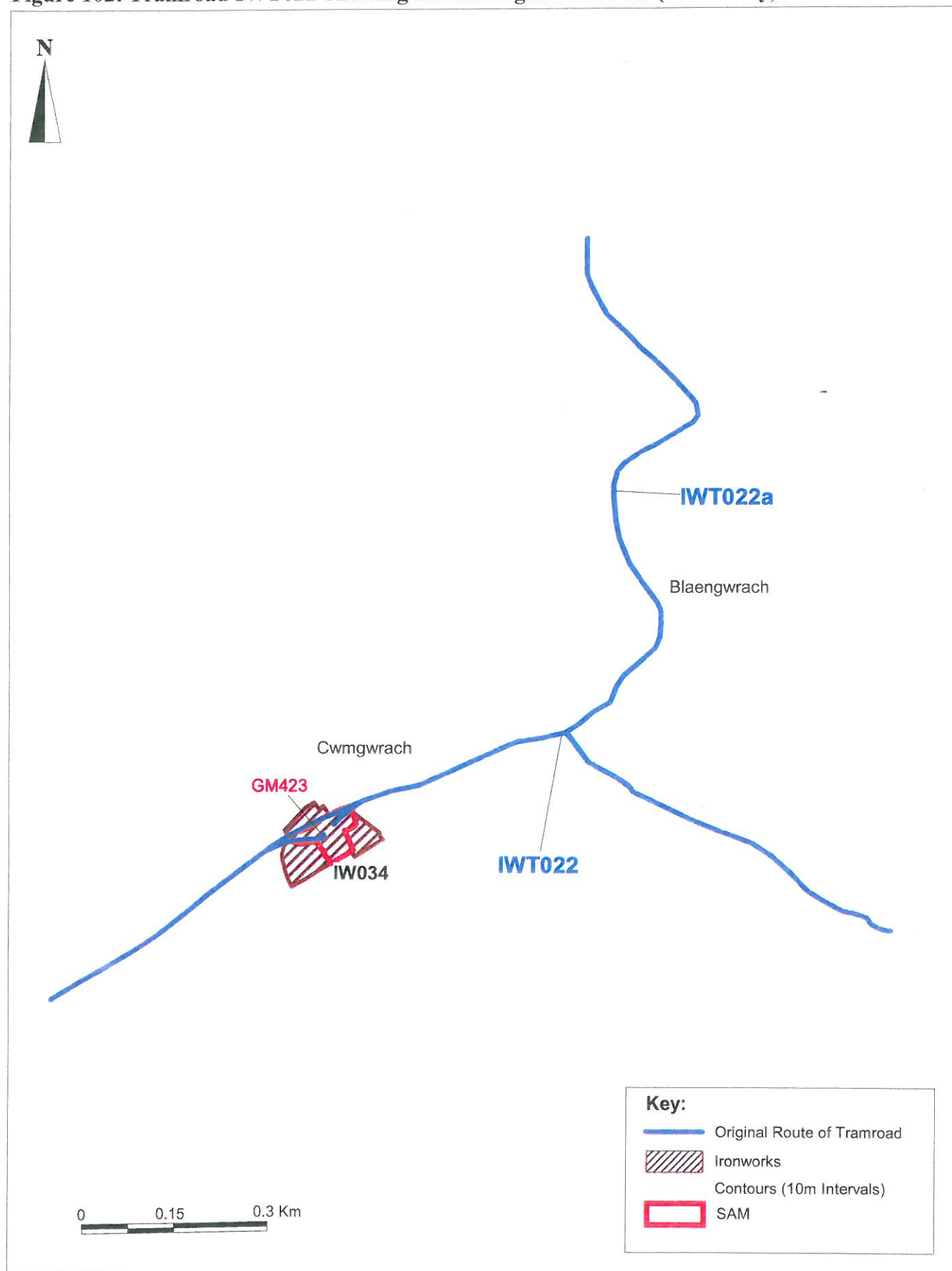
Figure 101: Route of Tramroad IWT022 Protheroe's Tramroad and IWT022a Venallt



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Figure 102: Tramroad IWT022 Showing Archaeological Interests (Pre-survey)



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Southeast Wales Industrial Ironworks Landscapes

Condition of IWT022

The identified tramroad routes have been subdivided and categorised according to their condition/survival (see Section 5.1).

There are two surviving section of IWT022 equating to a potential 26%:

Table 122: Surviving Sections of IWT022

Section Number	Location	Condition Rating	Figure Reference Number
IWT022(i)	SN 86420 04927 to SN 86371 04964	B	103, 104
IWT022(ii)	SN 86983 04999 to SN 87327 04800	U	103, 104

A small section IWT022(i) (CONDITION B) survives as a grassed over formation within the scheduled ironworks area (GM423).

IWT022(ii) (CONDITION U) was not surveyed as this section lies on private land.

Features Recorded During Survey

No individual features were recorded during the survey of this tramroad.

Archaeological interests identified prior to the current survey are shown on figure 102; details of these interests are given in Appendix III.

Current Protection/Status

IWT022(i) is protected within the scheduled ironworks area GM423.

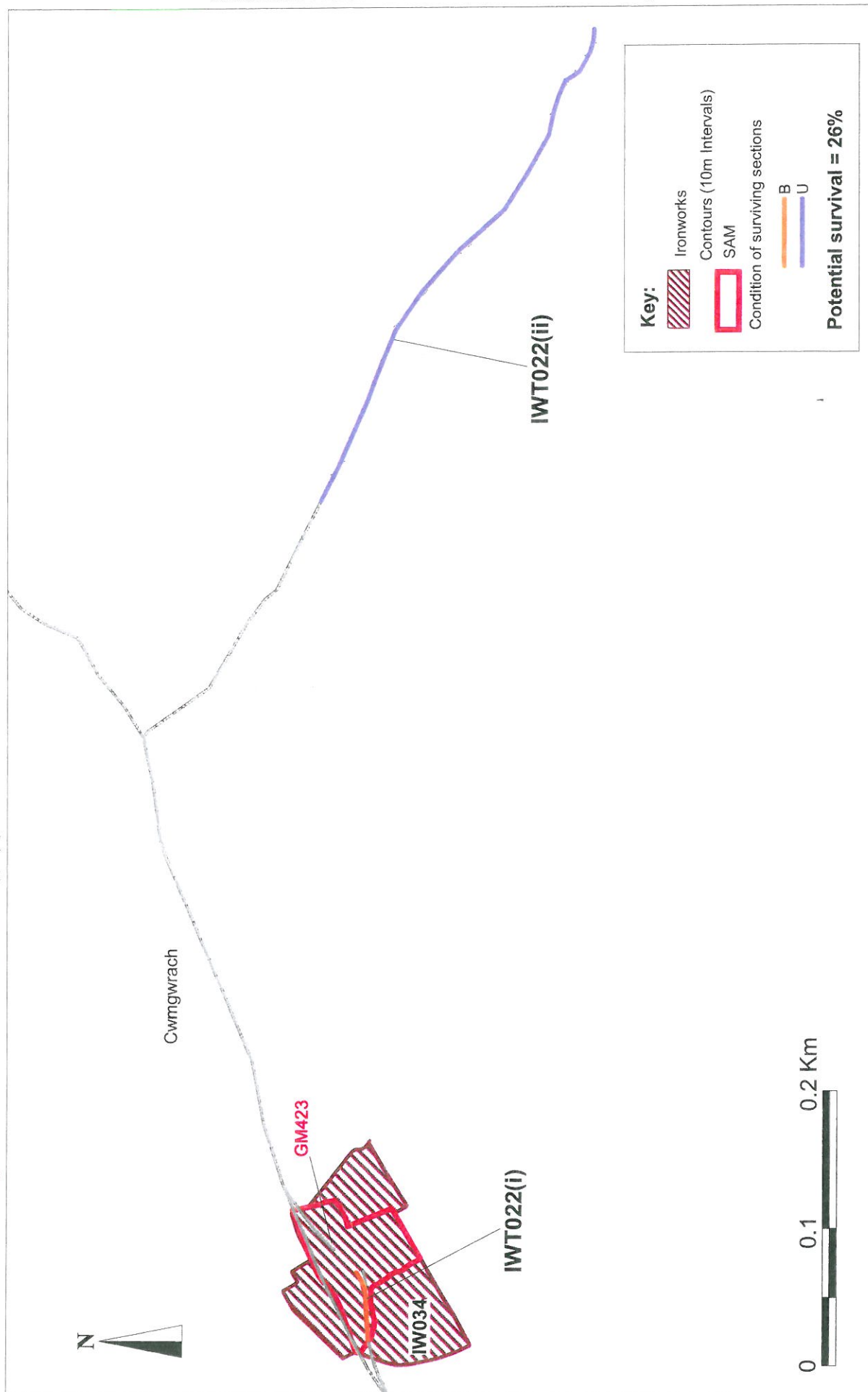
Identified Threats

No threats were identified from the UDP.

Conservation and Management Recommendations

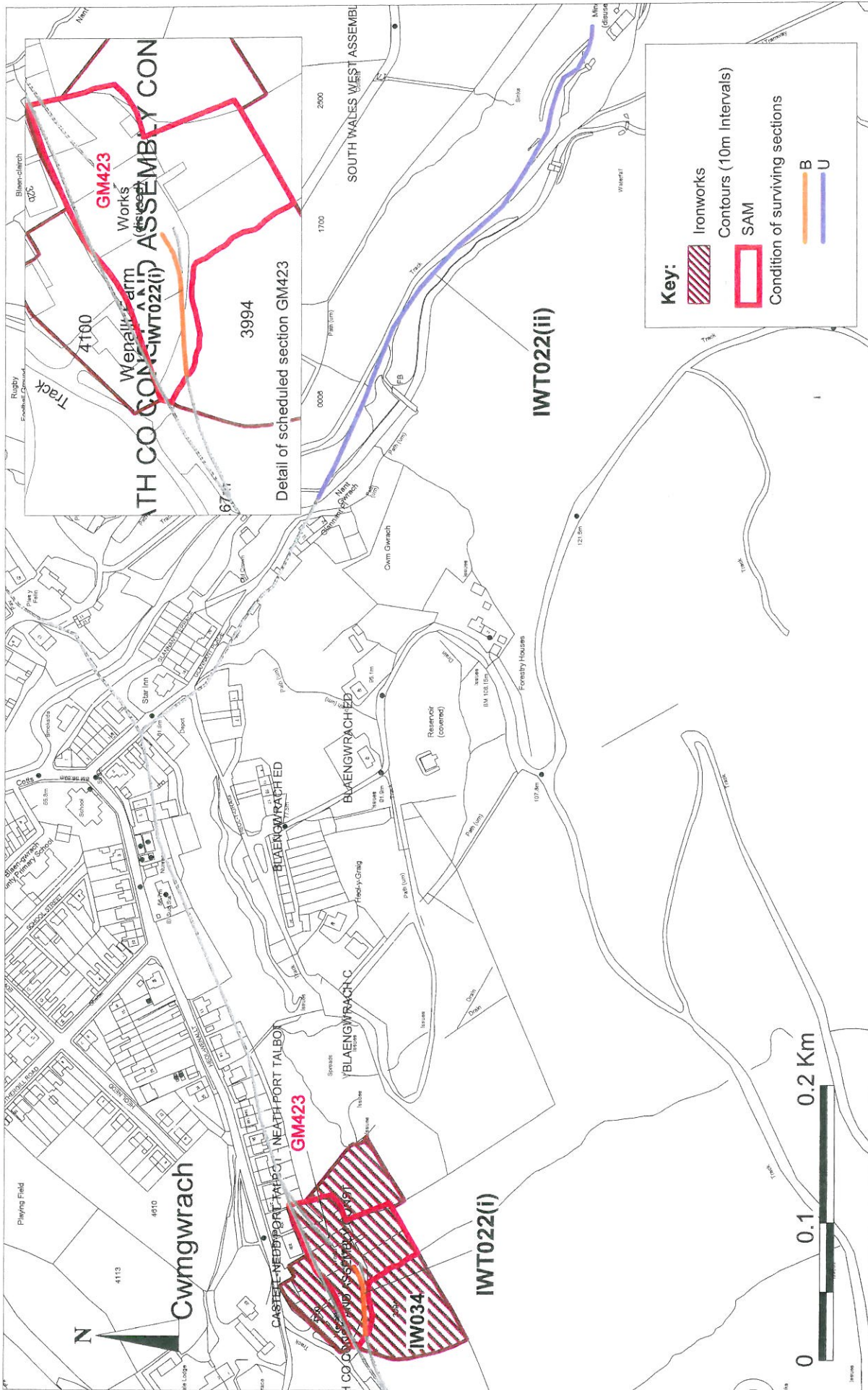
Maintain as current. Further survey is recommended along IWT022(ii) to ascertain the survival of any remains.

Figure 103: Surviving Tramroad Sections IWT022(i)-(ii)



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Figure 104: Surviving Tramroad Sections IWT022(i)-(ii)



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Condition of IWT022a

There are no surviving remains of this tramroad.

IWT Number 023: Banwen Tramroad

NGR: SN 86447 09726 to SN 85090 11317

Date Range: 1840s – 1860s

Approximate length of tramroad = 3.7 Km

Overall survival = 54%

Historical Background

Known as the Banwen Ironworks Railway (Hughes 1990: 92), the tramroad built in the 1840s transported limestone from the Brecon Forest Tramroad to Banwen ironworks as well as coal and iron ore from locally worked quarries to the south and coal. Pig-iron produced at the ironworks was transported via the Banwen Railway and Brecon Forest Tramroad to nearby ironworks at Onllwyn and Ystalyfera. The use of the tramroads seems to have finally come to an end after the ironworks were disused in the 1860s (Hughes 1990: 92-96).

General Description

This tramroad was allocated two route numbers for the purpose of this survey:

Table 123: Routes of Tramroad IWT023

Route Number	Name	Location	Figure Reference Number
IWT023	Banwen Quarries Tramroad	SN 86447 09726 to SN 85739 10015	105, 106
IWT023a	Banwen Coelbren Junction	SN 85090 11317 to SN 86041 10476	105, 106

IWT023

This route runs north-east/north from the iron-ore quarries at Banwen Pryddin with a to the Banwen ironworks. The route of this section can be roughly followed along the present day minor road. From the ironworks the tramroad ran west towards Sarn Helen, this can be followed along the route of a footpath. It then turned south skirting around the Roman Camp to an area of former coal workings. The route of the tramroad ran parallel with Sarn Helen Roman Road.

IWT023a

From a junction with IWT023 just northeast of the Roman Camp this route ran north crossing Sarn Helen then curved northwest to Coelbren Junction where it met the Brecon Forest Tramroad later the Neath and Brecon Railway. Most of this route can be followed along a footpath.

Figure 105: Route of Tramroad IWT023 Banwen

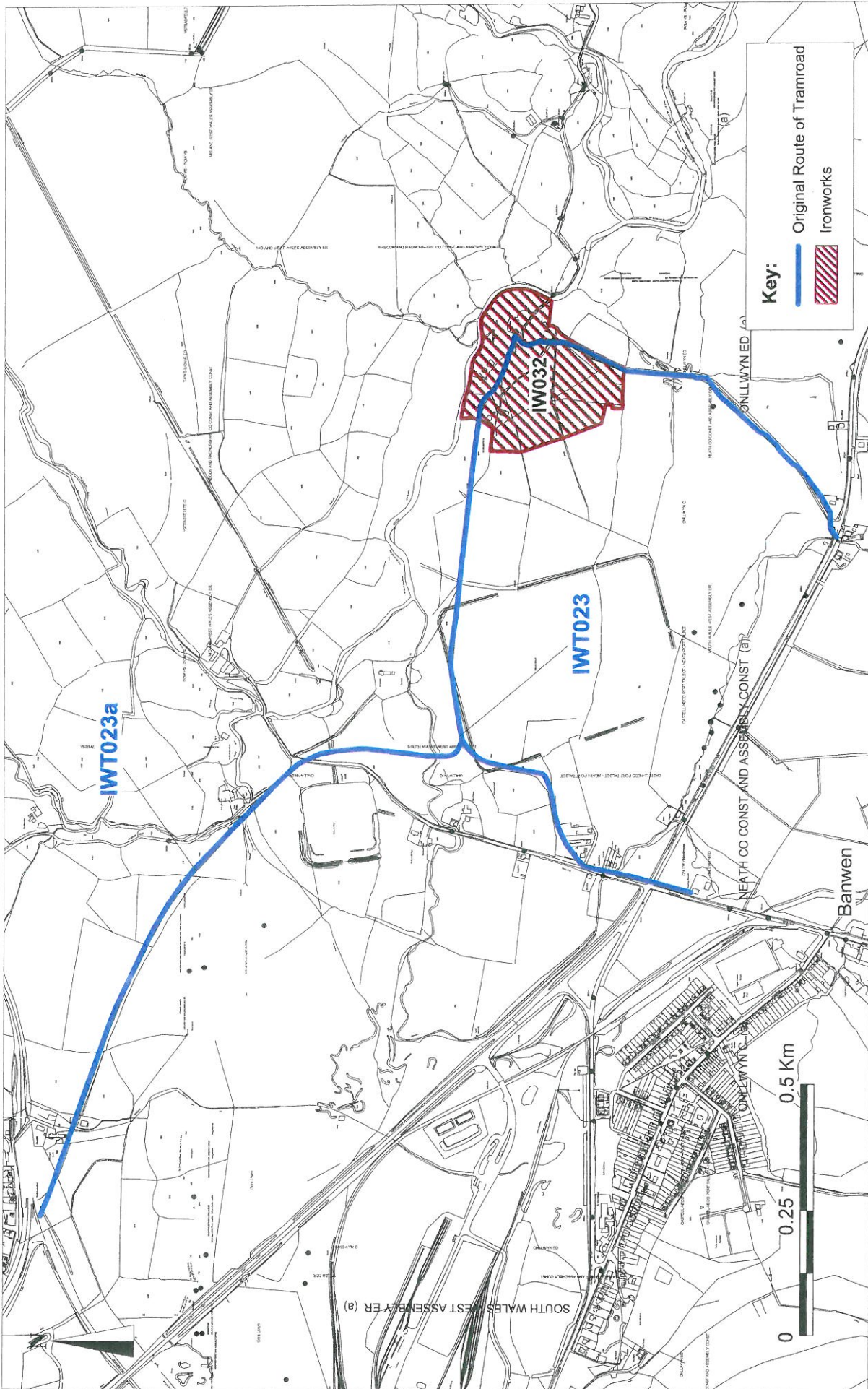
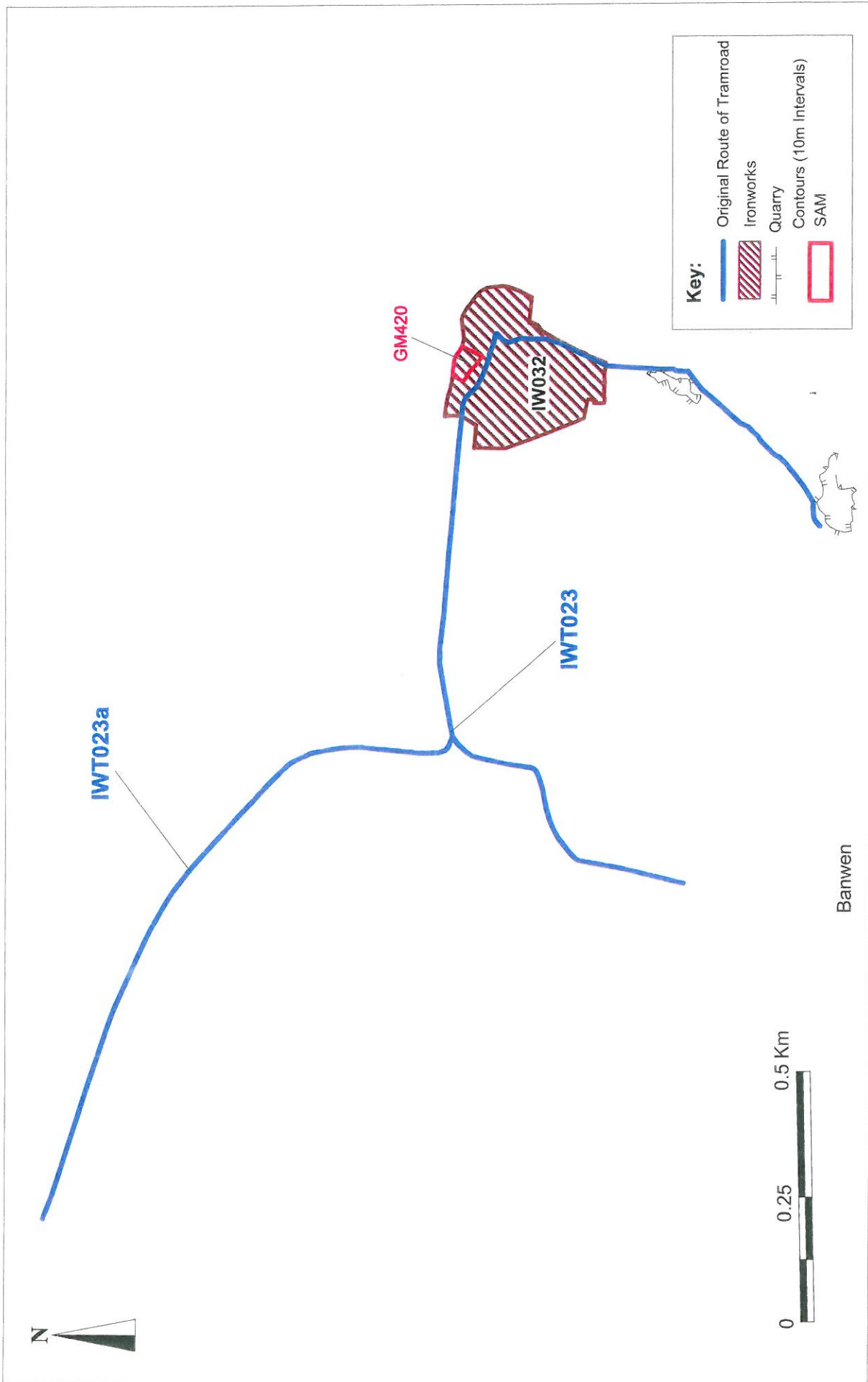


Figure 106: Tramroad IWT023 Showing Archaeological Interests (Pre-survey)



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Southeast Wales Industrial Ironworks Landscapes

Condition of IWT023

The identified tramroad routes have been subdivided and categorised according to their condition/survival (see Section 5.1).

There are two surviving section of IWT023 equating to 33%:

Table 124: Surviving Sections of IWT023

Section Number	Location	Condition Rating	Figure Reference Number
IWT023(i)	SN 86849 10370 to SN 86790 10389	U	107, 108
IWT023(ii)	SN 86722 10434 to SN 86043 10475	D	107, 108

To the west a small section survives running to the south of the surviving furnaces. IWT023(i) (CONDITION U) part of the stone track bed remains visible, however, this section is severely overgrown and clearance is needed before further survey can be made of its condition.

Between IWT023(i) and (ii) the tramroad has been replaced by a tarmaced farm track.

IWT023(ii) (CONDITION D) survives in formation as a slightly raised bank now grassed over but badly damaged. The section is heavily rutted from agricultural machinery.

Features Recorded During Survey

No individual features were recorded during the survey of this tramroad.

Archaeological interests identified prior to the current survey are shown on figure 106; details of these interests are given in Appendix III.

Current Protection/Status

There is no current protection or status afforded to the tramroad. The remains of the furnaces at Banwen are scheduled (GM420).

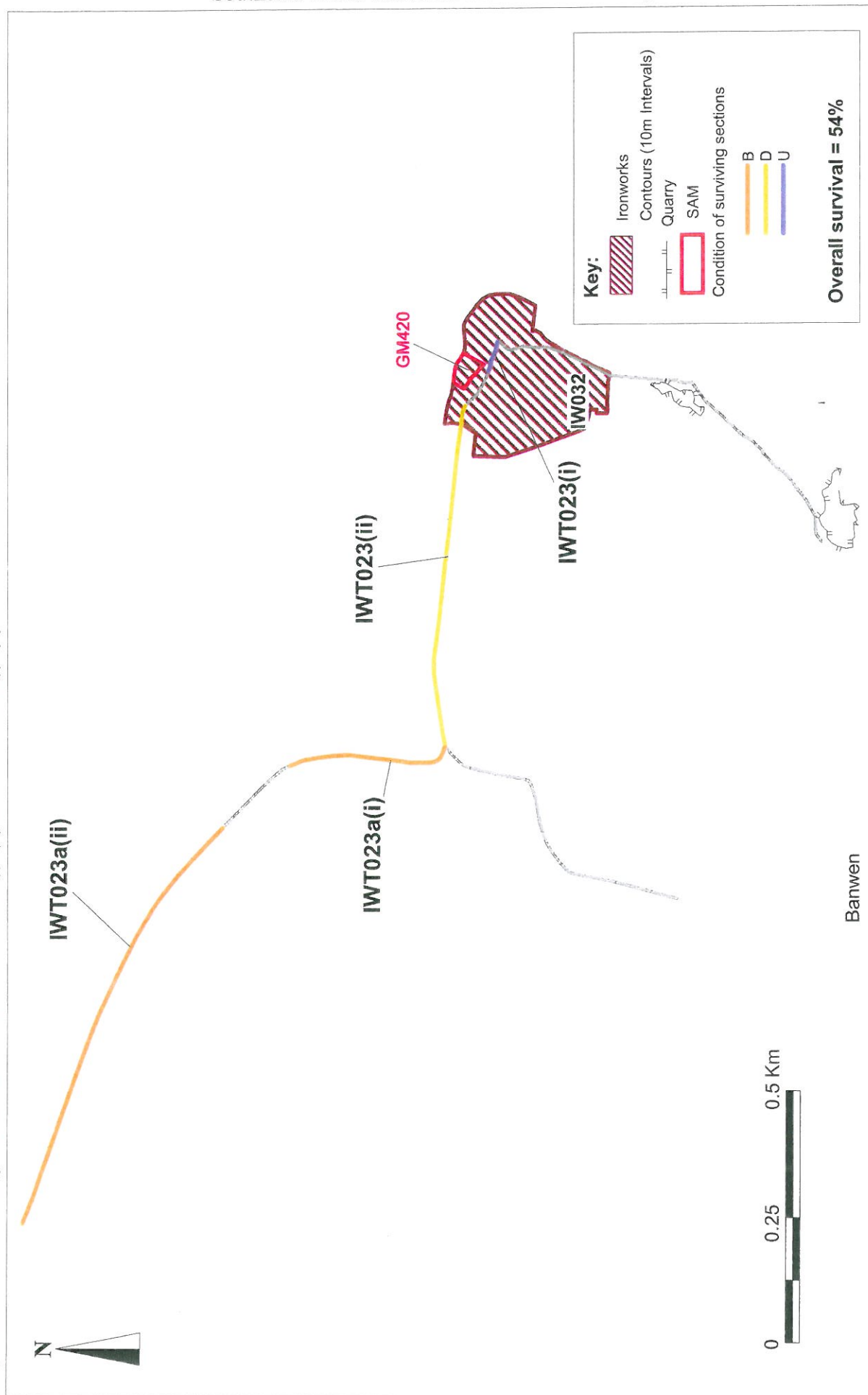
Identified Threats

No threats were identified from the UDP.

Conservation and Management Recommendations

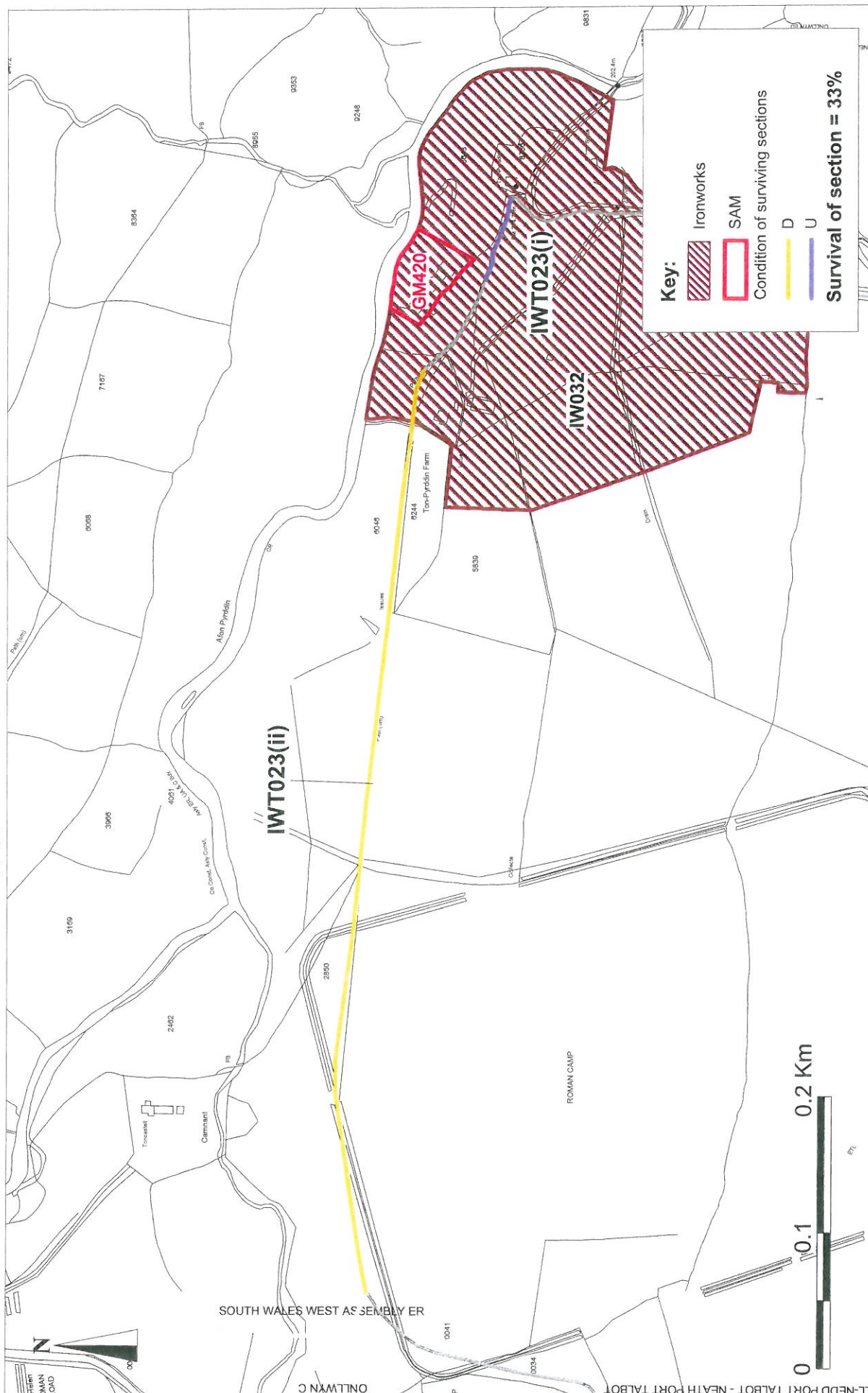
The scheduled area of the ironworks themselves is severely overgrown and structures are becoming unsafe. Many trees growing out of the furnace walls need to be removed and consolidation work needed before the well-preserved standing structures collapse. Further survey of the tramroad following vegetation clearance is required in this area.

Figure 107: Surviving Tramroad Sections IWT023(i)-(ii) and IWT023a(i)-(ii)



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Figure 108: Surviving Tramroad Sections IWT023(i)-(ii)



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Southeast Wales Industrial Ironworks Landscapes

Condition of IWT023a

The identified tramroad routes have been subdivided and categorised according to their condition/survival (see Section 5.1).

There are two surviving section of IWT023a equating to 87%:

Table 125: Surviving Sections of IWT023

Section Number	Location	Condition Rating	Figure Reference Number
IWT023a(i)	SN 86004 10783 to SN 86401 10476	B	107, 109
IWT023a(ii)	SN 85090 11317 to SN 85881 10918	B	107, 109

IWT023a(i) (CONDITION B) is on private land, therefore it was not walked over. However, its formation could be seen as a grassed over bank running through the field.

Northeast of here the tramroad is no longer visible until a stile opposite Nant y Fedwen Fawr.

IWT023a(ii) (CONDITION B) this survives as a grassed over formation and is in current use as a footpath. In some places concrete slabs have been laid on top, to improve passage through slightly boggy areas. Some exposed revetment was recorded. It is possible that more remains survive in a buried state. There is slight disturbance from the farm track near Corsllwyn-goch farm.

Features Recorded During Survey

A summary of features recorded during survey are presented below, please refer to the gazetteer (Appendix II) for full details. Archaeological interests identified prior to the current survey are shown on figure 106; details of these interests are given in Appendix III.

Table 126: Features Associated with IWT023a (see Figure 109)

Feature Number	NGR	Type
IWT023a/001	SN 85881 10918	Stone block
IWT023a/002	SN 85576 11138	Revetment

Current Protection/Status

There is no current protection or status afforded to the tramroad.

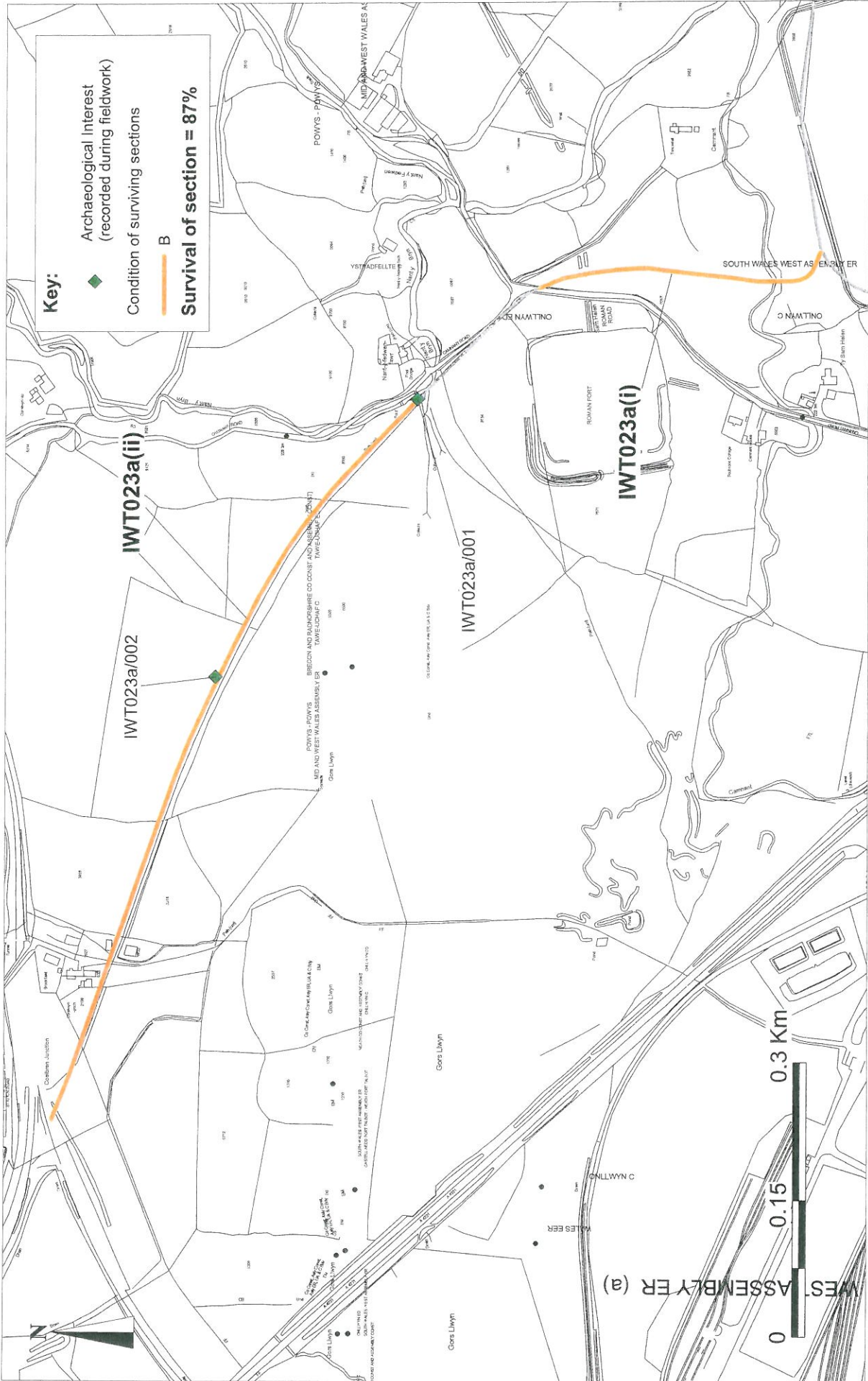
Identified Threats

No threats were identified from the UDP, however, there is a threat from bog encroachment and poor drainage of the surviving areas.

Conservation and Management Recommendations

Maintain as current. Improve drainage under archaeological supervision.

Figure 109: Surviving Tramroad Sections IWT023a(i)-(ii) and Identified Interests



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IWT Number 024: Ystalyfera Tramroad

NGR: SN 76755 09387 to SN 76334 07597

Date Range: c. 1841 - ?

Approximate length of tramroad = 2.2 Km

Overall survival = 0%

Historical Background

The Ystalyfera Ironworks tramroad was constructed c. 1841 it connected to the wharf of the Swansea canal at Gurnos (Hughes 1990:260), whilst a branch also ran northwest to quarries and coal workings at Wern Fawr and south from the ironworks to the River Tawe.

General Description

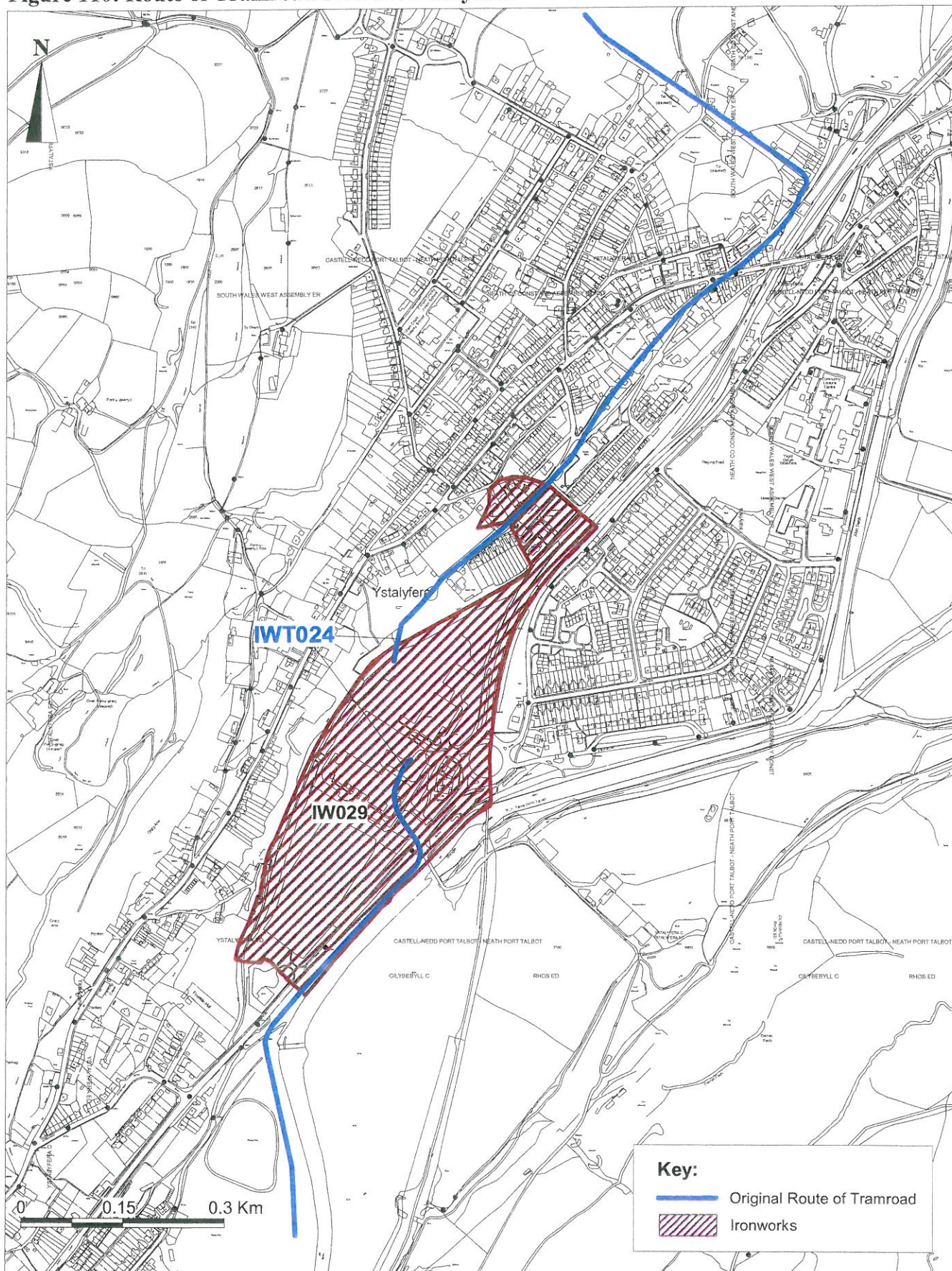
This tramroad has been surveyed as a single continuous route:

Table 127: Routes of Tramroad IWT024

Route Number	Name	Location	Figure Reference Number
IWT024	Ystalyfera Tramroad	SN 76755 09387 to SN 76334 07597	110

The route of the tramroad depicted in Figure 110 is taken from the 1st Edition OS map which shows a tramroad running from the quarries and coal levels at Wern Fawr with a junction at Gurnos Wharf to Ystalyfera ironworks and from there to a terminus alongside the River Tawe. This tramroad has been partly destroyed by the construction of houses and industrial units, though elsewhere its route can be traced along minor roads or footpaths; along Tirbach Road, Old Wern Road, Woodmans Terrace and partway along a footpath above the former ironworks site. South of the ironworks it can be followed along a tarmaced footpath alongside the river. No visible remains associated with the tramroad were noted.

Figure 110: Route of Tramroad IWT024 Ystalyfera



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Glamorgan-Gwent Archaeological Trust Ltd 100017916 (2006).

IWT Number 025: Nant y glo - Beaufort Tramroad

NGR: SO 19080 11674 to SO 17060 11328

Date Range: c. 1833-?

Approximate length of tramroad = 1.6 Km

Overall survival = 0%

Historical Background

Constructed c.1833 this tramroad ran from the Beaufort Ironworks to Bailey's Llangattock Tramroad just north of Nant-y-glo. It is thought that this was initiated by Ebbw Vale's desire to avoid the high cost of the Trevil Railroad (van Laun 2001:108).

General Description

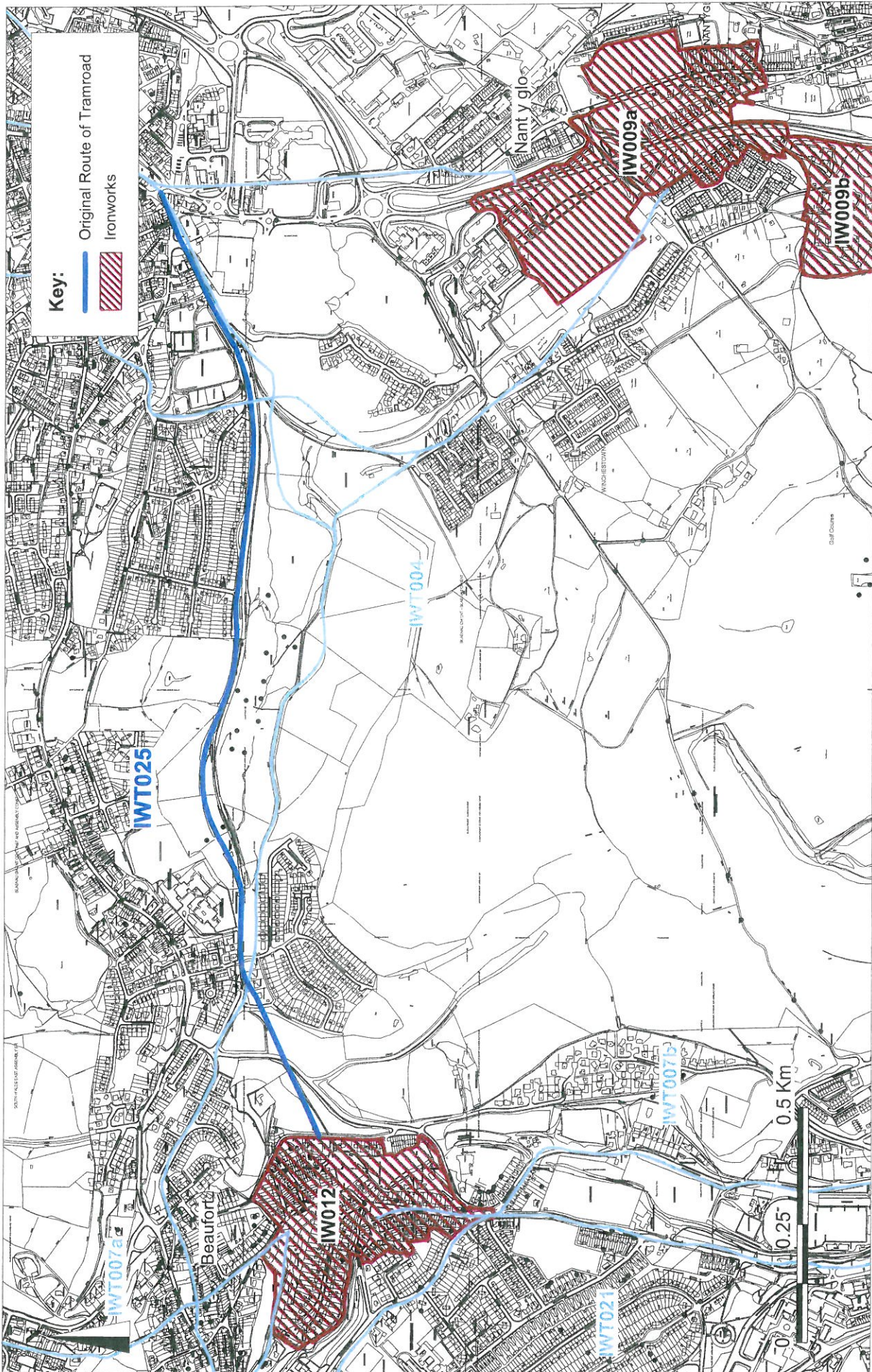
This tramroad has been surveyed as a single continuous route:

Table 128: Routes of Tramroad IWT025

Route Number	Name	Location	Figure Reference Number
IWT025	Nant-y-glo - Beaufort Tramroad	SO 19080 11674 to SO 17060 11328	111

From Beaufort Ironworks the tramroad climbed an incline before running east to join Bailey's Llangattock Tramroad. No above surface remains of this tramroad survive; the former incline is no longer visible, though the tramroad route east of here can be followed from Maeshalog House onto Bangor Road and along a tarmaced footpath to Warwick Road, across Bailey street to Market Square, where it formerly connected with Bailey's Llangattock Tramroad. No visible remains were noted.

Figure 111: Route of Tramroad IWT025 Nant y glo - Beaufort



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Cartographic and Documentary Sources

The following paper format maps were consulted:

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OS 6-inch maps (National Library of Wales): all four editions.
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The following digital maps were consulted:

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OS 1:50,000 (Raster).
CCW Environmental data

Other Maps Including Estate Maps and Sales Catalogues

Estate maps, sales catalogues and papers held at the National Library of Wales, Aberystwyth, the Glamorgan Record Office, Cardiff, the West Glamorgan Record Office, Swansea and the Gwent Record Office, Cwmbran were consulted. In particular the collections of the Dowlais and Rhymney iron companies and the Ynyscedwyn and Abergavenny estates. Other sources consulted included the OS Surveyor's Drawings (British Library 1830s), the OS 1-inch to the mile map (David and Charles Edition) c. 1838.

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Appendix I

Table of ironworks transport networks showing % overall survival in relation to associated ironworks and the archaeological value of the ironworks core areas

Ironworks Transport Number ⁵	Name	Condition Rating	% Overall Survival	Associated Ironworks: Number(s)/Name(s)	Respective Archaeological Value ⁶ of Ironwork Core Area(s)	Consider Scheduling
IWT001	Abersychan Limestone Railway	IWT001(i): D IWT001(ii): A	55%	IW004 Abersychan (British)	Archaeologically sensitive area	Yes; IWT001(ii): entire length
IWT002	Llam-march Railroad	IWT002(i): B IWT002(ii): D	11%	IW006 Clydach	Archaeologically sensitive area	Yes; IWT002(i): extend SAM BR161 to include remainder of incline
IWT002a	Llam-march Railroad (Waunllapria)	IWT002a(i): B	4%	IW006 Clydach	Archaeologically sensitive area	No
IWT003	Llam-march Tramroad	IWT003(i): B IWT003(ii): D IWT003(iii): A IWT003(iv): B IWT003(v): A	35%	IW006 Clydach	Archaeologically sensitive area	Yes; extend SAM BR161 to include remainder of incline IWT003(iv); parts of IWT003(iii) and IWT003(v)
IWT003a	Llam-march Tramroad Pen-Ffyddlwn	IWT003a: D	0%	IW006 Clydach	Archaeologically sensitive area	No
IWT004	Clydach Railroad	IWT004(i): B IWT004(ii): C IWT004(iii): B IWT004(iv): E IWT004(v): E IWT004(vi): C	20%	IW006 Clydach, IW012 Beaufort	Archaeologically sensitive area, Low-moderate potential	No
IWT005	Bailey's Llangattock Tramroad	IWT005: D	<1%	IW009 Nant-y-glo, IW012 Beaufort: 2nd Llangattock Tramroad	Archaeologically sensitive area/moderate-high potential, Low-moderate potential	No
IWT006	Disgwylfa Main Tramroad	IWT006(i): D IWT006(ii): B IWT006(iii): D IWT006(iv): B IWT006(v): C	100%	IW009 Nant-y-glo, IW007 Blaina	Archaeologically sensitive area/moderate-high potential, Low-moderate	Yes; in particular IWT006(ix) but also: IWT006(iv)

⁵ Numbers prefixed by IWT in main text.

⁶ Archaeological significance values as established in Year one report.

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		IWT006(vi): B IWT006(vii): C IWT006(viii): B IWT006(ix): A IWT006(x): B			potential	IWT006(vi) IWT006(viii) IWT006(x)
IWT006a	Disgwylfa Pant Draenog	IWT006a(i): B	100%	IW009 Nant-y-glo, IW007 Blaina	Archaeologically sensitive area/moderate- high potential, Low-moderate potential	Yes; IWT006a(i)
IWT006b	Disgwylfa East	IWT006b(i): B	100%	IW009 Nant-y-glo, IW007 Blaina	Archaeologically sensitive area/moderate- high potential, Low-moderate potential	Yes; IWT006b(i)
IWT006c	Disgwylfa West	IWT006c(i): B IWT006c(ii): A IWT006c(iii): A IWT006c(iv): A	94%	IW009 Nant-y-glo, IW007 Blaina	Archaeologically sensitive area/moderate- high potential, Low-moderate potential	Yes; IWT006c(i) IWT006c(ii) IWT006c(iii) IWT006c(iv)
IWT006d	Disgwylfa Main (conjectured)	IWT006d: D	0%	IW009 Nant-y-glo, IW007 Blaina	Archaeologically sensitive area/moderate- high potential, Low-moderate potential	No
IWT006e	Disgwylfa Main (south)	IWT006e(i): A IWT006e(ii): B IWT006e(iii): B	9%	IW009 Nant-y-glo, IW007 Blaina	Archaeologically sensitive area/moderate- high potential, Low-moderate potential	No
IWT007	Trevil Railroad Main Line	IWT007(i): A IWT007(ii): E IWT007(iii): A IWT007(iv): E IWT007(v): B IWT007(vi): B	61%	IW014 Sirhowy, IW012 Beaufort, IW010 Ebbw Vale with Victoria Ironworks: Rassau Railroad	Archaeologically sensitive area/high potential, Low- moderate potential, Archaeologically sensitive area/low potential	Yes; especially IWT007(iii)
IWT007a	Trevil Railroad Beaufort Line	IWT007a: D	<1%	IW012 Beaufort: Rassau Railroad	Low-moderate potential	No
IWT007b	Trevil Railroad Ebbw Vale Line	IWT007b: D	<1%?	IW012 Beaufort, IW010 Ebbw Vale: Rassau Railroad	Low-moderate potential, Archaeologically sensitive area/low potential	No
IWT007c	Trevil Railroad Sirhowy Line	IWT007c: D	0%	IW014 Sirhowy: Rassau Railroad	Archaeologically sensitive area/high potential	No

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	Sirhowy Line				potential	
IWT007d	Trevil line to Victoria	IWT007d: D	0%	IW010 Ebbw Vale, IW011 Victoria: Beaufort Tramroad	Archaeologically sensitive area/low potential, Low-moderate potential	No
IWT008	Rassau Railroad	IWT008(i): E IWT008(ii): E	14%	IW012 Beaufort, IW014 Sirhowy, IW010 Ebbw Vale	Low-moderate potential, Archaeologically sensitive area/high potential, Archaeologically sensitive area/low potential	No
IWT009	Hall's Trevil Tramroad	IWT009(i): B IWT009(ii): C	7%	IW015a Rhymney Upper Furnace: Rhymney Branch Tramroad; Bryn Oer Tramroad	Archaeologically sensitive area	No
IWT010	Rhymney Tramroad Branch	IWT010(i): U	3%	IW015a Rhymney Upper Furnace	Archaeologically sensitive area	No
IWT011	Morlais East Tramroad and Railway	IWT011(i): B IWT011(ii): D IWT011(iii): E	39%	IW023 Ivor works and IW022 Dowlais Ironworks.	Archaeologically sensitive area/moderate potential, Archaeologically sensitive area/moderate-high potential	No
IWT012	Morlais West Tramroad	IWT012(i): C IWT012(ii): A IWT012(iii): E	34%	IW021 Penyardarren Ironworks and tramroad, IW018 Plymouth Ironworks	Moderate-high potential, Archaeologically sensitive area/low-moderate potential	Yes; especially IWT012(ii)
IWT013	Tappendens' Tramroad	IWT013(i): A IWT013(ii): B IWT013(iii): B IWT013(iv): C IWT013(v): U IWT013(vi): E IWT013(vii): E IWT013(viii): C IWT013(ix): A	29%	IW024 Hirwaun, IW025 Llwydcoed, IW027 Abernant, IW026 Gadlys	Archaeologically sensitive area/high potential, Archaeologically sensitive area/high potential, Low-moderate potential, Archaeologically sensitive area/moderate-high potential	Yes; especially IWT013(ix)
IWT013a	Tappendens' Tramroad West	IWT013a(i): C IWT013a(ii): C IWT013a(iii): C IWT013a(iv): U	16%	IW024 Hirwaun, IW025 Llwydcoed, IW027 Abernant, IW026 Gadlys	Archaeologically sensitive area/high potential, Archaeologically sensitive area/high potential	No

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		IWT013a(v): B			potential, Low-moderate potential, Archaeologically sensitive area/moderate-high potential	
IWT014	Mr Glover's Railroad	IWT014(i): A IWT014(ii): E IWT014(iii): B	65%	IW024 Hirwaun (later connection to IW025 Llwydcoed, IW027 Abernant, IW026 Gadlys Ironworks via Tappendens' Tramroad)	Archaeologically sensitive area/high potential, Archaeologically sensitive area/high potential, Low-moderate potential, Archaeologically sensitive area/moderate-high potential	No: but possibly re-consider as part of adjacent quarry landscape at a later stage. -
IWT014a	Mr Glovers Railroad Bryngwyn Extension	IWT014a(i): B	6%	IW024 Hirwaun (later connection to IW025 Llwydcoed, IW027 Abernant, IW026 Gadlys Ironworks via Tappendens' Tramroad)	Archaeologically sensitive area/high potential, Archaeologically sensitive area/high potential, Low-moderate potential, Archaeologically sensitive area/moderate-high potential	No
IWT015	Twynau Gwynion Tramroad Line 1	IWT015(i): C IWT015(ii): B	25%	IW022 Dowlais	Archaeologically sensitive area/moderate-high potential	Yes; IWT015(ii) and possibly IWT015(i) due to substantial bridge abutments
IWT015a	Twynau Gwynion Tramroad line 2	IWT015a(i): D IWT015a(ii): C IWT015a(iii): C IWT015a(iv): D IWT015a(v): C IWT015a(vi): C IWT015a(vii): B	50%	IW015a Rhymney Upper Furnace	Archaeologically sensitive area	Yes; IWT015a(vii)
IWT015b	Twynau Gwynion Tramroad line 3	IWT015b(i): C	87%	IW022 Dowlais (partly under later Rhymney Limestone Railway)	Archaeologically sensitive area/moderate-high potential	No
IWT015c	Twynau Gwynion Tramroad Line	IWT015c(i): B IWT015c(ii): U	19%	IW022 Dowlais (partly under route of Rhymney Limestone	Archaeologically sensitive area/moderate-	No

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	4			Railway)	high potential	
IWT016	Rhymney Limestone Railway	IWT016(i): E IWT016(ii): B	29%	IW015 Rhymney Lower Furnace	Sterile-low potential	No
IWT017	Bryn Oer Tramroad	IWT017: D	0% (within Glamorgan and Gwent)	IW015/015a Rhymney (via Hall's Trevil Tramroad)	Archaeologically sensitive area/sterile-low potential	No
IWT018	Tredegar Tramroad	IWT018(i): B	4%	IW013 Tredegar Ironworks	Moderate potential	No
IWT019	Ebbw Vale Private Line	IWT019(i): B	2%	IW010 Ebbw Vale and IW014 Sirhowy Ironworks	Archaeologically sensitive area/low potential, Archaeologically sensitive area/high potential	No (surviving features still in use) -
IWT019a	Ebbw Vale line addition	IWT019a: D Only a tunnel (IWT019a/001) under Beaufort road survives.	<1%	IW010 Ebbw Vale and IW014 Sirhowy Ironworks (via Harford's Tunnel)	Archaeologically sensitive area/low potential, Archaeologically sensitive area/high potential	No
IWT020	Bute Tramroad	IWT020: D	0%	IW015 Rhymney Lower Furnace (via Dowlais' Twynau Gwynion line 4)	Sterile-low potential	No
IWT021	Beaufort Tramroad	IWT021: D	0%	IW012 Beaufort and IW010 Ebbw Vale	Low-moderate potential, Archaeologically sensitive area/low potential	No
IWT022	Protheroe's Tramroad	IWT022(i): B IWT022(ii): U	26%?	IW034 Venallt	Archaeologically sensitive area/high potential	No
IWT022a	Venallt Tramroad	IWT022a: D	0%	IW034 Venallt	Archaeologically sensitive area/high potential	No
IWT023	Banwen Quarries Tramroad	IWT023(i): U IWT023(ii): D	33%	IW032 Banwen	Archaeologically sensitive area/high potential	Consider scheduling area of weighbridge and adjacent tramroad formation within core ironworks area.
IWT023a	Banwen Coelbren Junction	IWT023a(i): B IWT023a(ii): B	87%	IW032 Banwen	Archaeologically sensitive area/high potential	No
IWT024	Ystalyfera	IWT024: D	0%	IW029Ystalyfera	Archaeologically sensitive	No

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					sensitive area/moderate- high potential	
IWT025	Nant-y-glo Beaufort	- IWT025: D	0%	IW012 Beaufort (also IW009 Nant-y- glo via Bailey's Llangattock Tramroad)	Low-moderate potential, Archaeologically sensitive area/moderate- high potential	No

Southeast Wales Industrial Ironworks Landscapes

Appendix II

Feature Number	Name	Type	Site Status
IWT001/001	Abersychan Limestone Railway Stone Block		
NGR SO 27313 03460		Stone block	None

Summary

Exposed stone block *in situ* with 2 drilled holes, approx. dimensions 0.43m x 0.21m, holes 0.11m apart.

Feature Number	Name	Type	Site Status
IWT001/002	Abersychan Limestone Railway Stone Blocks		
NGR SO 27325 03547		Stone block	None

Summary

3 partly exposed stone blocks *in situ*, average dimensions 0.4m x 0.31, holes 0.10-0.11m apart.

Feature Number	Name	Type	Site Status
IWT001/003	Abersychan Limestone Railway Stone Block		
NGR SO 27326 03556		Stone block	None

Summary

Stone block *in situ* with 2 drilled holes, approx. 0.1m apart, one with remains of metal spike *in situ* and wear from rails.

Feature Number	Name	Type	Site Status
IWT001/004	Abersychan Limestone Railway Stone Blocks		
NGR SO 27321 03492		Stone block	None

Summary

3 partly exposed stone blocks *in situ* approx. 1m apart with drilled holes. Another 5 partly exposed stone blocks to the N of these.

Feature Number	Name	Type	Site Status
IWT001/005	Abersychan Limestone Railway Revetment		
NGR SO 2743 0381		Revetment	None

Summary

Exposed dry stone revetment, random construction near substantial quarry approx. 15m in length.

Feature Number	Name	Type	Site Status
IWT001/006	Abersychan Limestone Railway Cutting		
NGR1 SO 2745 0382	NGR2 SO 2745 0386	Tramroad cutting	None

Summary

Slight cutting for tramroad, running parallel is another cutting, this could mean that the track could possibly have been moved during expansion of a nearby quarry.

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Feature Number

IWT001/007

Name

Abersychan Limestone Railway Stone Blocks

NGR

SO 27430 04220

Type

Stone block

Site Status

None

Summary

Line of exposed flat stone blocks *in situ*, (one with a single drilled hole) along top of revetment approx. 10m in length 0.75m high.

Feature Number

IWT001/008

Name

Abersychan Limestone Railway Stone Blocks

NGR

SO 2746 0385

Type

Stone block

Site Status

None

Summary

3 exposed stone blocks *in situ* each with 2 drilled holes along grass covered formation. Approx. 0.5m x 0.3m, holes 0.11m apart.

Feature Number

IWT001/009

Name

Abersychan Limestone Railway Stone Blocks

NGR

SO 2746 0390

Type

Stone block

Site Status

None

Summary

4 exposed stone blocks *in situ* with 2 drilled holes and wear marks, 1 exposed block with wear from rail approx 17m to the South.

Feature Number

IWT001/010

Name

Abersychan Limestone Railway Stone Blocks

NGR

SO 2742 0412 - SO 2741 0409

Type

Stone block

Site Status

None

Summary

Line of stone blocks *in situ* with 2 drilled holes approx. 30m long. Double line representing both sides of the track in some places, gauge of track measured to be approx. 3ft 8in. A couple of blocks have wear marks from rail.

Feature Number

IWT001/011

Name

Abersychan Limestone Railway Stone Blocks

NGR

SO 2744 0414 - SO 2751 0432

Type

Stone block

Site Status

None

Summary

Line of stone blocks, 2 drilled holes approx. 0.1m apart and some with wear marks found *in situ*, slightly disturbed.

Feature Number

IWT001/012

Name

Abersychan Limestone Railway Stone Block

NGR

SO 27530 04320

Type

Stone block

Site Status

None

Summary

Stone block out of *situ* with oblong wear mark.

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Feature Number

IWT001/013

Name

Abersychan Limestone Railway Stone Blocks

NGR

SO 2764 0438

Type

Stone block

Site Status

None

Summary

Line of approx. 32 partly exposed stone blocks *in situ* with 2 drilled holes and some with rectangular wear marks.

Feature Number

IWT001/014

Name

Abersychan Limestone Railway Stone Blocks

NGR

SO 27440 04250

Type

Stone block

Site Status

None

Summary

Line of partly exposed stone blocks *in situ* with 2 drilled holes running sporadically for approx. 70m. More are possibly buried under leaf litter. Some have good examples of oblong wear marks.

Feature Number

IWT001/015

Name

Abersychan Limestone Railway Junction

NGR

SO 2816 0456

Type

Tramroad junction

Site Status

None

Summary

Junction of tramroad entering quarry.

Feature Number

IWT001/016

Name

Abersychan Limestone Railway Bridge Abutment

NGR

SO 27040 03450

Type

Tramroad bridge

Site Status

None

Summary

Stone bridge abutment surviving at base of incline noted as A2 by John Van Laun. Constructed of dry stone squared off blocks 8+ courses high, curving around to north on east side of river. On west side of river stands a stone wall with revetted bank to either side.

Feature Number

IWT003/001

Name

Llam-march Tramroad Bridge

NGR

SO 22535 12681

Type

Tramroad Bridge

Site Status

LB 23814

Summary

Stone built single arched bridge. Arch sprung from rock face. Shown on 1st Edition OS, located between incline E11 and E12 depicted by John Van Laun.

Feature Number

IWT003/002

Name

Llam-march Tramroad Stone Blocks

NGR

SO 22535 12681

Type

Stone Block

Site Status

None

Summary

2 partly exposed stone blocks *in situ* with single drilled hole along IWT003/001. Approx dimension 0.4m x 0.2m.

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Feature Number

IWT003/003

Name

Llam-march Tramroad Junction

NGR

SO 22558 12705

Type

Tramroad cutting

Site Status

None

Summary

Junction of tramroad spur in slight cutting depicted on 1st Edition OS, parallel with main track to Northeast of bridge.

Feature Number

IWT003/004

Name

Llam-march Tramroad Junction

NGR

SO 22052 12434

Type

Tramroad junction

Site Status

None

Summary

Junction of tramroad with incline noted by John Van Laun as E13.

Feature Number

IWT003/005

Name

Llam-march Tramroad Bridge Abutment

NGR

SO 23574 14034

Type

Revetment

Site Status

None

Summary

Possible bridge abutment and stone revetment.

Feature Number

IWT003/006

Name

Llam-march Tramroad Post Hole

NGR

SO 23618 14093

Type

Post hole

Site Status

None

Summary

Rectangular post setting approx 0.6m x 0.5m and 0.1m deep.

Feature Number

IWT003/007

Name

Llam-march Tramroad Stone Block

NGR

SO 23768 14127

Type

Stone block

Site Status

None

Summary

Stone block *in situ* with small drilled hole and wear mark.

Feature Number

IWT003/008

Name

Llam-march Tramroad Drain

NGR

SO 24144 14286

Type

Drain Pipe

Site Status

None

Summary

Exposed iron drainage pipe running through track bed.

Feature Number

IWT003/009

Name

Llam-march Tramroad Stone Block

NGR

SO 24149 14286

Type

Stone block

Site Status

None

Summary

Stone block with rail groove, out of *situ*, used in construction of stone lined water channel.

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Feature Number IWT003/010	Name Llam-march Tramroad Stone Blocks	
NGR SO 24189 14286	Type Stone block	Site Status None

Summary
Series of 5 exposed stone blocks *in situ* with drilled holes and wear marks.

Feature Number IWT003/011	Name Llam-march Tramroad Stone Block	
NGR SO 24209 14286	Type Stone block	Site Status None

Summary
Stone block with 1 drilled hole, *in situ*.

Feature Number IWT003/012	Name Llam-march Tramroad Stone Block	
NGR SO 24245 14421	Type Stone block	Site Status None

Summary
Stone block with 1 drilled hole, out of *situ*, used in construction of stone lined drainage channel. Other similar channels in close proximity.

Feature Number IWT003/013	Name Structure Llam-march Tramroad	
NGR SO 24258 14420	Type Building	Site Status None

Summary
Stone built structure to south of tramroad shown on 1st edition OS.

Feature Number IWT004/001	Name Clydach Railroad Stone block	
NGR SO 1801 1139	Type Stone block	Site Status None

Summary
Exposed stone block with wear mark from bar rail.

Feature Number IWT004/002	Name Clydach Railroad Stone blocks	
NGR SO 1834 1129 - SO 1834 1130	Type Stone block	Site Status None

Summary
Series of 9 partly exposed stone blocks with rectangular wear marks and some with single drilled hole.

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Feature Number IWT004/003	Name Clydach Railroad Stone block	
NGR SO 2029 1235	Type Stone block	Site Status None

Summary
Stone block with 2 drilled holes found out of *situ*.

Feature Number IWT004/004	Name Clydach Railroad Culvert	
NGR SO 2205 1273	Type Culvert	Site Status None

Summary
Single arched culvert, concrete replacement. Original dry stone revetment surviving to either side of opening.

Feature Number IWT004/005	Name Clydach Railroad Machine house	
NGR SO 24179 14375	Type Building	Site Status None

Summary
Machine House, constructed by 1798 and used for weighing by Clydach Railroad.

Feature Number IWT004/006	Name Clydach Railroad Bridge	
NGR SO 23030 13770	Type Tramroad bridge	Site Status None

Summary
Tramroad bridge under modern road near Bethlehem Chapel, Maesygwartha

Feature Number IWT005/001	Name Bailey's Llangattock Tramroad Causeway	
NGR SO 20661 12864	Type Tramroad causeway	Site Status None

Summary
Causeway at Nant y Hafod

Feature Number IWT005/002	Name Bailey's Llangattock Tramroad Causeway	
NGR SO 21880 14830	Type Tramroad causeway	Site Status None

Summary
Tramroad causeway at Wern Watcyn.

Feature Number IWT006/001	Name Disgwyllfa Main Tramroad Cutting	
NGR1 SO 20312 13303	NGR2	Type Tramroad cutting
		Site Status None

Summary
Slight cutting each side of track.

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Feature Number IWT006/002	Name Disgwylfa Main Tramroad Cutting	
NGR SO 20210 13264 - SO 20135 13242	Type Tramroad cutting	Site Status None

Summary
Cutting approx 2m high and 2m wide at base, no surface features visible.

Feature Number IWT006/003	Name Quarry Adjacent to Disgwylfa Main Tramroad	
NGR SO 20135 13242	Type Quarry	Site Status None

Summary
Quarry scoop and debris on lower and upper slope of tramroad embankment.

Feature Number IWT006/004	Name Disgwylfa Main Tramroad Cutting	
NGR SO 20351 13384	Type Tramroad cutting	Site Status None

Summary
Cutting approx. 1m high.

Feature Number IWT006/005	Name Disgwylfa Main Tramroad Causeway	
NGR SO 20433 13469 - SO 20487 13498	Type Tramroad causeway	Site Status None

Summary
Raised causeway with bridge abutment, grassed over. Approx. 0.8m high, width of track across top 0.75m, total width of feature 5m.

Feature Number IWT006/006	Name Disgwylfa Main Tramroad Stone Blocks	
NGR SO 20607 13540 - SO 20623 13540	Type Stone blocks	Site Status None

Summary
Exposed stone blocks *in situ* with intact stone track bed. No holes or wear marks visible on blocks. Running approx. 16m

Feature Number IWT006/007	Name Quarry Adjacent to Disgwylfa Main Tramroad	
NGR SO 20666 13538	Type Quarry	Site Status None

Summary
Small quarry scoop alongside track approx. 8m long, nearly completely grassed over.

Feature Number IWT006/008	Name Disgwylfa Main Tramroad Stone Blocks	
NGR SO 20686 13524	Type Stone block	Site Status None

Summary
Series of approx 17 partly exposed stone blocks average 1m apart 0.25m x 0.4m, no holes visible possibly slight wear.

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Feature Number IWT006/009	Name Disgwylfa Main Tramroad Cutting	
NGR SO 20812 13507 - SO 20855 13521	Type Tramroad cutting	Site Status None
Summary Cutting, grassed over 1.5m high on North side of track, 0.7m high on South side. Width at base approx. 2.4m		

Feature Number IWT006/010	Name Disgwylfa Main Tramroad Causeway	
NGR SO 20855 13521 - SO 20916 13554	Type Tramroad causeway	Site Status None
Summary Embanked causeway leading across bog approx. 1.5m wide, some partly exposed stone blocks and revetment. No visible sign of culvert. Downslope side is approx 1.5m high. Bog has broken through and is covering embankment at East end.		

Feature Number IWT006/011	Name Disgwylfa Main Tramroad Cutting	
NGR SO 21031 13542	Type Tramroad cutting	Site Status None
Summary Minor cutting approx. 0.4m high.		

Feature Number IWT006/012	Name Disgwylfa Main Tramroad Cutting	
NGR SO 21185 13548	Type Tramroad cutting	Site Status None
Summary Slight cutting approx 1m high on North side of track, 0.5m high on South side. Width at base approx 2.5m. Grassed over		

Feature Number IWT006/013	Name Disgwylfa Main Tramroad Culvert	
NGR SO 21217 13550	Type Culvert	Site Status None
Summary Collapsed stone culvert with exposed stone revetment, 1 course high.		

Feature Number IWT006/014	Name Disgwylfa Main Tramroad Revetment	
NGR SO 21319 13548 - SO 21436 13520	Type Quarry	Site Status None
Summary Section of exposed dry stone revetment approx 6 courses high. Nearby is a quarry and area of scree.		

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Feature Number IWT006/015	Name Disgwylfa Main Tramroad Causeway
NGR SO 21531 13501 - SO 21614 13548	Type Tramroad Causeway
	Site Status None

Summary
Substantial stone revetted causeway approx 7 courses high (1.5m) with 2 parallel lines of exposed stone blocks. Gauge of track estimated to be approx 3ft

Feature Number IWT006/016	Name Disgwylfa Main Tramroad Cutting
NGR SO 21655 13629 - SO 21689 13681	Type Tramroad cutting
	Site Status None

Summary
Cutting approx 2m wide at base and max height approx 1m.

Feature Number IWT006/017	Name Quarry Adjacent to Disgwylfa Main Tramroad
NGR SO 21804 14197	Type Quarry
	Site Status None

Summary
Semi-circular quarry scoop, upslope to West side of track and spoil tip, downslope to East side of track.

Feature Number IWT006/018	Name Disgwylfa Main Tramroad Junction
NGR SO 21824 14281	Type Tramroad junction
	Site Status None

Summary
Junction with IWT006c.

Feature Number IWT006/019	Name Disgwylfa Main Tramroad Cutting
NGR SO 21848 14305	Type Tramroad cutting
	Site Status None

Summary
Narrow cutting approx 1.5m high and 1.1m wide at base.

Feature Number IWT006/020	Name Disgwylfa Main Tramroad Cutting
NGR SO 21707 13968	Type Tramroad cutting
	Site Status None

Summary
Slight cutting approx. 0.75m high, 2m wide at base and 20m long.

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Feature Number	Name	Type	Site Status
IWT006/021	Disgwylfa Main Tramroad Junction		
NGR SO 21708 13807		Tramroad junction	None

Summary

Junction with IWT006b, noted as Disgwylfa East by John Van Laun

Feature Number	Name	Type	Site Status
IWT006/022	Disgwylfa Main Tramroad Stone Blocks		
NGR SO 21692 13678 - SO 21708 13807		Tramway	None

Summary

Double width track with some partly exposed stone blocks no wear marks or holes visible. Suggested by JVL to be a siding for storing trams.

Feature Number	Name	Type	Site Status
IWT006a/001	Disgwylfa Pant Draenog Tramroad Causeway		
NGR SO 21690 13772		Tramroad causeway	None

Summary

Causeway approx 1m high constructed of rough stone boulders approx 3 courses high.

Feature Number	Name	Type	Site Status
IWT006a/002	Disgwylfa Pant Draenog Tramroad Causeway		
NGR SO 21687 13815		Tramroad causeway	None

Summary

Minor causeway across shallow gully, roughly constructed similar to IWT006a/001.

Feature Number	Name	Type	Site Status
IWT006a/003	Quarry Adjacent to Disgwylfa Pant Draenog Tramroad		
NGR SO 21676 14025		Hollow way	None

Summary

Linear hollow adjoining East side of tramroad.

Feature Number	Name	Type	Site Status
IWT006a/004	Disgwylfa Pant Draenog Tramroad Junction		
NGR SO 21691 13683		Tramroad junction	None

Summary

Junction with main line IWT006.

Feature Number	Name	Type	Site Status
IWT006b/001	Disgwylfa East Tramroad Revetment		
NGR SO 21709 13808 - SO 21708 13847		Revetment	None

Summary

Rough stone boulder revetment approx. 3 courses high (0.6m)

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Feature Number	Name	Type	Site Status
IWT006b/002	Disgwylfa East Tramroad Stone Block		
NGR SO 21709 13908		Stone block	None

Summary

Stone block with single hole found to East of track. Approx. 0.47m x 0.31m. Nearby is a partly exposed stone block 0.31m x 0.17m, no visible hole or wear.

Feature Number	Name	Type	Site Status
IWT006b/003	Disgwylfa East Tramroad Stone Block		
NGR SO 21760 14019		Rock cannon	None

Summary

Large stone block found to East side of tramroad. Approx. 0.67m x 0.54m. 4 holes approx 0.05m in diameter in rectangular shape with 1 smaller hole in the middle. Another large boulder to South about the same size, no holes on exposed surface. Possible rock cannon

Feature Number	Name	Type	Site Status
IWT006b/004	Disgwylfa East Tramroad Cutting		
NGR SO 21773 14029		Tramroad cutting	None

Summary

Cutting approx 0.5m high on East side, 1.2m high on West.

Feature Number	Name	Type	Site Status
IWT006b/005	Disgwylfa East Tramroad Cutting		
NGR SO 21833 14083		Tramroad cutting	None

Summary

Slight, short cutting approx 21m in length.

Feature Number	Name	Type	Site Status
IWT006b/006	Quarry Adjacent to Disgwylfa East Tramroad		
NGR SO 21853 14083		Quarry	None

Summary

Small quarry scoop to West of track.

Feature Number	Name	Type	Site Status
IWT006c/001	Disgwylfa West Tramroad Cutting		
NGR SO 21824 14281 - SO 21725 14442		Tramroad cutting	None

Summary

Substantial cutting running Northwest at junction with main line leading through a number of quarries. Approx 0.8m wide and over 4m high. Depicted on 1st Edition OS.

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Feature Number IWT006c/002	Name Disgwylfa West Tramroad Cutting	Type Tramroad cutting	Site Status None
NGR SO 21371 14576 - SO 21286 14593			

Summary
Cutting to West of 'old' quarries depicted on 1st Edition OS.

Feature Number IWT006c/003	Name Disgwylfa West Tramroad Revetment	Type Revetment	Site Status None
NGR SO 21670 14494 - SO 21532 14541			

Summary
Exposed ballasted revetment along tramroad embankment.

Feature Number IWT006c/004	Name Disgwylfa West Tramroad Junction	Type Tramroad junction	Site Status None
NGR SO 21665 14510			

Summary
Tramroad junction for branch to Disgwylfa North, noted as G12 by John Van Laun.

Feature Number IWT006c/005	Name Disgwylfa West Tramroad Stone Blocks	Type Stone block	Site Status None
NGR SO 21428 14574 - SO 21344 14589			

Summary
2 parallel lines of exposed stone blocks with stone track bed intact heading towards small track side quarry. No holes or wear marks.

Feature Number IWT006c/006	Name Disgwylfa West Tramroad Cutting	Type Tramroad cutting	Site Status None
NGR SO 21200 14677			

Summary
Slight cutting

Feature Number IWT006c/007	Name Disgwylfa West Tramroad Causeway	Type Tramroad causeway	Site Status None
NGR SO 21269 14606 - SO 21217 14643			

Summary
High ballasted causeway across boggy area, stone blocks visible on surface, no drilled holes or wear visible. Approx 1.8m high.

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Feature Number	Name	Type	Site Status
IWT006e/001	Disgwylfa Main (south) Tramroad Stone Blocks		
NGR			
SO 19233 12521		Stone block	None

Summary

Series of partly exposed stone blocks leading to stile, no drilled holes or wear marks visible.

Feature Number	Name	Type	Site Status
IWT006e/002	Disgwylfa Main (south) Tramroad Revetment		
NGR			
SO 19203 12618		Revetment	None

Summary

Stone revetment constructed of squared off angular blocks approx 3 courses high (0.5m).

Feature Number	Name	Type	Site Status
IWT006e/003	Disgwylfa Main (south) Tramroad Cutting		
NGR			
SO 19196 12721		Tramroad cutting	None

Summary

Cutting on West side of track approx 1.75m high. 2 spoil tips to East of track approx. 2m high.

Feature Number	Name	Type	Site Status
IWT007/001	Trevil Railroad Main Line Sleepers		
NGR			
SO 1414 1154		Wooden sleepers	None

Summary

Several sleepers found in vicinity with cut grooves for chair and spike holes, out of *situ*. Approx dimensions 2.59m in length, 0.26m wide. Groove for chair 0.71m wide, 2 holes 0.28m apart. Gauge 1.53m (5ft)

Feature Number	Name	Type	Site Status
IWT007/002	Trevil Railroad Main Line Stone Blocks		
NGR			
SO 1387 1172		Stone Block	None

Summary

Series of exposed stone blocks *in situ* running for approx 7.5m. With good example of rectangular wear marks from chair approx 0.28m x 0.12m, 0.005m deep and 2 drilled holes approx 0.22m apart. A wooden sleeper is located between 1st and 2nd stone from the east. Stone track bed still intact.

Feature Number	Name	Type	Site Status
IWT007/003	Trevil Railroad Main Line Revetment		
NGR			
SO 1379 1174		Revetment	None

Summary

Exposed dry stone revetment approx 4m in length to South side of track. 1 course approx 0.13m high exposed through grass, total height of grassed over bank approx 1m. Average block size 0.61m x 0.34m.

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Feature Number	Name		
IWT007/004	Trevil Railroad Main Line Culvert		
NGR	Type	Site Status	
SO 1372 1175	Culvert	None	

Summary

Broken culvert and adjacent revetting approx. 2 courses high. Culvert blocked by masonry.

Feature Number	Name		
IWT007/005	Trevil Railroad Main Line Embankment		
NGR	Type	Site Status	
SO 1369 1174	Revetment	None	

Summary

Embankment cut away to reveal 2 courses of dry stone revetting on South side of track, embankment approx 0.75m high.

Feature Number	Name		
IWT007/006	Trevil Railroad Main Line Passing Loop		
NGR	Type	Site Status	
SO 13653 11742	Passing loop	None	

Summary

Junction of passing loop as shown on 1st Edition OS.

Feature Number	Name		
IWT007/007	Trevil Railroad Main Line Stone Block		
NGR	Type	Site Status	
SO 1347 1211	Stone block	None	

Summary

Stone block with very deep wear mark from rail and chair. Very good example.

Feature Number	Name		
IWT007/008	Quarry scoop Adjacent to Trevil Railroad Main Line		
NGR	Type	Site Status	
SO 1347 1214	Quarry	None	

Summary

Hollow/scoop and linear platform, downslope to West of original loop of tramroad. Quarry scoop also present upslope on East side.

Feature Number	Name		
IWT007/009	Trevil Railroad Main Line Sleepers		
NGR	Type	Site Status	
SO 1347 1221	Revetment	None	

Summary

Series of sleeper impressions along exposed section of stone revetment. Revetment approx. 3-4 courses high constructed of rough stone blocks.

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Feature Number	Name	Type	Site Status
IWT007/010	Trevil Railroad Main Line Culvert		
NGR SO 1344 1228		Culvert	None

Summary

Dry stone built culvert approx. 3 courses high with rectangular lintel. Dimensions of opening approx. 0.25m high, 0.45m wide. Total height approx 0.53m, total width 1.7m. Some collapsed masonry.

Feature Number	Name	Type	Site Status
IWT007/011	Trevil Railroad Main Line Drain		
NGR SO 1342 1236		Drain	None

Summary

Iron drain pipe protruding from track to west, draining water into gorge.

Feature Number	Name	Type	Site Status
IWT007/012	Trevil Railroad Main Line Bridge		
NGR SO 1343 1249		Bridge	None

Summary

Single arched bridge carrying tramroad over Nant Milgaw, one of two in this section of tramroad. Constructed of rough stone blocks brought to course, revetment and abutments partially collapsed. To North side condition is worse and archway is blocked with rubble. Identified as K4 by John Van Laun.

Feature Number	Name	Type	Site Status
IWT007/013	Trevil Railroad Main Line Bridge		
NGR SO 1338 1251		Bridge	None

Summary

Single arched bridge carrying tramroad over Nant Milgaw, one of two in this section of tramroad. Constructed of rough stone blocks built in stepped courses, slightly damaged revetting above, North side collapsed littered with dead trees. Circumference approx. 0.95m. Identified as K4 by John Van Laun.

Feature Number	Name	Type	Site Status
IWT007/014	Trevil Railroad Main Line Revetment		
NGR SO 1335 1249 - SO 1336 1242		Revetment	None

Summary

Exposed stone revetment on West side of track, approx 0.4m high. May relate to passing loop depicted on 1st Edition OS. Continues sporadically along the track.

Feature Number	Name	Type	Site Status
IWT007/015	Scouring alongside Trevil Railroad Main Line		
NGR SO 1335 1249		Leat	None

Summary

Linear scours alongside East of track. Similar features are found across the gorge on East side of tramroad loop.

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Feature Number IWT007/016	Name Trevil Railroad Main Line Culvert	
NGR SO 1335 1233	Type Culvert	Site Status None

Summary
Roughly circular arched culvert, blocked inside and adjacent revetting. Constructed of squared off blocks of stone, roughly coursed. Opening is approx. 0.75m high, 0.95m wide.

Feature Number IWT007/017	Name Trevil Railroad Main Line Revetment	
NGR SO 1329 1224	Type Revetment	Site Status None

Summary
Exposed revetment to either side of track, 2-3 courses high constructed of roughly squared off stone blocks.

Feature Number IWT007/018	Name Trevil Railroad Main Line Culvert	
NGR SO 1225 1274	Type Culvert	Site Status None

Summary
Partly exposed, blocked stone culvert with flat lintel.

Feature Number IWT007/019	Name Trevil Railroad Main Line Tramroad Formation	
NGR SO 1290 1226 - SO 1302 1229 Tramway	Type None	Site Status

Summary
Surviving section of original tramroad, identified as K2 by John Van Laun. Grassed over sleeper imprints are visible.

Feature Number IWT007/020	Name Trevil Railroad Main Line Culvert	
NGR SO 1295 1231	Type Culvert	Site Status None

Summary
Square dry stone culvert below IWT007/019 depicted in Fig 93 in John Van Laun. Revetment is bowed on S side of track and on N side of track the revetment forms a semicircle on either side of culvert.

Feature Number IWT007/021	Name Trevil Railroad Main Line Culvert	
NGR SO 1307 1229	Type Culvert	Site Status None

Summary
Stone culvert, extended to South end with replaced wooden lintel. North end is bowed similar to that of IWT007/20.

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Feature Number	Name	Type	Site Status
IWT007/022	Trevil Railroad Main Line Culvert		
NGR SO 1317 1225		Culvert	None

Summary

Stone culvert, partially collapsed with flat stone lintel. Only South opening is visible approx 0.35m x 0.25m. Lintel approx 0.1m tall.

Feature Number	Name	Type	Site Status
IWT007/023	Trevil Railroad Main Line Passing Loop		
NGR SO 1265 1232 - SO 1270 1231		Passing loop	None

Summary

Junction of passing loop depicted on 1st Edition OS with sleeper imprints, one sleeper is partly exposed.

Feature Number	Name	Type	Site Status
IWT007/024	Trevil Railroad Main Line Causeway		
NGR SO 1343 1249 - SO 1338 1251		Tramroad causeway	None

Summary

Tramroad causeway, bank and stone revetment including 2 bridges (IWT007/012 and IWT007/013). See John Van Laun K3, K4, K5.

Feature Number	Name	Type	Site Status
IWT007/025	Trevil Railroad Main Line Sleepers		
NGR SO 1336 1242		Wooden sleepers	None

Summary

Sleeper imprints along West side of original tramroad loop.

Feature Number	Name	Type	Site Status
IWT007/026	Trevil Railroad Main Line Revetment		
NGR SO 1336 1241		Revetment	None

Summary

Exposed revetment downslope on East side of tramroad, partially collapsed. Exposed section is approx 15m in length.

Feature Number	Name	Type	Site Status
IWT008/001	Rassau Railroad Boundary Marker		
NGR SO 1650 1131		Boundary marker	None

Summary

Boundary marker with the inscription "GW Railway and COs Boundary 1900"

Feature Number	Name	Type	Site Status
IWT008/002	Rassau Railroad Revetment		
NGR SO 1650 1131		Revetment	None

Summary

Single course of revetment approx 0.15m high exposed through long grass.

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Feature Number	Name		
IWT009/001	Hall's Trevil Tramroad Junction		
NGR	Type	Site Status	
SO 1170 1354	Tramroad junction	None	

Summary

Junction of tramroad branch leading to quarry from main track, shown on 1st Edition OS.

Feature Number	Name		
IWT009/002	Hall's Trevil Tramroad Cutting		
NGR	Type	Site Status	
SO 11939 13006	Tramroad Cutting	None	

Summary

Cutting approx 1m high, 3.5m wide. Grassed over, no surface remains visible on track bed.

Feature Number	Name		
IWT010/001	Rhymney tramroad Branch Revetment		
NGR	Type	Site Status	
SO 10842 09157	Revetment	None	

Summary

Stone revetment along road side of slight tramroad incline IWT010(i). 2-3 courses high at this point of roughly squared off blocks of sandstone with some blocks of slag along the top.

Feature Number	Name		
IWT011/001	Morlais East Tramroad Stone Block		
NGR	Type	Site Status	
SO 0593 0957	Stone block	None	

Summary

Complete stone block for chair with 2 drilled holes for bar rail, no visible wear. Not *in situ*.

Feature Number	Name		
IWT011/002	Morlais East Tramroad Culvert		
NGR	Type	Site Status	
SO 0593 0956	Culvert	None	

Summary

Stone lintel for drain

Feature Number	Name		
IWT011/003	Morlais East Tramroad Revetment		
NGR	Type	Site Status	
SO 0592 0959 - SO 0589 0966	Revetment	None	

Summary

Lower brick revetment wall running along east side of main track. Ranging from 0.3m in height at the southern end to over 1.5m at its northern end. Possible siding associated with nearby red brick building.

Feature Number	Name		
IWT011/004	Morlais East Tramroad Iron Tramroad Chair		
NGR	Type	Site Status	
SO 0591 0961	Iron Tramroad Chair	None	

Summary

2 iron chairs not *in situ* approx 3m apart

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Feature Number	Name		
IWT011/005	Morlais East Tramroad Wooden Sleepers		
NGR	Type	Site Status	
SO 0591 0961	Wooden sleeper	None	

Summary

Exposed end of wooden sleeper in a series of grassed "bumps" i.e. buried sleepers running north along IWT011/003. This area is also strewn with stone blocks with 2 drilled holes such as IWT011/06 and 07

Feature Number	Name		
IWT011/006	Morlais East Tramroad Stone Block		
NGR	Type	Site Status	
SO 0591 0961	Stone block	None	

Summary

Complete stone block with 2 drilled holes, no wear marks. Not *in situ*, found on IWT011/003.

Feature Number	Name		
IWT011/007	Morlais East Tramroad Stone Block		
NGR	Type	Site Status	
SO 0590 0966	Stone block	None	

Summary

Complete stone block with 2 drilled holes, no wear marks. Not *in situ*, found on IWT011/003.

Feature Number	Name		
IWT011/008	Limekiln adjacent to Morlais East Tramroad		
NGR	Type	Site Status	
SO 0590 0966	Limekiln	None	

Summary

Probable limekiln alongside east of track

Feature Number	Name		
IWT011/009	Morlais East Tramroad Wooden Sleepers		
NGR	Type	Site Status	
SO 0557 0992	Wooden sleeper	None	

Summary

3 exposed wooden sleepers running eastwest to N side of present day walking track

Feature Number	Name		
IWT011/010	Morlais East Tramroad Wooden Sleepers		
NGR	Type	Site Status	
SO 05837 09845	Wooden sleeper	None	

Summary

Series of exposed wooden sleepers running to North side of present walking track. The tramroad track continues below surface and are visible as a series of low grassed bumps.

Feature Number	Name		
IWT011/011	Structure Morlais East Tramroad		
NGR	Type	Site Status	
SO 0534 0992	Building	None	

Summary

Ruinous yellow brick building

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Feature Number	Name		
IWT011/012	Structure Morlais East Tramroad		
NGR	Type	Site Status	
SO 0530 0994	Quarry building	None	

Summary

Remains of quarry hut? Small rectangular brick and stone built building. Built into rock outcrop approx 2m x 3m. Maybe others in poorer condition nearby.

Feature Number	Name		
IWT011/013	Tramroad Junction Morlais East Tramroad		
NGR	Type	Site Status	
SO 05130 09989	Tramroad junction	None	

Summary

Junction of spur from main line? to quarry face with sleepers exposed.

Feature Number	Name		
IWT012/001	Morlais West Tramroad Stone Blocks		
NGR	Type	Site Status	
SO 0487 0922 - SO 0477 0943	Stone block	None	

Summary

Series of stone blocks *in situ* pre1830 with bar rail holes and wear marks.

Feature Number	Name		
IWT012/002	Morlais West Tramroad Revetment		
NGR	Type	Site Status	
SO 0483 0926	Revetment	None	

Summary

Stone revetment several courses high on upper slope to east of tramroad. Partially masked, approx 12m in length, 0.5m high.

Feature Number	Name		
IWT012/003	Morlais West Tramroad Stone Blocks		
NGR	Type	Site Status	
SO 0479 0936	Stone block	None	

Summary

Continuation of track, 2 parallel lines of stone blocks with wear marks and holes.

Feature Number	Name		
IWT012/004	Quarry adjacent to Morlais West Tramroad		
NGR	Type	Site Status	
SO 0477 0944	Quarry	None	

Summary

Quarry scoop east side of track cut into embankment

Feature Number	Name		
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IWT012/005	Morlais West Tramroad Stone Blocks		
NGR1 SO 0475 0952	NGR2 SO 0474 0955	Type Stone block	Site Status None

Summary

2 parallel lines of stone blocks with wear marks and holes *in situ*

Feature Number IWT012/006	Name Quarry adjacent to Morlais West Tramroad		
NGR SO 0472 0959		Type Quarry	Site Status None

Summary

2 quarry scoops cut into east embankment approx 20m apart

Feature Number IWT012/007	Name Morlais West Tramroad Stone Blocks		
NGR SO 0470 0968		Type Stone block	Site Status None

Summary

Start of 4 parallel lines of stone blocks, a lower line post1830 (with later spurs of wooden sleepers) and an upper line pre1830 leading to the quarry face. Nearby is a ruinous building of faced stone possible quarry hut.

Feature Number IWT012/008	Name Tramroad Junction Morlais West Tramroad		
NGR SO 0469 0969		Type Tramroad junction	Site Status None

Summary

Junction between two pairs of lines (IWT012/007)

Feature Number IWT012/009	Name Tramroad Junction Morlais West Tramroad		
NGR SO 0467 0978		Type Tramroad junction	Site Status None

Summary

Junction for spur off line to quarry face (IWT012/007), the spur has been lost to later quarrying

Feature Number IWT012/010	Name Morlais West Tramroad Sleepers		
NGR SO 0466 0986		Type Wooden sleeper	Site Status None

Summary

Sleeper imprints on post1830 lower line (IWT012/007) near Ponsarn bridge

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Feature Number IWT012/011	Name Structure Morlais West Tramroad	
NGR SO 0486 0996	Type Building	Site Status None

Summary
Ruinous rectangular building 3x2.5m

Feature Number IWT012/012	Name Tramroad Formation Morlais West	
NGR SO 0484 0930 - SO 0485 0943	Type Tramroad embankment	Site Status None

Summary
Tack formation relating to T3 in John Van Laun, no visible surface remains

Feature Number IWT013/001	Name Tappendens' Tramroad Stone Blocks	
NGR SN 9902 0435 - SN 9902 0439	Type Stone block	Site Status SAM GM411

Summary
Turnout and series of large stone blocks with rail wear marks and 2 drilled holes running over Gelli-Isaf bridge (SAM GM411). The blocks average 0.49m x 0.39m with the distance between the centres of the holes being 0.13m. A further 3 blocks are found *in situ* along the track to the east at SN 9907 0442, again with rail wear but have been slightly disturbed by erosion.

Feature Number IWT013/002	Name Tappendens' Tramroad Drain	
NGR SO 0125 0271	Type Drain	Site Status None

Summary
Iron pipe for drain and possible adit to west of track.

Feature Number IWT013/003	Name Tappendens' Tramroad Stone Block	
NGR SO 0125 0274	Type Stone block	Site Status None

Summary
Stone block for tramroad with some wear, *in situ*.

Feature Number IWT013/004	Name Tappendens' Tramroad Sleeper	
NGR SO 01215 02779	Type Wooden sleeper	Site Status None

Summary
Partly exposed wooden sleeper possibly *in situ*, approx 7m to North of IWT013/003.

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Feature Number	Name	Type	Site Status
IWT013/005	Tappendens' Tramroad Crane Pivot		
NGR			
SO 0129 0238		Crane pivot	None

Summary
Iron canal side object. Cast iron crane pivot as described by Mear 1999.

Feature Number	Name	Type	Site Status
IWT013/006	Tappendens' Tramroad Stone Blocks		
NGR			
SO 0042 0304		Stone block	None

Summary
2 partly exposed stone blocks *in situ* with 2 drilled holes and slight wear from bar rail

Feature Number	Name	Type	Site Status
IWT013/007	Tappendens' Tramroad Stone Block		
NGR			
SO 0039 0309		Stone block	None

Summary
Complete stone block found out of *situ*, 2 drilled holes but no obvious wear marks.

Feature Number	Name	Type	Site Status
IWT013/008	Tappendens' Tramroad Stone Block		
NGR			
SO 0034 0325		Stone block	None

Summary
2 stone blocks out of *situ* approx 20m apart. One has 3 drilled holes and wear marks from chair. The other has a worn linear groove from rail. Found to west of track.

Feature Number	Name	Type	Site Status
IWT013/009	Tappendens' Tramroad Stone Block		
NGR			
SO 0037 0330		Stone block	None

Summary
Part exposed stone block *in situ*, 1 drilled hole visible. Wear marks possibly from plate rail.

Feature Number	Name	Type	Site Status
IWT013/010	Tappendens' Tramroad Stone Block		
NGR			
SO 0030 0341		Stone block	None

Summary
Complete stone block, not *in situ*. 1 drilled hole and wear marks from plate. Found on east side of track.

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Feature Number	Name		
IWT013/011	Tappendens' Tramroad Stone Block		
NGR	Type	Site Status	
SO 0024 0345	Stone block	None	

Summary

Stone block with wear marks *in situ*. Approx 4m to Northwest a number of displaced stone blocks now lie in a stream gully flowing into the River Cynon. Some have drilled holes and wear marks.

Feature Number	Name		
IWT013/012	Tappendens' Tramroad Stone Block		
NGR	Type	Site Status	
SO 00156 03556	Stone block	None	

Summary

Exposed stone block with a drilled hole and chair wear mark *in situ*. Approx dimensions 0.46m x 0.38m, linear wear mark 0.11m x 0.31m, semicircular wear mark 0.04m radius. One similar to this lies approx 7m to the Northwest.

Feature Number	Name		
IWT013/013	Tappendens' Tramroad Stone Blocks		
NGR	Type	Site Status	
SO 00203 03500 - SO 00190 03515	Stone block	None	

Summary

Series of 6 exposed stone blocks *in situ* with varying number of drilled holes i.e., 0,1,2 or 3 average dimension 0.4m x 0.35m. Running near edge of river bank along South edge of track to join with middle of track. Possible passing loop or turnout junction. Track bed make up of small stones visible on surface.

Feature Number	Name		
IWT013/014	Tappendens' Tramroad Revetment		
NGR	Type	Site Status	
SO 00203 03500	Revetment	None	

Summary

Stone revetment under IWT013/013 and continuing North on river side of track. Approx total length 38m, including abutment for possible bridge 6m long, jutting out approx 1m. Constructed of squared off stone blocks approx 1.8m high.

Feature Number	Name		
IWT013/015	Tappendens' Tramroad Stone Blocks		
NGR	Type	Site Status	
SO 0017 0353	Stone block	None	

Summary

3 exposed stone block *in situ*, each with 2 drilled holes approx 1.25m apart. Track bed of small stones still intact in places.

Feature Number	Name		
IWT013/016	Tappendens' Tramroad Stone Blocks		
NGR	Type	Site Status	
SO 0015 0357	Stone block	None	

Summary

2 Partly exposed stone blocks *in situ*. Nearby tramroad blocks are strewn down the banking on river side of tramroad, one has noticeable wear.

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Feature Number IWT013/017	Name Boundary wall for Aberdare House, adjacent to Tappendens' Tramroad
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NGR SO 00354 03361 - SO 00479 02969	Type Wall	Site Status None
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Summary

Boundary wall for Aberdare House, ironmasters residence. Running along East side of track, approx 2.4m high, constructed of squared off stone blocks.

Feature Number IWT013/018	Name Tappendens' Tramroad Culvert
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NGR SO 00135 03577	Type Tramroad culvert	Site Status None
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Summary

Culvert created from dry stone blocks from tramroad. Nearby on the track are 2 stone blocks *in situ* with 2 drilled holes.

Feature Number IWT013/019	Name Tappendens' Tramroad Stone Blocks
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NGR SO 0011 0359 - SO 0017 0362	Type Stone block	Site Status None
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Summary

23 exposed stone blocks *in situ* with drilled holes and wear marks running at slight angle to footpath and curving around to Northwest. Downhill is a small track and bridge.

Feature Number IWT013/020	Name Tappendens' Tramroad Stone Blocks
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NGR SN 9993 0362 - SO 0010 0362	Type Stone block	Site Status None
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Summary

Well preserved series of large exposed stone blocks *in situ* running sporadically for approximately 170m and crossing stone bridge IWT013/021. Other blocks are probably buried along this line. Around SO 0006 0361 both sides of the tramroad are exposed as 2 parallel lines of stones blocks. Blocks vary in number of drilled holes from 2, 1 or 0, some have iron spikes still *in situ* and good examples of wear marks for both chair and rail.

Feature Number IWT013/021	Name Bridge Tappendens' Tramroad
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NGR1 SO 0010 0362	Type Tramway bridge	Site Status None
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Summary

Single arched stone bridge over small stream a couple of partly exposed stone blocks on top belonging to IWT013/020. Constructed of squared off masonry blocks, random placement roughly brought to course and lime mortar. 4m wide across the top with no surviving parapet. Metal work is discarded under bridge and to the North part of a wall remains.

Feature Number IWT013/022	Name Tappendens' Tramroad Stone Blocks
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NGR SN 9981 0364 - SN 9990 0362	Type Stone block	Site Status None
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Summary

2 parallel lines of exposed stone blocks *in situ* with drilled holes and wear marks, slight revetment to North side of track. There is a slight break in the line but remains are possibly buried.

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Feature Number IWT013a/001	Name Incline on Tappendens' Tramroad West	
NGR SN 89142 06545 - SN 89217 06528	Type Tramway Inclined Plane	Site Status None

Summary
Incline of Tappendens' tramroad near Pont-Walby. Stone track bed in good condition, approx 1.95m wide. Rough cobbled stone surface with ridge running down centre, possibly for chain or brake groove. Area North of railway viaduct has been tarmaced over.

Feature Number IWT013a/002	Name Tappendens' Tramroad West Bridge	
NGR SN 92460 06199	Type Tramroad bridge	Site Status None

Summary
Arched stone tramroad bridge, squared off at one end.

Feature Number IWT013a/003	Name Tappendens' Tramroad West Causeway	
NGR SN 92077 06221	Type Tramroad causeway	Site Status None

Summary
Tramroad causeway and possible bridge/culvert.

Feature Number IWT014/001	Name Mr Glover's Railroad Stone Blocks	
NGR SN 95882 05751 - SN 9561 0556	Type Stone block	Site Status SAM BR157

Summary
Series of exposed stone blocks near clock tower. Track continues over stone built causeway

Feature Number IWT014/002	Name Mr Glover's Railroad Stone Blocks and Causeway	
NGR SN 9587 0585	Type Stone block	Site Status SAM BR157

Summary
About 6 exposed stone blocks with chair wear marks along the scheduled causeway; one has a spike *in situ*

Feature Number IWT014/003	Name Mr Glover's Railroad Heritage Trail	
NGR SN 95930 06081 - SN 95143 08447	Type Heritage trail	Site Status None

Summary
Penderyn quarry trail IWT014(ii)

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Feature Number

IWT014/004

Name

Mr Glover's Railroad Sleepers

NGR

SN 9528 0724

Type

Railway sleeper

Site Status

None

Summary

Concrete sleeper with 2 chairs found along East side of walking track. Has the inscription AS1 TBS along one side of the chair and 1943 LMS on the other.

Feature Number

IWT014/005

Name

Mr Glover's Railroad Sleepers

NGR

SN 95321 07575

Type

Railway sleeper

Site Status

None

Summary

Concrete sleeper with 2 chairs found along East side of walking track. Has the inscription AS1 TBS along one side of the chair and 1943 LMS on the other.

Feature Number

IWT014/006

Name

Mr Glover's Railroad Sleepers

NGR

SN 95318 07575

Type

Wooden sleeper

Site Status

None

Summary

Twentieth century wooden sleepers used as gate posts, other sleepers strewn to the side of the track.

Feature Number

IWT014/007

Name

Mr Glover's Railroad Culvert

NGR

SN 9526 0781

Type

Culvert

Site Status

None

Summary

Stone revetted culvert, arched and circular in shape

Feature Number

IWT014/008

Name

Mr Glover's Railroad Sleepers

NGR

SN 9526 0781

Type

Wooden sleeper

Site Status

None

Summary

Series of exposed wooden sleepers on track above culvert with metal spikes *in situ*, 55cm apart and 27cm wide. Wear from chairs 40x22 cm, spikes are 28cm apart

Feature Number

IWT014/009

Name

Mr Glover's Railroad Stone Block

NGR

SN 9521 0792

Type

Stone block

Site Status

None

Summary

Part of stone block with chair wear marks and drilled hole. Possibly *in situ*? Approx 16 x 32cm

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Feature Number IWT014/010	Name Mr Glover's Railroad Stone Block		
NGR SN 9520 0798	Type Stone block	Site Status None	

Summary
Part of stone block not *in situ* with spike hole

Feature Number IWT014/011	Name Mr Glover's Railroad Iron Rail		
NGR SN 9411 0907	Type Railway rail	Site Status None	

Summary
Length of iron rail

Feature Number IWT014/012	Name Mr Glover's Railroad Junction		
NGR1 SN 9406 0916	NGR2	Type Tramroad junction	Site Status None

Summary
Spur joining main route opposite quarry, possibly modern track, lies within private land

Feature Number IWT014/013	Name Mr Glover's Railroad Sleepers		
NGR SN 9398 0913	Type Wooden sleepers	Site Status None	

Summary
Approx 6 exposed wooden sleepers *in situ* near junction of possible minor spur from main tramroad not 1st Ed OS

Feature Number IWT014/014	Name Mr Glover's Railroad Junction		
NGR SN 94151 09020	Type Tramroad junction	Site Status None	

Summary
Spur off main track possibly identified on 1st Ed OS at SN 94151 09020

Feature Number IWT014/015	Name Quarry bay adjacent to Mr Glover's Railroad		
NGR SN 9392 0922	Type Tipping bay	Site Status None	

Summary
Possible tipping bay, rectangular level platform on stone revetment approx. 9x20m. Slopes uphill away from track, lots of stone rubble dumped around it.

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Feature Number	Name		
IWT014/016	Mr Glover's Railroad Plate		
NGR		Type	Site Status
SN 9391 0924		Tramroad plate	None

Summary
Partly exposed metal plate with lozenge shaped hole

Feature Number	Name		
IWT014/017	Quarry Features adjacent to Mr Glover's Railroad		
NGR		Type	Site Status
SN 9389 0925		Wheel	None

Summary
Area downslope east of main track revetment IWT014/018, contains 19th century wheel and various other features that need surveying. Wheel is of cross spoked design with diameter of 149cm(58 1/2in) and inscription S976 R White and Sons Whidnes Lincs.

Feature Number	Name		
IWT014/018	Mr Glover's Railroad Revetment		
NGR		Type	Site Status
SN 9389 0925		Revetment	None

Summary
Stone revetment approx 1.65m high

Feature Number	Name		
IWT014/019	Incline on Mr Glover's Railroad		
NGR		Type	Site Status
SN 9389 0923		Tramroad incline	None

Summary
Revetted incline of random stone blocks identifiable on 1st Ed OS, 0.95m high, approx 2m wide with metal spike *in situ*.

Feature Number	Name		
IWT014/020	Structure adjacent to Mr Glover's Railroad		
NGR		Type	Site Status
SN 9389 0923		Structure	None

Summary
Rectangular structure possible quarry hut to Southwest of IWT014/019

Feature Number	Name		
IWT014/021	Mr Glover's Railroad Platform		
NGR		Type	Site Status
SN 9391 0921		Structure	None

Summary
Rectangular platform and discarded rail

Feature Number	Name		
IWT014a/001	Mr Glover's Railroad Bryngwyn Extension Stone Block		
NGR		Type	Site Status
SN 9710 0458		Stone block	None

Summary
Stone block with single drilled hole and slight wear mark. Not *in situ*.

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Feature Number	Name
IWT014a/002	Mr Glover's Railroad Bryngwyn Extension Tramroad Formation

NGR	Type	Site Status
SN 9720 0453	Slag	None

Summary

Large block of glass slag exposed from erosion of grassed embankment IWT014a(i), approx dimensions 0.75m x 0.4m

Feature Number	Name
IWT015/001	Twynau Gwynion Line 1 Revetment

NGR	Type	Site Status
SO 0721 0998	Revetment	None

Summary

Stoned revetment and 3 stone blocks. Revetment 2 courses approx 0.5m high. Track bed built up quite high on revetment, width of track at this point approx 2.5m.

Feature Number	Name
IWT015/002	Junction of lines 1 and 2 Twynau Gwynion Tramroad

NGR	Type	Site Status
SO 0696 1008	Tramroad Junction	None

Summary

Junction of lines 1 and 2, Line 2 not as clearly visible as line 1. Located just past quarry 20G noted by John Van Laun.

Feature Number	Name
IWT015/003	Twynau Gwynion Tramroad Line 1 Stone Blocks

NGR	Type	Site Status
SO 0693 1011	Stone block	None

Summary

Partly exposed stone blocks *in situ*, 1 drilled hole at Southeast end of passing loop Northwest of IWT015/002.

Feature Number	Name
IWT015/004	Twynau Gwynion Tramroad Line 1 Passing Loop

NGR	Type	Site Status
SO 0682 1025 - SO 0693 1011	Passing Loop	None

Summary

Passing loop identified near quarry 21G by John Van Laun.

Feature Number	Name
IWT015/005	Junction of lines 1 and 2 Twynau Gwynion Tramroad

NGR	Type	Site Status
SO 07536 09771	Tramroad junction	None

Summary

Junction of lines 1 and 2 Southeast of Nant Tor-gwyn. Line 1 fragmentary to SE of this point as lost to bog encroachment.

Feature Number	Name
IWT015/006	Twynau Gwynion Tramroad Line 1 Bridge Abutments

NGR	Type	Site Status
SO 07516 09787	Bridge Abutment	None

Summary

Bridge abutments either side of stream (Nant Morlais) grassed over, no remains of bridge visible. Section of tramroad used by lines 1 and 2.

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Feature Number	Name		
IWT015/007	Twynau Gwynion Tramroad Line 1 Passing Loop		
NGR	Type	Site Status	
SO 0751 0982	Tramroad junction	None	

Summary
Junction of passing loop/siding from line 1/2.

Feature Number	Name		
IWT015/008	Quarries adjacent to Twynau Gwynion Tramroad Line 1		
NGR	Type	Site Status	
SO 0751 0984	Quarry	None	

Summary
3 quarry scoops to east of line 1/2 near junction IWT015/007. Probable construction quarries for abutments IWT015/006.

Feature Number	Name		
IWT015/009	Twynau Gwynion Tramroad Line 1 Revetment		
NGR	Type	Site Status	
SO 0749 0983	Revetment	None	

Summary
Exposed stone revetment, roughly squared off blocks and boulders. 2-3 courses high approx 0.75m high and 5m in length.

Feature Number	Name		
IWT015/010	Twynau Gwynion Tramroad Line 1 Junction		
NGR	Type	Site Status	
SO 0748 0990	Tramroad junction	None	

Summary
Later tramroad spur running above quarry, junction with lines 1 and 2.

Feature Number	Name		
IWT015/011	Twynau Gwynion Tramroad Line 1 Tramroad Formation		
NGR	Type	Site Status	
SO 07432 09974	Tramway	None	

Summary
Just South of this point the tramroad (Twynau Gwynion lines 1 and 2) have been damaged by expansion of the quarry. From this point the formation is still visible as a low bank.

Feature Number	Name		
IWT015/012	Twynau Gwynion Tramroad Line 1 Bridge Abutments		
NGR	Type	Site Status	
SO 0743 0998	Bridge abutment	None	

Summary
Bridge abutments either side of leat near to quarries noted by John Van Laun as 45G. No remains of the bridge are visible.

Feature Number	Name		
IWT015/013	Twynau Gwynion Tramroad Line 1 Revetment		
NGR	Type	Site Status	
SO 0710 0998	Revetment	None	

Summary
Exposed revetment 3-4 courses high of random stone rubble. Over 30m long and 0.75m high near junction of lines 1 and 2. Good formation definition.

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Feature Number IWT015a/001	Name Twynau Gwynion Tramroad Line 2 Revetment		
NGR SO 0725 1000	Type Revetment	Site Status None	
Summary Exposed stone revetment and good surviving track formation. Raised embankment approx. 1m wide. Track 3m wide in total.			
Feature Number IWT015a/002	Name Twynau Gwynion Tramroad Line 2 Junction		
NGR SO 0707 1001	Type Tramroad junction	Site Status None	
Summary Eastern junction of line 2 with quarry identified by John Van Laun as 20G.			
Feature Number IWT015a/003	Name Twynau Gwynion Tramroad Line 2 Junction		
NGR SO 0700 1004	Type Tramroad junction	Site Status None	
Summary Western junction of line 2 with quarry identified by John Van Laun as 20G. Tramroad survives as grassed over raised bank with some stone blocks on surface.			
Feature Number IWT015a/004	Name Twynau Gwynion Tramroad Line 2 Junction		
NGR SO 07536 09771	Type Tramroad junction	Site Status None	
Summary Junction of lines 1 and 2 SE of Nant Tor-gwyn. Line 2 in good condition contouring hillside.			
Feature Number IWT015a/005	Name Twynau Gwynion Tramroad Line 2 Junction		
NGR SO 08668 09293	Type Tramroad junction	Site Status None	
Summary Junction of tramroad above Jepson's Pond, identified as P2a by John Van Laun.			
Feature Number IWT015a/006	Name Twynau Gwynion Tramroad Line 2 Embankment		
NGR SO 08547 09308	Type Tramroad causeway	Site Status None	
Summary Linear stone bank near boulder strewn stream.			
Feature Number IWT015a/007	Name Twynau Gwynion Tramroad Line 2 Plate		
NGR SO 08316 09495	Type Tramroad plate	Site Status None	
Summary 2 broken sections of dual-purpose vandyked plate, not <i>in situ</i> . Approx dimension 0.3m x 0.1m x 0.08m See Fig 125 by John Van Laun.			

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Feature Number	Name	Type	Site Status
IWT015a/008	Twynau Gwynion Tramroad Line 2 Tramroad Formation		
NGR SO 08136 09495		Revetment	None

Summary

Raised track bed emerging from reeds, roughly ballasted, scarps around slope to quarry. 1m wide across the top.

Feature Number	Name	Type	Site Status
IWT015b/001	Twynau Gwynion Tramroad Line 3 Junction		
NGR SO 06419 10369		Tramroad junction	None

Summary

Junction of line 3 with Rhymney Limestone Railway, line 3 continues North to quarries.

Feature Number	Name	Type	Site Status
IWT015b/002	Twynau Gwynion Tramroad Line 3 Junction		
NGR SO 0720 0985		Tramway	None

Summary

Point where line 3 was built over by line 4 and then subsequently the Rhymney Limestone Railway.

Feature Number	Name	Type	Site Status
IWT015b/003	Twynau Gwynion Tramroad Line 3 Cutting		
NGR SO 0728 0985		Tramroad Cutting	None

Summary

Deep cutting for tramroad, possibly originally for line 3 but may have been widened for Rhymney Limestone Railway.

Feature Number	Name	Type	Site Status
IWT015c/001	Twynau Gwynion Tramroad Line 4 Cutting		
NGR SO 0677 1015		Tramroad cutting	None

Summary

Cutting for line 4 leading into quarries, identified as R4c by John Van Laun. Approx 2m wide and average 2m high. NGR is for midpoint of cutting.

Feature Number	Name	Type	Site Status
IWT015c/002	Twynau Gwynion Tramroad Line 4 Junction		
NGR SO 0669 1018		Tramroad junction	None

Summary

Junction of line 4 with a number of quarries illustrated in Map R by John Van Laun.

Feature Number	Name	Type	Site Status
IWT015c/003	Twynau Gwynion Tramroad Line 4 Junction		
NGR SO 0687 0998		Tramroad junction	None

Summary

Junction with Rhymney Limestone Railway. Sleeper impression are visible along the section identified as R4b by John Van Laun. Part of the Rhymney Limestone Railway was built along part of the route of line 4.

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Feature Number	Name	Type	Site Status
IWT016/001	Rhymney Limestone Railway Junction		
NGR			
SO 0731 0983		Tramroad junction	None

Summary

Staith of tramroad branch leading to quarries identified as 10G and 66G on Map Q by John Van Laun.

Feature Number	Name	Type	Site Status
IWT016/002	Rhymney Limestone Railway Revetment		
NGR			
SO 0660 1020		Revetment	None

Summary

Exposed dry stone revetting approx. 5 courses high.

Feature Number	Name	Type	Site Status
IWT016/003	Rhymney Limestone Railway Sleepers		
NGR			
SO 0650 1026		Wooden sleeper	None

Summary

2 partly exposed wooden sleepers

Feature Number	Name	Type	Site Status
IWT016/004	Rhymney Limestone Railway Revetment		
NGR			
SO 06795 10041 - SO 06833 10019		Revetment	None

Summary

Exposed dry stone revetment in good condition approx 5 courses high of random blocks. From about the same location the track is wider and has been built up to form modern track.

Feature Number	Name	Type	Site Status
IWT016/005	Rhymney Limestone Railway Junction		
NGR			
SO 0687 0998		Tramroad junction	None

Summary

Junction of Twynau Gwynion line 4 identified as R4b by John Van Laun. Part of the Rhymney Limestone Railway was built along part of the route of line 4.

Feature Number	Name	Type	Site Status
IWT016/006	Rhymney Limestone Railway Cutting		
NGR			
SO 0728 0985		Tramroad Cutting	None

Summary

Deep cutting for tramroad, possibly originally for line 3 but may have been widened for Rhymney Limestone Railway.

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Feature Number	Name	Type	Site Status
IWT019a/001	Ebbw Vale Private Line Addition Tunnel		
NGR SO 14473 09781		Tramway Tunnel	None

Summary

Tramway tunnel beneath Beaufort Road. Roughly coursed, arched stone tunnel now blocked up and only partly exposed above modern ground level. Stone wall survives to East side and filled in cutting to North and South. Raised parapet for the road, approx 1.1m high.

Feature Number	Name	Type	Site Status
IWT023a/001	Banwen Coelbren Junction Stone Block		
NGR SN 85881 10918		Stone block	None

Summary

Exposed stone block with groove mark for rail and wear marks.

Feature Number	Name	Type	Site Status
IWT023a/002	Banwen Coelbren Junction Revetment		
NGR SN 85576 11138		Revetment	None

Summary

Exposed stone revetment to Northeast side of track.

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Appendix III

Reference Number	Name	
01039.2m	MANCHESTER PLACE TRAMWAY	
NGR	Type	Site Status
SN96080540	TRAMWAY	None

Summary

FORMER B48C: Tramway junction, between Glynneath, Aberdare and Penderyn

Reference Number	Name	
01084m	GELLI ISAF TRAMROAD BRIDGE (ABERNANT TRAMROAD)	
NGR	Type	Site Status
SN99010435	BRIDGE	SAM;LBII

Summary

A stone bridge built 1803-5, to carry the Hirwaun to Abernant Ironwork's tramroad across to Afon Cynon.

Reference Number	Name	
01093.0m	HIRWAUN CAUSEWAY, PENDERYN RAILWAY, ABERDARE CANAL	
NGR	Type	Site Status
SN95750565	TRAMWAY TRANSPORT SITE	None

Summary

Tramway causeway. An early C19th stone-built viaduct carried a single-track tramway across the Afon Cynon. It remains virtually intact, and in use as a footpath.

Reference Number	Name	
01096m	IRON TRAMBRIDGE, ROBERTSTOWN	
NGR	Type	Site Status
SN99710362	BRIDGE	SAM

Summary

A cast iron tramroad bridge dated 1811, probably the oldest of its type in the world. It carried the Llwydcoed tramway across the Afon Cynon.

Reference Number	Name	
02725m	TWYNAU GWYNION TRAMWAY BRIDGE, MERTHYR TYDFIL	
NGR	Type	Site Status
SO0746309789	TRAMWAY BRIDGE	None

Summary

Tramway bridge 18ft in length, which was design to carry the Twynau Gwynion Tramroad over the Morlais brook at Blaen Morlais, which was later used to the same effect by the Rhymney Mineral (Limestone) Railway.

Reference Number	Name	
03043.0m	NL137 RHYMNEY LIMESTONE RAILWAY	
NGR	Type	Site Status
SO09050835	Mineral railway	None

Summary

GGAT Assessment Nant Llesg Opencast A376 Rhymney Limestone Railway between Dowlais and the Rhymney (Bute) Ironworks, where it supplied the furnaces, named on 1st Edition (1875) OS map, disused on 3rd Edition (1919) OS map.

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Reference Number	Name	
03173.0m	200 CASTLE MORLAIS QUARRIES TRAMROAD	
NGR	Type	Site Status
SO04730892	TRAMWAY	None

Summary

The course of the tramroad, which was built in 1803 crosses the A465 at this point. It brought lime and limestone from Castle Morlais quarries down to the Dowlais Ironworks. The line was constructed of a plateway with mixed 2ft. 9in. and 4ft. 2in. gauge.

Reference Number	Name	
03200g	SITE NAME NOT KNOWN	
NGR	Type	Site Status
SO229133	BRIDGE	None

Summary

No further information available.

Reference Number	Name	
03202g	SITE NAME NOT KNOWN	
NGR	Type	Site Status
SO218121	BRIDGE	None

Summary

Tramway bridge carrying the Bailey's Tramroad crossing a precipitous stream above Clydach. (Probably built around 1822.)

Reference Number	Name	
03204g	SMART'S BRIDGE	
NGR	Type	Site Status
SO22871327	BRIDGE	None

Summary

This bridge inscribed with a date of 1824 is constructed of cast-iron members spanning the river Clydach. Either side of the bridge Rattenbury suggests there is evidence of a cobbled stone road which formed a branch to the ironworks.

Reference Number	Name	
03213g	BAILEY'S TRAMROAD	
NGR	Type	Site Status
SO19581239	TRAMWAY	None

Summary

FORMER B29: Dismantled tramroad serving the Llangattwg Quarries and other industrial works in its vicinity. Is now shown on maps as a continuous pathway.

Reference Number	Name	
03219m	277 HIRWAUN COMMON RAILWAY (BRANCH LINE)	
NGR	Type	Site Status
SN96170500	RAILWAY	None

Summary

At the point where the Hirwaun Common Mineral Railway crosses the A465, a branch line diverges to the south and currently survives as a footpath. This branch line is marked on the 1880 OS (but not on the tithe map).

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Reference Number	Name
03225.0m	259 BRANCH OF THE HIRWAUN-ABERDARE TRAMROAD

NGR	Type	Site Status
SN94080591	TRAMWAY	None

Summary

A branch of the Hirwaun-Aberdare Tramroad exists to the west of Hirwaun and follows the present route of the Rhigos Road (A 4059). Orientated roughly east/west, the route approaches Hirwaun from the south-west, and then heads north-east through the town.

Reference Number	Name
03230g	LLANELLY INCLINE TRAMWAY

NGR	Type	Site Status
SO21551265	TRAMWAY	None

Summary

FORMER B30: Incline tramway serving Blackrock Lime Works at Darren Ddu, Brynmawr, possibly surviving as a trackway.

Reference Number	Name
04887m	NANT MORLAIS TRAMWAY BRIDGE ABUTMENT

NGR	Type	Site Status
SO0753909790	BRIDGE	None

Summary

Large earthen banks, which are triangular in section, on either bank of the Nant Morlais probably representing bridge abutments for an early tramway, probably the Twynau Gwynion Tramway of c. 1805.

Reference Number	Name
04888m	MERTHYR COMMON TRAMWAY

NGR	Type	Site Status
SO0753909690	TRAMWAY	None

Summary

Line of an early tramway running east - west across Merthyr Common paralleling the course of the later Rhymney Mineral (Limestone) Railway.

Reference Number	Name
05222.0g	TQ 7

NGR	Type	Site Status
SO11901364	RAILWAY	None

Summary

The track serving the north parts of the quarry is post-1901.
No related structures or tracks survived.

Reference Number	Name
05223.0g	TQ 8

NGR	Type	Site Status
SO12001315	RAILWAY	None

Summary

The main line running north from Pen-y-lan (a tramway in 1901 and a mineral railway on the recent OS map) has now been lifted, and is used as a roadway.

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Reference Number	Name	
05224.0g	TQ 9	
NGR	Type	Site Status
SO12001340	RAILWAY	None

Summary

This line is similar in layout to that shown in 1901, although all tracks have been lifted.

Reference Number	Name	
05264.0g	A185 DESK-BASED ASSESSMENT L14	
NGR	Type	Site Status
SO13601170	TRAMWAY	None

Summary

A185 DESK-BASED ASSESSMENT A465 ABERGAVENNY TO HIRWAUN DUALLING. Trevil Tramroad, Beaufort 1 Tramroad and Tredegar. The next two lines are part of the Trevil Tramroad.. The first ran from the Trevil Quarries to a junction with Rassau Road at Trevil Machine. It was just under 3miles in length, built by T Dadford jnr and operated between 1797and 1860. The line of this track can be followed within the development area Llwyn Helyg road. The second line ran from the quarry to Beaufort where it connected with the Rassau Tramroad.

Reference Number	Name	
05269.0g	A185 DESK-BASED ASSESSMENT L7	
NGR	Type	Site Status
SO20401240	RAILWAY	none

Summary

A185 DESK-BASED ASSESSMENT A465 ABERGAVENNY TO HIRWAUN DUALLING Course of the Clydach Railway. North of the London and North Western Railway at Brynmawr is the line of the Clydach Railroad built in 1794, that ran along the north side of the current Heads of the Valleys road(A465) between Brynmawr and Abergavenny. No remains exist in this area as the line has since been utilised as a road.

Reference Number	Name	
05269.2g	WAIO	
NGR	Type	Site Status
SO12711230	TRAMWAY	None

Summary

Wessex Assessment 1998 This site comprises a small group of precast concrete rail/tramway sleepers (OS NGR SO 1271 1230: 421 m OD), two discarded to either side of the former track and a further two apparently laid end-on as kerbs on the northern side of the track. The sleepers were 2 m long, c. 0.3 m wide and c. 0.2 m high, and would probably have held a track whose rails were c. m apart. It is anticipated that the haul route will impact on these remains, which are considered to be the most recent sleepers used for the tramway.

Reference Number	Name	
05269.3g	SITE NAME NOT KNOWN	
NGR	Type	Site Status
SO12951231	TRAMWAY	None

Summary

Wessex Assessment 1998 This site is a c. 150 m long former section of the tramway (OS NGR SO 1295 1231: 419 m OD) that deviates to the north to follow a shallow cleft in the original hillside associated with a natural spring that now feeds into Shon-Sheffrey's Reservoir. The section of former route that passes over the spring was dry stone wall revetted, with a small square tunnel created to allow the spring to flow through (Plate 2128). This former route was in use until after 1922, when the line was realigned and straightened to pass over a man-made embankment. It is anticipated that the haul route will follow the existing embankment, and therefore not impact on the former alignment at this point.

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Reference Number	Name	
05271.0g	A185 DESK-BASED ASSESSMENT L6	
NGR	Type	Site Status
SO20501270	RAILWAY	None

Summary

A185 DESK-BASED ASSESSMENT A465 ABERGAVENNY TO HIRWAUN DUALLING Course of the Llangattock to Brynmawr Tramway The course of a tramway is also visible east of Brynmawr, and north of the Clydach Railway, but its route is now marked by a road. This is Bailey's Tramroad, constructed c.1830, and it ran between Llangattock and Brynmawr and later to Nant-y-Glo.

Reference Number	Name	
05272g	A185 DESK-BASED ASSESSMENT S8	
NGR	Type	Site Status
SO22001200	BRIDGE	None

Summary

A185 DESK-BASED ASSESSMENT A465 ABERGAVENNY TO HIRWAUN DUALLING Devils Bridge.

Reference Number	Name	
05274.0g	A185 DESK-BASED ASSESSMENT L9	
NGR	Type	Site Status
SO24201430	TRAMWAY	None

Summary

A185 DESK-BASED ASSESSMENT A465 ABERGAVENNY TO HIRWAUN DUALLING Llamarch Tramroad/Railroad.

Reference Number	Name	
05290g	AR5 TRAMROAD	
NGR	Type	Site Status
SO26200340	TRAMWAY	None

Summary

Tramroad 1826, from the British Ironworks to the Monmouthshire Railway (1854). Iron was carried from the British via a 1.25 mile tramroad running down the valley to join the main Pontypool-Blaenavon railway near Abersychan Farm; much of its route is now represented by Union Street. This line closed down in 1860, and was superseded by a longer tramroad which left the works near the Abersychan and Talywain station and ran downhill in a wide loop to cross Nant Ffrwdand continued north to make a north-facing junction with the Monmouthshire Canal Company's main line. This line can still be followed for most of its route as Manor Road and Victoria Road (Riden 1994, 31).

Reference Number	Name	
05976.0g	91 CLYDACH RAIL ROAD BETWEEN BLACKROCK & CHELTENHAM	
NGR	Type	Site Status
SO21531255	TRAMWAY	None

Summary

Built by the Brecknock and Abergavenny Canal Company after it was incorporated in 1793 the Clydach Rail Road ran from the collieries at Brynmawr, at the head of the Clydach Gorge to the long established iron-forge at Glangrwyne.

Reference Number	Name	
05977.0g	78 CLYDACH RAIL ROAD, CHELTENHAM	
NGR	Type	Site Status
SO21951274	TRAMWAY	None

Summary

Built by the Brecknock and Abergavenny Canal Company after it was incorporated in 1793 the Clydach Rail Road (see also Site No.44) ran from the collieries at Brynmawr, at the head of the Clydach Gorge to the long established iron-forge at Glangrwyne.

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Reference Number	Name
05980.0g	111 LLANGATTOCK-BRYNMAWR TRAMROAD, BRYNMAWR

NGR	Type	Site Status
SO19451236	TRAMWAY	None

Summary

At the top of the Clydach gorge, adjacent to the Brynmawr roundabout, the A465 severs the line of the Llangattock tramroad at SO 1955 1237. The tramroad was built in the early 1830's by J. & C. Bailey to link their ironworks at Nantyglo and Beaufort.

Reference Number	Name
05985.0g	95 BRANCH OF LLAM-MARCH TRAMROAD, CLYDACH IRONWORKS

NGR	Type	Site Status
SO22891305	TRAMWAY	None

Summary

This line originated when the proprietors of the Clydach Ironworks requested that the B & A Canal Company build a tramroad to transport raw materials from the collieries and ironstone mines on the hillsides south of the gorge to the Clydach Ironworks.

Reference Number	Name
05995.0g	146 TREFIL TRAMROAD, NANT Y BWCH

NGR	Type	Site Status
SO12951111	TRAMWAY	None

Summary

The Trefil tramroad, Tredegar Branch was built to carry limestone from the extensive quarries at Trefil on the eastern bank of the Sirhowy River to a junction with the Rassau Road at Trefil Machine. It was approximately 4.2 km and built by T. Dadford Jnr.

Reference Number	Name
05998.0g	138 RASSAU TRAMROAD, NANT Y CROFT

NGR	Type	Site Status
SO14701155	TRAMWAY	None

Summary

A section of the Rassau Tramroad is located south of the settlement of Nant y Croft and may link up with the Trefil Tramroad and Mineral Line. The Ordnance Survey suggests that the route is a dismantled railway.

Reference Number	Name
06005.0g	89 (. TRAMROAD DARREN DDU LIMESTONE QUARRY TO LIMEKILNS, BL

NGR	Type	Site Status
SO21851275	TRAMWAY	None

Summary

Starts at the south-eastern end of the Blackrock limekilns and runs due east for c.320m up a sharp incline. This tramroad would have supplied limestone to the kilns and is believed to have had a self-acting incline mechanism (Van Laun 1979).

Reference Number	Name
06006.0g	89 (. TRAMROAD, DARREN DDU LIMESTONE QUARRY TO BLACKROCK

NGR	Type	Site Status
SO21541262	TRAMWAY	None

Summary

Two tramroads have been located running approximately northeast to southwest, between Blackrock limekilns and Darren Ddu quarries.

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Reference Number	Name
06008.0g	265 BRANCH OF DISGWYLFA TRAMROAD, CLYDACH DINGLE

NGR	Type	Site Status
SO19231283	TRAMWAY	None

Summary

To south of the 'squatter's settlement, and next to quarrying within Clydach Dingle is a shallow incline which is a well persevered section of the Disgwylfa Tramroad. The area had a high concentration of quarrying (to the north) and coal extraction features.

Reference Number	Name
06009.0g	264 WESTERN SECTION OF CLYDACH RAILROAD

NGR	Type	Site Status
SO19491202	TRAMWAY	None

Summary

To the north of the A465, the tramway follows the northern banks of the Afon Clydach to the roundabout, east of Brynmawr. The route survives as a footpath to the Brynmawr roundabout, before running parallel (south) to the Clydach Bridge.

Reference Number	Name
06010.0g	263 SOUTHERN SECTION OF CLYDACH RAILROAD, PONT HARRI ISSAC

NGR	Type	Site Status
SO20431233	TRAMWAY	None

Summary

To the south of the A465 is a small section of the Clydach Tramroad, in existence by 1798, which ran south-east over the River Clydach (Rattenbury 1980). The branch line to the collieries at Gelli Felen left the main line at Pont Harri Issac.

Reference Number	Name
06013.0g	122 BAILEY'S DARREN DISGWYLFA TRAMROAD, CLYDACH DINGLE

NGR	Type	Site Status
SO19051215	TRAMWAY	None

Summary

Above the open-cast workings and terraces and within the 50m corridor is a section of the Bailey's Disgwylfa Tramroad preserved on the hillside above the A465. In use by 1818, it brought limestone from the quarries at Darren Disgwylfa.

Reference Number	Name
06048.0g	113 BRANCH LINE OF THE CLYDACH RAIL ROAD & COLLIERY LEVEL

NGR	Type	Site Status
SO20081218	TRAMWAY	None

Summary

Masonry revetments & 2 coal adits (E and W) survive in face of cliff above coal measures covered by stone arch of apparent railway date (1862). Workings served by early branch line tramroad related to Clydach Railway.

Reference Number	Name
06774g	SITE NAME NOT KNOWN

NGR	Type	Site Status
SO11991289	TRAMWAY	None

Summary

Tramroad from Trefil Quarry to LNWR Merthyr, Tredegar and Abergavenny Branch. Route now fossilised by Trefil Road and Llwyn Helyg.

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Reference Number	Name
06841g	SITE NAME NOT KNOWN

NGR	Type	Site Status
SO16110995	TRAMWAY	None

Summary
Tramway, leading out of area.

Reference Number	Name
06842g	SITE NAME NOT KNOWN

NGR	Type	Site Status
SO16180995	TRAMWAY	None

Summary
Tramway, splits from BG476 at heads north out of survey area.

Reference Number	Name
07226g	SITE NAME NOT KNOWN

NGR	Type	Site Status
SO2787204482	TRACKWAY	None

Summary
Trackway, presumably in use as a tramway for horse drawn vehicles in 19thC. Meets course of FE road, S through Lasgarn Woods.

Reference Number	Name
07802g	97 PANT-GLAS BRIDGE, CLYDACH

NGR	Type	Site Status
SO22931333	BRIDGE	None

Summary
A sandstone masonry bridge of roughly coursed stone with a double row of voussoirs over a low flat arch. The bridge was widened at some stage for additional tramroad traffic.

Reference Number	Name
276001	CLYDACH RAILROAD SECTION NEAR BRYNMAWR

NGR	Type	Site Status
SO202122	TRAMWAY	SAM

Summary
No further information available.

Reference Number	Name
276002	CLYDACH COAL LEVEL

NGR	Type	Site Status
SO200121	TRAMWAY	SAM

Summary
No further information available.

Reference Number	Name
307962	CLYDACH RAIL ROAD BRIDGE; HAFOD ARCH

NGR	Type	Site Status
SO20221226	BRIDGE	SAM

Summary
No further information available.

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Reference Number	Name
308649	RASSA RAILROAD BRIDGE, BEAUFORT

NGR	Type	Site Status
SO16041153	BRIDGE	None

Summary
No further information available.

Reference Number	Name
308651	CLYDACH RAILROAD BRIDGE, MAESGWARTHA, CLYDACH

NGR	Type	Site Status
SO23031378	TRAMWAY BRIDGE	None

Summary
No further information available.

Reference Number	Name
308651	CLYDACH RAILROAD BRIDGE, MAESGWARTHA, CLYDACH

NGR	Type	Site Status
SO23031378	TRAMWAY BRIDGE	LB II

Summary
No further information available.

Reference Number	Name
309824	BRECON MOUNTAIN RAILWAY

NGR	Type	Site Status
SO05950965	RAILWAY	None

Summary
No further information available.

Reference Number	Name
34374/34645	MACHINE HOUSE WEIGH HOUSE SITE

NGR	Type	Site Status
SO24181437	WEIGH HOUSE	None

Summary
No further information available.

Reference Number	Name
34631	CLYDACH TRAMROAD INCLINE

NGR	Type	Site Status
SO22551269	INCLINED PLANE	None

Summary
No further information available.

Reference Number	Name
34633	SMART'S BRIDGE; CLYDACH IRONWORKS TRAMROAD BRIDGE, CLYDACH

NGR	Type	Site Status
SO22871327	BRIDGE	LB SAM

Summary
No further information available.

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Reference Number	Name
34637	LLAN-MARCH TRAMROAD CULVERT, GLAN-SYCHNANT, CLYDACH

NGR	Type	Site Status
SO22521266	CULVERT	None

Summary
No further information available.

Reference Number	Name
34809	GAMLYN COLLIERY TRAMROAD

NGR	Type	Site Status
SN98320474	BRIDGE	None

Summary
No further information available.

Reference Number	Name
34815	HIRWAUN-ABERNANT TRAMROAD BRIDGE

NGR	Type	Site Status
SN99010435	BRIDGE	SAM

Summary
No further information available.

Reference Number	Name
34820	LLWYDCOED TRAMROAD: AFON CYNON IRON BRIDGE, ABERDARE

NGR	Type	Site Status
SN99710362	BRIDGE	LB2;SAM

Summary
No further information available.

Reference Number	Name
34847/34640	HIRWAUN IRONWORKS: TRAMROAD CAUSEWAY

NGR	Type	Site Status
SN95850573	EARLY RAILWAY	SAM

Summary
No further information available.

Reference Number	Name
34884	TRAMWAY BUILDING+COUNCIL STORE

NGR	Type	Site Status
SO00030300	BUILDING	None

Summary
No further information available.

Reference Number	Name
43067	CLYDACH IRONWORKS SERVICE BDGE

NGR	Type	Site Status
SO226128	BRIDGE	None

Summary
No further information available.

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Reference Number	Name	
54303	BEAUFORT TRAMROAD, BEAUFORT	
NGR	Type	Site Status
SO16681159	RAILWAY	None

Summary
No further information available.

Reference Number	Name	
54602	EBBW VALE IRONWORKS TRAMWAY: CAUSEWAY, EBBW VALE	
NGR	Type	Site Status
SO16930989	RAILWAY EMBANKMENT	None

Summary
No further information available.

Reference Number	Name	
85654/85638/85653/85626	DOWLAIS IRON CO RLY.	
NGR	Type	Site Status
SO07360787	RAILWAY	None

Summary
No further information available.

Reference Number	Name	
88073/34649	PENDERYN TRAMROAD	
NGR	Type	Site Status
SN94140901	TRAMWAY	None

Summary
No further information available.

Reference Number	Name	
91443	HIRWAUN TRAMROAD CROSSING, ABERDARE	
NGR	Type	Site Status
SO01340243	RAILWAY	None

Summary
No further information available.

Appendix IV

Type of network and features									
Transport Network ID	Name	Date	Type	Stone Blocks	Sleepers	Chairs/Sills	Type of Rail/Plate	Length of rail/plate	Gauge
IWT001	Abersychan Limestone Railway	c. 1830	Railway	Yes	No	Chairs secured with pins	Wrought-iron fish-belly rail	c.13 ft 6in?	3ft 8in
		1840	Railway	Yes	No	Chair with keys	T-rails	unknown	3ft 8in
IWT002	Llam-march Railroad	1795	Railroad	Yes	unknown	unknown	Bar rail	4 ft	3ft 8in
IWT003	Llam-march Tramroad	c. 1811	Tramroad		Unknown	Unknown	Outram type plate	2ft 8in	4ft 4in
		By 1863	Tramroad	Yes (uncertain phase)	Unknown	Unknown	Combined edge and plate rail and some parts standard gauge	unknown	4ft 51/2in
IWT004	Clydach Railroad	c. 1794	Railroad	Yes with iron sleepers	Iron of Homfray style across blocks/ Wooden sleepers used in parts	Cast –iron sills at rail centre	Cast-iron bar rails with wooden plugs	4ft	3ft 8in
		1837	Railroad	Stone blocks used throughout	No	Unknown	Prob cast-iron bar rails with wooden plugs	4ft	3ft 8in
IWT005	Bailey's Llangattock Tramroad	c. 1830	Tramroad/ Railway?	Yes	No	Sills	Plates	? same as BBCos?	3ft 4in
		By 1834?	Railway	yes	no	Chairs with iron key	Wrought-iron plate	unknown	3ft 4in
IWT006	Disgwydfa	c. 1818	Tramroad	yes	no	sills	Early Bailey pattern Hogged plates, ribbed underside	4ft	2ft 9in

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IWT007	Trevil Railroad	1796	Railroad	Yes	No	Unknown	Unknown	Cast-iron bar rails	4ft	3ft 8in
		By 1847	Railroad	Yes	No	Chairs and sills	Chairs and sills	Some replacement with wrought-iron rails (probably T-rails)	Unknown	3ft 8in
		1874	Railroad	Unknown	Unknown	Chairs	Chairs	Some replacement with double-headed rails	Unknown	3ft 9in?
		1919	Railway	No	Wooden	Chairs with wooden keys	Chairs with wooden keys	Bullhead, flat bottomed and bridge rails	Unknown	Standard gauge 4ft 8 1/2 in
IWT008	Rassau Railroad	1796	Railroad	yes	no	unknown	unknown	Cast-iron bar rails	4ft	3ft 8in
IWT009	Hall's Trevil	1815	Tramroad	yes	Iron sleepers?	Sills	Sills	Outram type plates	4ft	3ft 4in
IWT010	Rhymney Tramroad Branch	c. 1806	Tramroad	yes	unknown	sills	sills	Dovetailed plates	4ft 6in	2ft 9 1/2 in
IWT011	Morlais East	c. 1825	Tramroad			Unknown	Unknown	Plates	Unknown	4ft 2in
		1830s	Railway	Yes (uncertain phase)	Wooden (uncertain phase)	Chair	Chair	Wrought-iron edge rails	unknown	Standard gauge 4ft 8 1/2 in
IWT012	Morlais West	c. 1800	Tramroad	Yes	Iron	Non-dovetailed sills	Non-dovetailed sills	Ourtram style plates	3ft	2ft 4in
		?	Tramroad	Yes	Wooden	Non-dovetailed sills	Non-dovetailed sills	Unknown	unknown	unknown
		c. 1830	Tramroad	no	wooden	Chairs	Chairs	Ourtram style plates	4ft/3ft	4ft 2in
		c. 1870	Tramroad	unknown	wooden	Chairs	Chairs	Miscellaneous types including bullhead	unknown	4ft 6in

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IWT013	Tappendens' Tramroad	c. 1802	Tramroad	Yes		Wooden (uncertain phase)	unknown	rails laid sideways to accommodate plateway wheels	3ft	4ft 2in
IWT014	Mr Glover's Railroad	1840s	Tramroad	yes			Dumb-bell chairs, later years miscellaneous types	Wrought-iron plates, later years miscellaneous types	unknown	4ft 4in
		c. 1786	Railroad	no		wooden	No	Wooden rails	Unknown	unknown
		1794	Railroad	Yes at rail ends		Wooden for mid rail	Unknown	Cast-iron rails	Unknown	3ft 2in
		By 1808	Railroad	Yes		Unknown	Unknown	Outram type plates	3ft	4ft 2in
		1840s	Railroad	yes		unknown	Dumb-bell chairs	Wrought-iron plates	unknown	4ft 4in
IWT015	Twynau Gwynion	1904	Railway	no		wooden	chairs	unknown	unknown	Standard gauge 4ft 8 1/2in
		c.1790s	Tramroad	Unknown		Wooden	Non-dovetailed sills?	Coned plates derived from Curr type	3ft 6in	2ft 6in
		1807-1813?	Tramroad	Unknown		unknown	Dovetailed sills	Vandyked plate amongst others miscellaneous types	Unknown	2ft 9 1/2 in
IWT016	Rhymney Limestone Railway	1825	Tramroad	yes		Unknown	sills	Outram type plates	3ft 7in-3ft 11in	2ft 6in
		c. 1848	Tramroad	Unknown		Unknown	sills	plates	Unknown	2ft 9 1/2in ?
		1852	Railway	Yes for support		Wooden	chairs	Wrought-iron plates	Unknown	Unknown

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		1860s	Railway	between sleepers	Wooden	Chairs	Flat bottomed rails	Unknown	Standard gauge 4ft 8 1/2in
IWT017	Bryn Oer Tramroad	1815	Tramroad	yes	Iron dovetailed	Dovetailed sills	Outram style plates	3ft 11in	3ft 4in
IWT018	Tredegar Tramroad	c.1804	Tramroad	Yes	Unknown	Horned sills	Plates	4ft 6in	2ft 9 1/2in
		post – 1852	Tramroad with locomotives	Unknown	Unknown	Dovetailed chairs	L-section wrought-iron plates	unknown	2ft 9 1/2in
		1877	Tramroad with locomotives	unknown	Wooden	chairs	Wrought-iron plates with ribbed underbelly and keys with wrought iron ties	unknown	2ft 9in
IWT019	Ebbw Vale Private Line	1813	Tramroad	Unknown	Unknown	Unknown	Unknown	Unknown	unknown
IWT020	Bute Tramroad	1907	Railway						
		1825	Tramroad	Yes	no	sills	plates	4ft	2ft 9 1/2in
IWT021	Beaufort Railroad	1796	Railroad	Yes	Unknown	Unknown	Cast-iron bar rails	4ft	3ft 8in
IWT022	Protheroe's Tramroad and Venallt	c.1805	Railroad	yes	unknown	unknown	plates	unknown	unknown
		c. 1817	Tramroad	unknown	unknown	unknown	unknown	unknown	unknown
IWT023	Banwen Tramroad (Banwen	1840s	Tramroad or Railroad ?	yes	Iron tie bars on wooden sleepers	Cast-iron chairs	Wrought-iron edge rails, various types including flat bottomed	14ft – 16ft	2ft 3in ? see page 157

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



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