

BBPS Tramroad Project End of Year Report

V 1.3 April 2026

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Approved by

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Supported by



Executive Summary

This report has been produced in accordance with the requirements of the Contract Specification for the Provision of Registered Archaeologist Support to the Tramroads Project (Final Issue 22nd January 2025) and the Brecon Beacons Tramroads Project – Archaeologist Consultancy Contract, Award Letter (23rd January 2025).

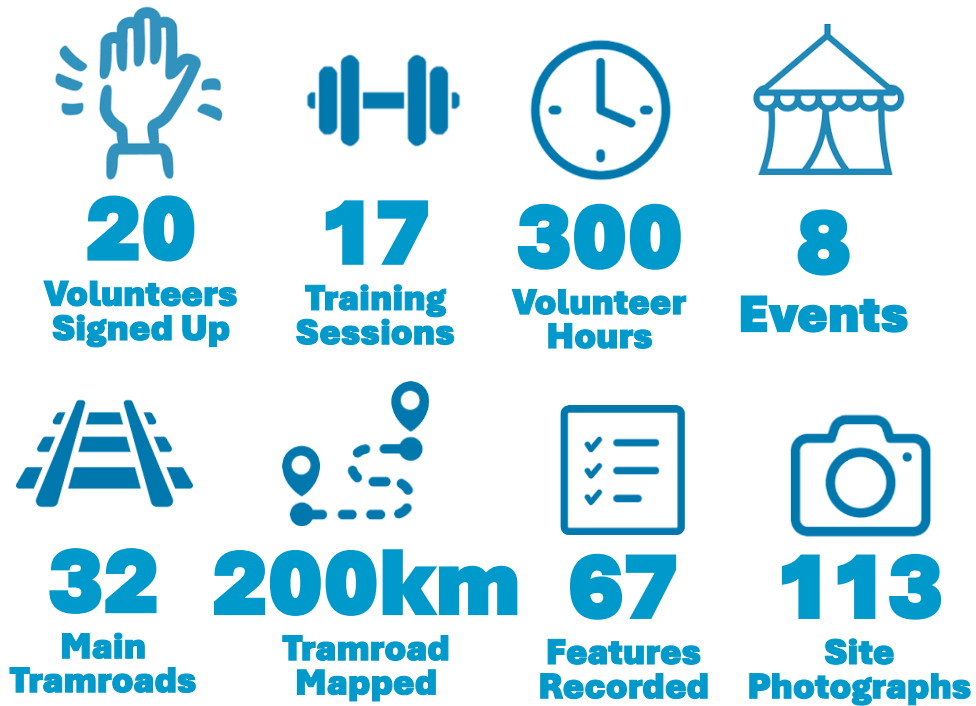
Progress during the first year of the two-year contract has exceeded expectations. A viable cohort of volunteers has been established and good progress made in all four areas of activity. Following appropriate training, approximately 200Km of historic tramroad have been digitised and a significant portion of the Brinore Tramroad has been surveyed. The work of the project has been promulgated at several community events and good progress has been made on Data Management and Archiving.

Based on progress throughout the first year of the contract, the Brecon Beacons Park Society's responsible officer, Roy Manning, has authorised Charina Jones to execute the second year of the contract.

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Project Overview



A summary of the main project achievements can be found above. A project steering group has been setup to oversee the progress of the project, comprising of members of the Brecon Beacons Park Society, BBNPA staff and the project archaeologist. Terms of Reference for the Group have been agreed, with the Group meeting three times in the first year of the project. The advice and support of the Group is proving to be very valuable for the project.

Volunteer Engagement and Feedback

Throughout the course of the project, we had 20 volunteers sign up to take part. We have a core group of 10 volunteers who have been able to commit to the project. Unfortunately, the remaining 10 volunteers decided to leave the project because of health-related reasons or the inability to commit enough time to the project.

In December 2025 we sent a survey questionnaire to each of the volunteers who had signed up to the project. The aim of the survey was to gather feedback on why the volunteers joined the project, how they would rate their volunteering experience, what they have enjoyed about the project so far, what skills they have learnt, what could be improved, why they might have left the project and what else they feel they could have bring to the project.

Seven volunteers responded to the survey. Their responses are summarised in Appendix 1. All respondents are current volunteers.

The overall survey responses are very positive. The forthcoming year should address respondents feedback by providing recap sessions on the project's aims and objectives as well as recirculating documentation on tramroad feature identification. The next project meeting should also ask the established volunteers which other tasks they would like to carry out and begin to be responsible for i.e. data management, tramroad research, creating material for forthcoming project webpages.



Image 1: Volunteers recording passing bay on Brinore Tramroad



Image 2: Volunteers recording section of Brinore Tramroad

Tramroad Identification and Mapping

One of the main outputs from the first year of the project was the identification and mapping of historic tramroad routes across the Bannau Brecheiniog National Park (BBNP). The 1st and 2nd Edition Ordnance Survey maps were primarily used to identify routes of 'old' or historic tramways along with the 3rd Edition Ordnance Survey map and aerial photography. The extent of main tramroad routes that once ran through the BBNP were digitised to gain as comprehensive picture as possible based on available sources. The mapping work was supplemented with documentary sources such as Hughes (1990), Rattenbury (1980) and van Laun (2001). The earliest 25inch to the mile Ordnance Survey maps for the region date to the 1880s, some 50 years after many of the tramroads had gone out of use, therefore these sources can only provide a best estimate of the extent and survival of tramroads across the area.

The resultant mapping equates to over 200km of tramroad (120 miles) relating to 32 'main' tramroads and their associated branches, over 160km (100 miles) of which lies wholly within the BBNP boundary (Figure 1).

Volunteers were trained and supported across 8 mapping sessions using QGIS software and mapping supplied under licence by BBNP Authority. Volunteers also carried out mapping independently outside of these supported sessions, referring to the methodology documentation and instructional help videos. Volunteers mapped 71% of the tramroad sections with the Project Archaeologist digitising sections that needed a higher level of decision making as well as additional sections found through review of the volunteer mapping work and documentary sources.

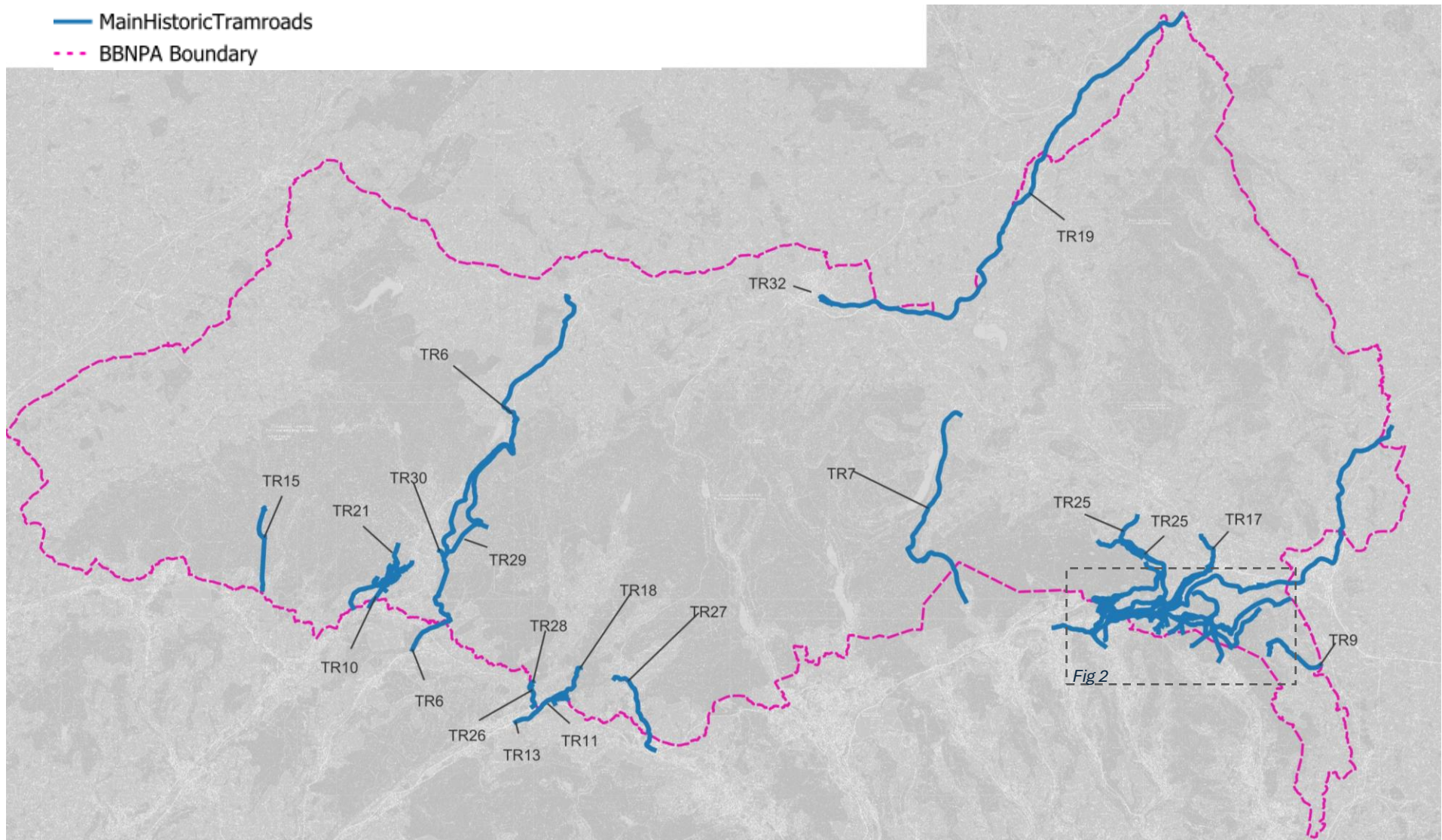


Figure 1: Historic Tramroad Routes Across BBNP, labelled by Project ID

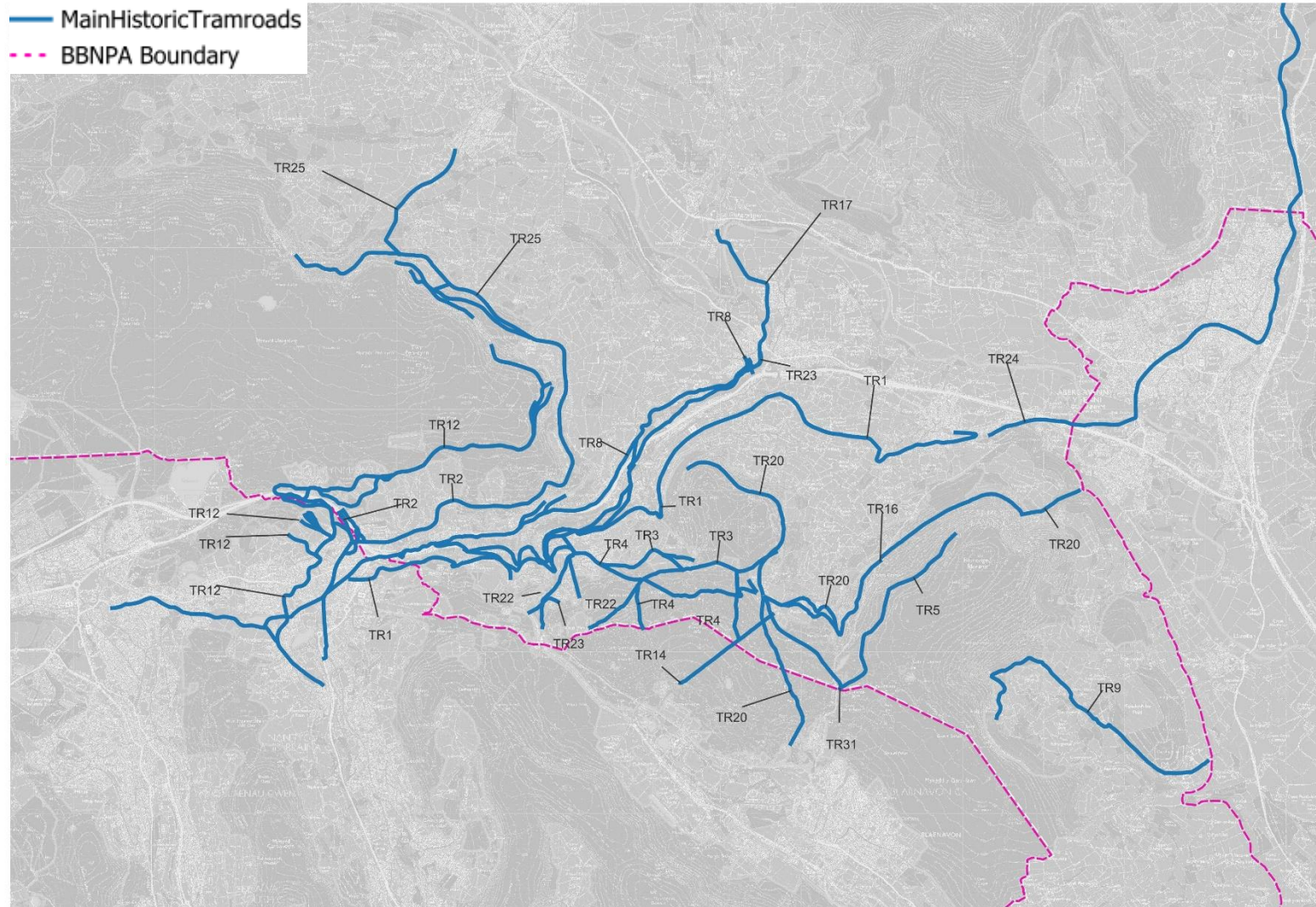


Figure 2: Historic Tramroad Routes in the South East of the BBNP, labelled by Project ID

A list of the main tramroad names, references numbers and length (km) is provided in Table 1.

Project ID	Tramroad Name	Associated Reference Numbers	Length (km)
TR1	Bailey's Tramroad including sections to Blaenafon, Clydach Limeworks and Govilon Wharf	NMR NPRN(s): 270270	6
TR2	Bailey's Llangattock Tramroad including branches to coal levels at Clydach Dingle	HER PRN(s): 05271.0g	9
TR3	Blaen Dyar Tramroads	NMR NPRN(s): 260661, 260659, 260667	3
TR4	Blaen Pig (Tramroads I-V, including inclines)	NMR NPRN(s): 260793, 260785, 260772, 260646, 260648	6
TR5	Bloreng Quarries Tramroad	NMR NPRN(s): 85814, 67335	2.5
TR6	Brecon Forest Tramroad including all John Cristie's later sections	HER PRN(s): 69830, 53778 NMR NPRN(s): 406399	30
TR7	Brinore Tramroad plus quarry branch	HER PRN(s): 82571, 21804	13.5
TR8	Clydach Railroad including branches to Blackrock, Ddarenddu quarries, Gellifelen, Clydach Coal Levels, Gilwern Wharf and inclines	HER PRN(s): 06006.0g, 05976.0g, 06048.0g NMR NPRN(s): 260890, 34962	13
TR9	Craig-yr-Hafod Tramroad	NMR NPRN(s): 270168	4
TR10	Cribarth Quarries Tramroad including branches to quarries, Abercraf, Swansea Canal and inclines	HER PRN(s): 53183, 119961 NMR NPRN(s): 34634	12
TR11	Dinas Silica Mine Tramroads and Inclines	HER PRN(s): 39155 NMR NPRN(s): 411296	1
TR12	Disgwylfa Tramroad including various sections and branches to quarries and coal and ironstone workings	HER PRN(s): 11925.0g - 11925.5g	11.5
TR13	Dr Bevan's Tramroad (Dinas Silica Mines)	NMR NPRN(s): 405056	3
TR14	Dyne Steel Incline	HER PRN(s): 05493.0g NMR NPRN(s): 305791	1.5
TR15	Foel Fraith (Cefn Carn-Fadog) Tramroad plus quarry branches	HER PRN(s): 33404 NMR NPRN(s): 25545	5
TR16	Garnddyrys Ironworks Tramroad	NMR NPRN(s): 34965	1.5
TR17	Glangrwyney Tramroad		2
TR18	Glynneath Powderworks Tramroads	HER PRN(s): 39174, 02594m NMR NPRN(s): 405055	3
TR19	(The) Hay Railway	HER PRN(s): 119988 NMR NPRN(s): 91560	28

TR20	Hill's Tramroad including sections for Tyla Quarries, Pwll Du, Garnddyrys, The Bloreng	HER PRN(s): 07834.0g, 85860 NMR NPRN(s): 260678, 260685, 91644, 405096	10
TR21	John Cristie's Rottenstone Tramroad (unfinished)	HER PRN(s):33315, 78792? NMR NPRN(s): 84345	1.5
TR22	Llam-March Railroad including branches to Waunlapria and incline	HER PRN(s): 05985.0g, 05985.1g	5.5
TR23	Llam-March Tramroad	HER PRN(s): 05274.0g	4.5
TR24	Llanfihangel Railway	HER PRN(s):10510g	13
TR25	Llangattock Tramroad including branches at Pant y Rhiw, Waun Watcyn, Daren Cilau and Darren Quarries and inclines	HER PRN(s): 26629, 26634, 1001620, 48314, 1001617, 1001619 NMR NPRN(s): 291615, 291580,291566	7
TR26	Lluest Tramway	HER PRN(s): 79696	0.3
TR27	Mr Glover's Railroad	HER PRN(s): 08465.0m	5
TR28	Nedd Fechan Tramroad	HER PRN(s): 94000 NMR NPRN(s): 34647	1.5
TR29	Penwyllt Brickworks Tramroad	HER PRN(s): 72714	3
TR30	Penwyllt Quarry Tramroad	HER PRN(s): 67192	0.5
TR31	Pwll Du Tramroad	NMR NPRN(s): 67341, 260737, 260815	2
TR32	Watton Plateway	HER PRN(s): 20954, 23552, 119989 NMR NPRN(s): 406891	1.5

Table 1 Identified Main Tramroads

Fifty-two shorter sections and branches were not previously recorded in the HER or NMR; therefore, new PRNs were requested for these sections from the HER. The project team is awaiting this information. The total length of tramroad sections scheduled in the Park is around 19km.

Table 2 shows estimates of the potential existing traceable length of each tramroad route based on modern mapping and aerial photography. Sections of the routes may survive/be traceable in the following ways:

- visible as surface remains, earthworks and features
- lying beneath roads, paths or other tracks with potential for buried remains
- fossilised by later roads, paths or tracks following the original tramroad route without potential for buried remains.

The estimated total length of traceable routes is 176.5km of which 147km lies within the park boundary (Figure 2).

The condition, level of survival and surface type of each route section will be recorded through field survey to gain a more accurate picture of survival rates. It is important to note which route sections are still traceable even if all archaeological features have been destroyed so as not to discount routes that will satisfy the Access for All criteria when assessing results for new accessible routes through the Park.

— MainHistoricTramroadsTraceableSections
- - - BBNPA Boundary

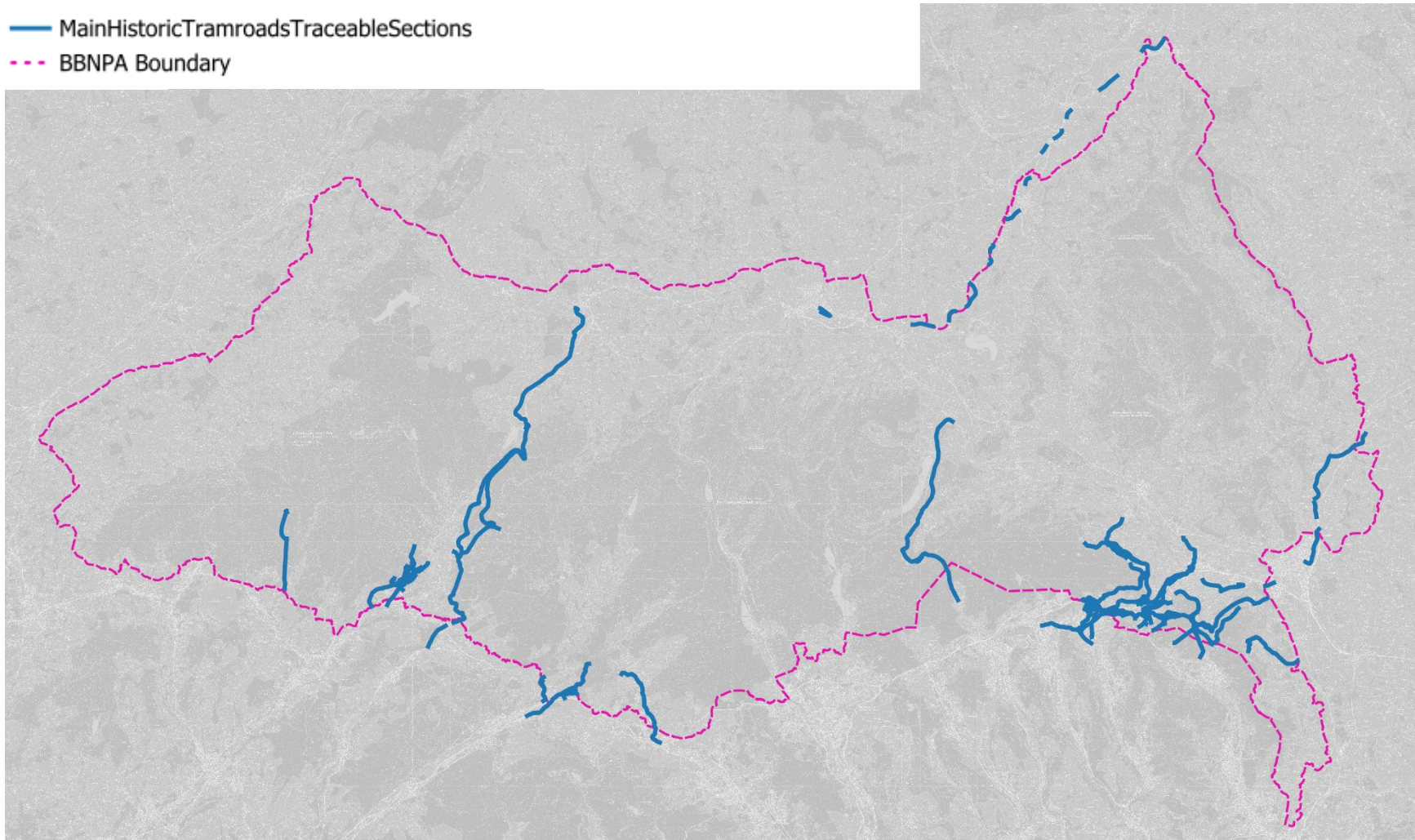


Figure 3: Potential Traceable Tramroad Sections

We can use the information derived from the mapping to inform priorities for survey in Year 2 of the project. Considerations when selecting routes for survey include:

1. Percentage of route potentially surviving
2. Not already recorded in HER/NMR
3. Not already scheduled
4. Publicly accessible
5. Potential risks/threats to features
6. Mostly Within BBNP Park Boundary
7. Distributed across the BBNP for volunteer engagement
8. Volunteer connections to certain routes

Project ID	Tramroad Name	Potential Traceable Route Length (km)	Percentage Scheduled	Percentage publicly accessible	Percentage in BBNP boundary
TR1	Bailey's Tramroad	5 (83%)	0%	84%	95%
TR2	Bailey's Llangattock Tramroad	8.5 (94%)	0%	99%	76%
TR3	Blaen Dyar Tramroads	3 (100%)	0%	90%	100%
TR4	Blaen Pig Tramroads	2 (33%)	0%	100%	100%
TR5	Blorengue Quarries Tramroad	2.5 (100%)	94%	100%	100%
TR6	Brecon Forest Tramroad	30 (100%)	0%	62%	95%
TR7	Brinore Tramroad	13.5 (100%)	0%	97%	87%
TR8	Clydach Railroad	10.3 (86%)	0.5%	94%	62%
TR9	Craig-yr-Hafod Tramroad	4 (100%)	0%	45%	100%
TR10	Cribarth Quarries Tramroads	12 (100%)	64%	86%	100%
TR11	Dinas Silica Mine Tramroads and Inclines	1 (100%)	59%	54%	70%
TR12	Disgwylfa Tramroad	11.5 (100%)	23%	84%	56%
TR13	Dr Bevan's Tramroad (Dinas Silica Mines)	3 (100%)	0%	99%	13%
TR14	Dyne Steel Incline	1.5 (100%)	77%	100%	40%
TR15	Foel Fraith Tramroad	5 (100%)	0%	97%	94%
TR16	Garnddyrys Ironworks Tramroad	1.5 (100%)	92%	100%	100%
TR17	Glangrwyney Tramroad	2 (100%)	3%	100%	100%
TR18	Glynneath Powderworks Tramroads	3 (100%)	31%	80%	83%
TR19	(The) Hay Railway	9 (32%)	0%	30%	62%
TR20	Hill's Tramroad	8.5 (85%)	48%	86%	94%

TR21	John Cristie's Rottenstone Tramroad (unfinished)	1.5 (100%)	0%	100%	100%
TR22	Llam-March Railroad	5 (91%)	4%	98%	100%
TR23	Llam-March Tramroad	3 (67%)	0%	98%	100%
TR24	Llanfihangel Railway	8.5 (65%)	0%	31%	58%
TR25	Llangattock Tramroad	7 (100%)	10%	96%	100%
TR26	Lluest Tramway	0.3 (100%)	0%	0%	100%
TR27	Mr Glover's Railroad	5 (100%)	0%	100%	80%
TR28	Nedd Fechan Tramroad	1.5 (100%)	0%	100%	1%
TR29	Penwyllt Brickworks Tramroad	3 (100%)	0%	100%	100%
TR30	Penwyllt Quarry Tramroad	0.5 (100%)	0%	72%	100%
TR31	Pwll Du Tramroad	1.7 (85%)	10%	100%	100%
TR32	Watton Plateway	1 (67%)	0%	100%	100%

Table 2 Percentage of Potential Traceable Tramroad Routes

Field Survey – Brinore Tramroad

The Brinore Tramroad was chosen as a field survey training route as it has been subject of a number of archaeological surveys over the last 20 years (Hankinson and Jones 2004, Berry 2022 and Morgan 2022). The results of these surveys recorded 90 route sections and 119 features (including 58 culverts, 12 passing places and other associated features and buildings).

Nearly the whole of the Brinore main tramroad route (13km), except for a small section (c.360m) on private land, a small section blocked due to a landslip and bridleway diversion, and a small section (c.1km) at the Trefil quarry end, was surveyed during the first year of the project. Survey took place during guided field session with volunteers. A number of volunteers are now confident enough to undertake survey without the presence of the archaeological consultant and the final section of tramroad will be surveyed independently by a small group of volunteers.

In total, 16 section records were updated with new information – this included the assessment of the current condition of these sections. Fifty-one features were updated, including 35 culverts, 8 passing places and 8 other structures. Assessments of condition were made and any threats were identified. Fifteen new features were recorded as part of the survey. (See Appendix 2 for full list).

In summary, 14 culverts were in a worsened condition and not functioning as well as they could or completely blocked consequently leading to erosion of the surface of the tramroad in places. Four sections of tramroad were identified as suffering worsened conditions since the last survey, mainly as a result of waterlogging and water erosion. On the whole, however, it is clear that improvements to the drainage elsewhere along the route have made a positive impact to the condition of the tramroad, with the majority of the culverts actively functioning. The majority of tramroad sections and features had not changed since the time of the last survey.

Photographic records were also made for each of the recorded features, 113 photos in total.

All data collected so far has been QA'd and is awaiting submission to the HER following the completion of the final Brinore section. One site PRN 213088 a set of 2 limekilns could be worthy of a scheduling application. A more detailed survey of the site needs to be carried out to inform this application.



Image 3: Features recorded along Brinore Tramroad - trackbed, stone blocks, culvert and spoil heaps

The opportunity to carry out a tangential piece of work on the former Penrhiw Calch Tramroad Bridge and cutting is being explored. The bridge and cutting itself have not been subjects of detailed archaeological recording. During field survey, surviving remains of what could be the original bridge abutments were noted. A photograph of the bridge and cutting from the 1940s appears in Rattenbury (page 119) and the features also form the subject of an iconic Michael Blackmore reconstruction illustration. The BBNP Head of Planning Has been supporting this potential side project by liaising with the tramroad section's landowners, NRW and park authority staff to determine the feasibility of clearing vegetation and soil accumulation to allow detailed archaeological recording of the features to take place.



Image 4: Volunteers recording the cutting at Penrhiw Calch

Community Engagement

The Project Archaeologist and Project Manager attended a number of events throughout the year, either jointly or independently. These were:

- 8th March – project presentation for Y Gaer/Brecknock Society and Museum Friends
- 2nd July – project presentation for BBPS members
- 27th/28th September - event stand at Geopark Anniversary Festival, Libanus
- 29th September – project presentation Neath Port Talbot Heritage Forum
- 4th October – project presentation and event stand at Heneb Archaeology/Heritage Day
- 11th/12th October - project presentation and event stand at Geopark Anniversary Festival, Craig y Nos
- 18th October – project presentation and event stand at Blaenau Gwent Heritage Day
- 3rd December - project presentation for Crickhowell PROBUS Group

Through these events and other meetings with interested parties, we have been able to build up a Community of Interest for the project. People and organisations have offered to support the project through:

- helping to advertise recruitment of volunteers e.g. Heneb, Neath Port Talbot Council,
- providing expert knowledge e.g. Cadw, individuals with background on the subject matter,
- providing access to historic documents and other resources e.g. Neath Antiquarian Society, or
- providing specific training for the project e.g. People’s Collection Wales.

Meeting and talking to various people and potential volunteers led us to establish another aspect to the project - oral history recording. It was clear that a lot of people have a strong affinity to the various tramroad routes and are willing to share their stories and memories. However, there is nowhere that these stories are being captured. People’s Collection Wales have offered to provide training and loan of recording equipment free of charge. We are also

pleased to have recruited a volunteer who has experience of this activity, who will lead on this aspect.

Data Management and Archiving

During the first year of the project, the project archaeologist has been responsible for the data management and backing up of the project data onto an external hard drive as well as within a dedicated folder on the BBNP's cloud server, supported by the Park's GIS Officer.

The mapped tramroad routes have been sent to the HER for incorporation into the record, as appropriate. The Brinore Tramroad survey data has been quality checked by the project archaeologist and compiled into a format compatible with submission to the HER. Summary descriptions for newly identified features have been prepared and will be translated into Welsh. Following completion of the survey for the route. The data will then be submitted to the HER for incorporation into the record and made accessible to BBNP staff.

As described in the future work programme section, the QField data collection form and process will need to be modified slightly for the next tramroads to allow volunteers to record the varying condition of different sections of tramroad and plot these whilst in the field. The majority of the tramroads do not have detailed records of distinct sections of varying condition and degrees of survival as was available for Brinore.

A request to volunteers for a Data Management lead will be undertaken in the second year of the project and this person will be trained by the project archaeologist, along with a deputy. Therefore the responsibilities of the project archaeologist in checking the collected data and liaising with Heneb can start to be transferred to the wider project team.

Documentation

The following documents were produced during the first year of the project:

- ✓ Volunteer role Profile – Field Survey
- ✓ Volunteer Role profile – Mapping and Research
- ✓ Volunteer Role Profile – Oral History Recording
- ✓ Health and Safety Risk Assessment
- ✓ Tramroad Field Recording Guidance
- ✓ Tramroad Field Recording Quick Start Guide
- ✓ Tramroad Route and Feature Mapping Guidance
- ✓ Draft scheduling Criteria

Future Work Programme Summary

A draft work programme for the second year of the project has been compiled separately. The main objectives are: revise and update recording procedure and instructions for ongoing tramroad survey. Set up a project archive on the People's Collection Wales website and initiate oral history recording work. Create an educational resource pack for use in schools and local community groups, deliver sessions to Neath Port Talbot Young Archaeologists Club (YAC). Create a public webmap showing the tramroad routes and links to associated information and photographs. Recruit additional volunteers. Create a tramroad materials collection policy.

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Appendix 1 – summary of volunteer survey answers

Q1 Why did you decide to join the project?

Responses centred around the volunteers' interests in industrial archaeology, tramroads and history as well as walking, being outdoors and making a positive contribution to the National Park.

Q2 Which aspects of the project have you taken part in?

Five respondents had taken part in both the tramroad mapping work and the field survey, whilst the remaining two had taken part in the field survey only.

Q3 With 10 being Excellent and 1 being Poor, how would you rate your volunteer experience?

The average response rating was 8.7, 2 volunteers rated 10, 2 rated 9, 2 rated 8 and one volunteer rated 7.

Q4 Can you expand on your rating?

Volunteer responses referenced their enjoyment of being part of a friendly, welcoming group with the opportunity to make new friends as well as being able to learn a lot of new things. Some mentioned that using the tablets and QField app can be difficult.

Q5 What have you enjoyed about the project?

Volunteer responses were very similar and echoed the points in Q4, namely, meeting likeminded people, learning more about the tramroads and exploring different areas of the Park.

Q6 Is there anything which you think could be improved or added to the project?

The majority of respondents had nothing further to add. A couple mentioned that it would be useful to find out more about the project and how and why the tramroads were built.

Q7 What skills have you learnt?

For the majority of respondents, this was their first time using any kind of GIS or digital mapping survey software. Also volunteers noted their improved ability to identify tramroad features.

Q8 Do you intend to continue volunteering? Why/Why not?

All respondents said that they intended to continue volunteering on the project.

Q9 Based on your experience, is there anything else you could bring to the project?

Respondents mentioned that they had communication skills that could be put to use as well as existing knowledge and research skills into the history of the area and the tramroads.

Q10 Is there anything else you'd like to add?

The majority of volunteers had no further comments.

Q11 If you are no longer volunteering on this project and feel comfortable to, please could you share why?

Appendix 2 – Brinore Tramroad survey data

Feature ID	A Berry Reference	HER PRN	Site Name	Survey Description	Evidence	Survival Condition	Condition Description	Condition Rating	Condition Trend	Threats or Risks	Easting	Northing
81953	22	81953	Platform, Brinore Tramroad	Previously described as revetment wall in Brinore tramroad section record PRN 82502. Appears to front a platform about 1m higher than the Tramroad, Wall about 1m high, about 5m long north south, platform on west side, built into the hill. Possible storage area/siding?	Structure	Near Intact	Unknown purpose	Good	Stable	Further erosion, collapse	309481	216465
81981		81981	Revetment walling along section 81981	Grassed over section of route. Revetment wall clearly visible behind modern fence, approx. 10 meters long, clearly visible engineered stone placed methodically. Feature now covered by turf along the top. Revetment wall is approx. 3m high.	Structure	Damaged	Grassed over	Good	Not Applicable	None	309416	215001
82502		82502	Brinore Tramroad Section	This section of the tramroad is waterlogged. The trackbed has started subsiding and is partially collapsed.	Structure	Damaged	The tram road section is quite waterlogged with water covering the whole section.	Poor	Worsened - moderate	Further erosion	309303	216227
82502		82502	Revetment wall western side tramroad	Revetment wall along part of section 82502. Lower wall about 65m long, about 1m high with embankment about 0.5m above	Structure	Damaged	Overgrown & partial collapse in places	Fair	Stable	Further erosion and collapse in places	309471	216450
82504		82504	Tramroad section	In the main tramroad is grassed over. However, there are some stone blocks and sections of stone track bed visible.	Structure	Damaged		Fair	Stable	Further erosion from animals etc	309720	216811
82511		82511	Brinore Tramroad Cutting Penrhiw Calch South	Stretch of Tramroad running south from the now filled in bridge. Suspect that the Tramroad ran down the route of what is now a gully, carrying the culvert outflow from beneath remains of former bridge. This is lower than the new section of road.	Structure	Damaged	Relatively new section of road	Fair	Stable	None	310065	217554
82514		82514	Brinore Tramroad	The tram road in this section is not very visible, where stones are visible, they appear to be displaced or grassed over. The section is narrow in parts and to the western side is a post and wire fence.	Structure	Damaged	The condition of the tram road in this section is quite poor, the stones have become displaced and moved about the area, there is a lot of debris, fallen branches etc. The post and wire fence appears to be constructed along the western edge of the tram road in some places. It's not clear how much of the tram road survives in this area.	Very Poor	Worsened - Severe	Further movement of stones and erosion down steep slope to the west. In a few places there are some quite large tree roots growing across the tram road and these could also potentially cause damage to the stone and the structure.	310158	217751
82519		82519	Brinore Tramroad	The tram road comprises the parallel rows of stone blocks some erosion present in the middle section of the tram road stone blocks are visible for a while and then they start to become covered by grass and vegetation.	Structure	Damaged	Erosion in the middle of the track between the stones is due to water also bringing some mud and debris down and foot traffic and quite a lot of evidence of mountain bikes coming down	Fair	Worsened - Superficial	The condition is likely to slowly deteriorate after heavy rain and continued use by walkers and mountain bikers.	310644	218511

Feature ID	A Berry Reference	HER PRN	Site Name	Survey Description	Evidence	Survival Condition	Condition Description	Condition Rating	Condition Trend	Threats or Risks	Easting	Northing
82520		82520	Brinore tramway section	Tramroad eastern side visible by a row of stone blocks, some buried but exposed in sections. A couple of blocks are noticeably displaced.	Structure	Damaged	Generally fair	Fair	Worsened - Moderate	Blocks will move out of alignment and migrate towards the lower ground of the adjacent drain.	310653	218562
82532		82532	Section of Brinore tramroad	This section mostly comprises exposed rubble stone and sunken stone blocks. Many blocks show evidence of tie bar wear. One has part of tie bar in situ; one tie bar chair still located in stone sleeper see photo.	Structure	Damaged	Some stone blocks are displaced. Occasional bits of iron platway on track. Western side is exposed. Eastern side covered in vegetation.	Fair	Stable	Vegetation growth.	310725	219694
82536		82536	Brinore Tramroad Section	This section of Tramroad has occasional stone blocks visible. Eastern side is largely hidden by vegetation and soil. Occasional pieces of ironwork visible on track bed. Track bed comprises mostly of rubble and is uneven.	Structure	Damaged	Some displacement of track bed and some areas of erosion.	Poor	Not Applicable	Erosion from walkers and water.	310727	219837
82542		82542	Brinore Tramroad Section	Stone blocks on w edge appear mainly in situ, e edge is obscured by vegetation. Track bed is visible. Some stone blocks show signs of use as tie blocks.	Structure	Damaged	Some stone blocks have been displaced.	Good	Not Applicable	None to record	310929	220385
82554		82554	Tramroad	Slightly raised tramroad track bed exposed stone substrate west side is eroded by water runoff some grass growth to edges of tramroad width 1 metres no sleeper blocks in situ.	Structure	Damaged	Good stable condition	Good	Stable	No threats	310883	221837
82556		82556	Tramroad section	Previous description said no visible sign of tramroad, however trackbed is visible but eroded in places.	Structure	Damaged	Large stones visible but a lot of track bed displaced significant areas of erosion.	Poor	Worsened - Moderate	Features unstable and eroded with continued use.	311066	222166
85200		85200	Brinore tramroad	Overgrown section of tramroad	Structure	Damaged	Undulating due to cross surface waterflow at various sections, waterlogged on westside.	Very Poor	Worsened - Moderate		309324	215951
213088		213088	Limekilns	Well preserved example of a twin kiln. Southern kiln in slightly better condition. Features remain such as iron chains and iron draw doors. Would benefit from full survey and potentially application for scheduling.	Structure	Near Intact	Well preserved	Very good	Stable	None	309999	215135
82553		82553	Tramroad section	The northern section of tramroad partially covered by vegetation on east side, west side eroded by water runoff.	Structure	Damaged	Sleeper block displaced from track bed.	Good	Stable	None	310902	221294
C10	13	82563	Pen Bwlch Glasgwm Culvert	Well-functioning historic culvert	Structure	Intact	Good water flow from C9 site too!	Very Good	Stable	Erosion/collapse	309321	216262
C11	14		Historic culvert	Functional water flowing	Structure	Intact	Functional	Good	Stable	Erosion	309412	216363
C12	15		CULVERT 12	Historic culvert in working order despite overgrowth and erosion	Structure	Intact	Overgrown but functioning	Fair	Stable		309480	216465
C13	16		Culvert	North side of Tramroad culvert just visible, however quite overgrown. Some signs of water flowing underneath the tramroad, so it is functioning.	Structure	Near Intact	Fair but overgrown	Fair	Stable		309508	216527
C14	17		Modern culvert	Culvert overgrown, however looking in the undergrowth are signs that the culvert is working and functional.	Structure	Intact	Culvert as photograph overgrown but some signs of it functioning.	Fair	Stable		309512	216518

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C15	18		Culvert	Culvert overgrown and clearly not operating as it should. The water is flowing over the top of the tramroad.	Structure	Damaged	Overgrown and blocked by vegetation.	Poor	Worsened - Superficial	Continued Tramroad erosion	309551	216574
C16	19		Culvert	Culvert flowing and upper surface relatively dry and in good condition	Structure	Intact	Culvert functioning well	Good	Stable	None	309568	216597
C18	21	82506	Gally Bant culvert	In place but not flowing despite waterlogged ground - not functioning and likely blocked.	Structure	Damaged	Water flowing over tramroad, plastic culvert underneath empty	Poor	Worsened - Superficial		309654	216721
C19	25		Erosion at gate/boundary	It was previously noted that there was water erosion here and suggested that a culvert was required although wasn't immediately recommended however there's been quite significant further erosion mostly water and with collapse of the bank on the downhill side to a degree there's been movement of the stones.	Structure	Damaged	The condition is poor, lots of erosion taking place in this area.	Poor	Worsened - Severe	Continued water erosion, risk further collapse on western side	310303	217892
C20	26		Historic culvert	On the uphill side inflow, the clearance that occurred in 2022 has collapsed to quite a degree, the stones are still visible, but the area is now covered in vegetation, and the actual inflow is not clearly visible. The downhill outflow is completely covered in vegetation and it's not visible	Structure	Damaged	Blocked,? functional	Fair	Worsened - Superficial	Further erosion, more debris	310430	218102
C21	27		Historic culvert	Eastern inflow not visible as covered in debris	Structure	Near Intact	Outflow visible good condition looks functioning	Fair	Stable	Further erosion and build-up of debris	310521	218230
C22	28		Historic Culvert	Historic Culvert	Structure	Damaged	Collapsed or blocked	Poor	Worsened - Superficial	Further collapse	310530	218243
C23	29		Culvert	Culvert slightly overgrown but functioning.	Structure	Intact	Appears to be in reasonable condition slightly overgrown but water flowing.	Good	Stable	Silt and wood debris	310586	218327
C24	30	82564	Historic culvert	Culvert	Structure	Near Intact	Fair	Fair	Stable	None	310613	218394
C26	33		Culvert (Historical)	Stone built culvert near surface level on the east side. Outflow to the west approx. 1 MTR below Tramroad surface.	Structure	Intact	Appears functional but showing signs of silting up. Unable to fully view the west side.	Fair	Stable	Silting up with wash down debris	310650	218549
C27	34		Historic Culvert	Historic culvert	Structure	Damaged	As previously	Very Poor	Worsened - Moderate	Further collapse of downhill embankment	310653	218576
C28	35		Historic culvert	Culvert	Structure	Intact	Functioning well	Good	Stable	None	310668	218641
C29	36		Historic Culvert	Historic Culvert mainly obscured	Structure	Damaged	As previously, partially collapsed bit still functioning	Poor	Worsened - Superficial	Water damage and collapse of embankments	310679	218692
C3	3	81977	Culvert	No change since previous survey, still partially blocked.	Structure	Damaged	No change	Fair	Stable	None	309746	214980
C30	37	82543	Pant y Rhiw Culvert	Culvert in fair condition but showing signs of silt and wood build up the East side almost completely blocked on the West side.	Structure	Near Intact	Appears functional but showing signs of silting up. Unable to fully view the west side.	Fair	Stable	Wash down and wood debris	310672	218718
C31	38		Stream culvert	Stream culvert	Structure	Intact	Functional	Fair	Stable	Can't assess, inaccessible as overgrown	310662	218790

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C34	41		Modern culvert	Upstream culvert head still visible and clear, feeder drainage ditch still visible in vegetation and clear. No sight of outflow to west.	Structure	Near Intact	Clear	Good	Stable		310585	219039
C4	4	81933	Site of former tramroad bridge	Crossing site of wide stream, which must have once had a tramroad bridge in place. No remains of original bridge to indicate whether it was stone or timber. Modern timber bridge now in its place.	Structure	Destroyed	No original remains identified	Destroyed	Not Applicable	None	309533	214915
C42	52		Modern drainage crossing	No sign of the bund and no sign of further drainage work	Structure	Destroyed	No sign remains of the temporary bund	Destroyed	Destroyed	Not applicable	310771	219965
C43	53	82535	Culvert, as previously described	Culvert as previously described. Culvert head appears blocked by debris. Unable to assess culvert outflow	Structure	Damaged	Culvert entry appears blocked by debris. Sign of possible erosion by capstone, potentially caused by overflow of water.	Poor	Worsened - Moderate	Risk of water erosion caused by blocked culvert	310793	220012
C44	54		Culvert as previously described	Culvert, as previously described, plastic pipe in culvert (unsure if this is inside original culvert or on top of it)	Structure	Damaged	Overgrown but culvert appears to be unblocked	Good	Stable	None visible	310761	220090
C45	55	82541 B	Culvert, as previously described	Culvert, unable to assess as unable to find culvert entry due to debris & undergrowth build-up	Structure	Damaged	Unable to assess due to debris and undergrowth hiding the culvert entry			Potential erosion of Tramroad due to water overflowing on to the tramroad	310848	220128
C46	56	82539	Culvert, as previously described	As previously described, culvert is in overgrown vegetation and hard to see.	Structure	Unknown	Unable to assess due to overgrowth of vegetation		Worsened - Superficial	Unable to assess due to overgrowth of vegetation	310856	220156
C47	57	82541 A	Culvert, as previously described	Unable to view properly due to overgrowth of vegetation	Structure	Unknown	Overgrown		Worsened - Superficial	Unable to assess due to overgrowth	310887	220230
C48	58	87028	C48	Culvert, as previously described	Structure	Damaged	Culvert head remains blocked. Signs of erosion to Tramroad bed caused by overflow of water.	Fair	Worsened - Moderate	Risk of erosion from overflow whilst culvert remains blocked	310893	220248
C49	59		Historic culvert	Culvert on East side of track, as previously described	Structure	Intact	As previously described, but more vegetation overgrowth now.	Good	Stable	Culvert could become blocked by debris	310914	220324
C5	6	87027	DANYWENALLT CULVERT	Matches previous description but location altered as not in correct place.	Structure		Same as before	Good	Stable	None	310932	220400
C57	73		Culvert on brinore tramroad	Stone-lined culvert (not modern as previously described).	Structure	Damaged	Partially covered by silt but stones still clearly visible.	Fair	Worsened - Moderate	Water run off across track bed and silting up of culvert.	310949	222033
C58	74	87019 B	Historic culvert	Historic culvert with modern pipe running through. Collapse of roof on tramroad surface covered with a loose stone.	Structure	Damaged	In generally good condition apart from hole in roof of culvert through the trackbed.	Fair	Worsened - Moderate	More damage to surface than shown in previous survey.	311001	222027
C7?	9	82501	Possible historic culvert	Hole possibly culvert	Structure	Unknown	Poor if exists		Destroyed	Further erosion	309274	215492
C8	11	87025	Glascwm Isaf Culvert East Side	Historic culvert exit point in good condition and still working as intended. There is a fallen tree which has caused erosion and slightly changed the water flow.	Structure	Near Intact	Fair and in working order	Fair	Stable		309285	216161

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C9	12		Historic culvert possibly	Nonfunctional culvert if exists	Structure	Unknown	Stream runs in drains to C10		Destroyed	Doesn't seem to exist	309313	216248
F18			Dyffryn Crawnnon limekiln II	Remains of limekiln built of dressed sandstone blocks, bulk into embankment below tramroad. 3m plus high, 6m plus wide.	Structure	Near Intact	Collapsed. Stumps of trees, cut to prevent further damage. Overgrown with moss. Young hawthorn at top.	Fair	Stable	Hawthorn will cause further damage.	309435	214997
F19			Brinore Tramroad Limekiln	Remains of limekiln. Not able to distinguish charge face or extraction opening. Remains as a pile of stones, no discernible shape.	Structure	Near Destroyed	Remains as a pile of stones, no discernible shape.	Very Poor	Stable	None	309412	214999
F24			Gelli-bant building remains	Remains of building, possibly used as store houses for the tramroad. Upstanding walls to south and east several courses high. Appears to be the remains of 2 to 3 individual buildings. Now mostly rubble and obscured by vegetation.	Structure	Near Destroyed		Very Poor	Worsened - Superficial	Potential further collapse and vegetation damage	309762	216861
F25			Possible cottage(s)	Remains of possible cottage 7.30m east/west 2.24m north/south rubble height 40cm up to 70cm. Rubble remains on north side.	Structure	Near Destroyed	Pile of rubble remains of cottage	Very Poor	Not Applicable	None	309815	217166
F25			Brinore Tramroad	Imprint remains of now demolished cottage	Structure	Near Destroyed	Nothing much remains in way of stonework	Very Poor	Stable		309814	217166
F27	24	81942	Penrhiw Calch Bridge, Brinore Tramroad	Earthwork and infill at Penrhiw Calch cutting where original bridge was, road running across the top. In the middle where the bridge was there is now a culvert either side of which there are the remains of some of the old stone structure of the bridge, at least half of metre high on the northern side. Possible remains of the original bridge abutments.	Structure	Near Destroyed	Poor	Fair	Not Applicable	None identified	310063	217618
F29			Dan y Wenallt lime kiln	Remains of lime kiln in a field to east of Tramroad. Approx 6 metres in length (north - south), visible height approx. 2 metres, visible depth approx. 4 metres (east to west). Evidence of trackway leading to the top of the kiln (east to west)	Structure	Damaged	Top of kiln has collapsed in on itself. Front of kiln has collapsed with stones spread about. Tree growing in kiln.	Poor	Stable	Risk of further erosion.	310900	220280
F31		9685	House Danywenallt	Stone remains possible house, walls standing to north and east, approximately 9 courses high on north side.	Building	Near Destroyed	Ruinous, with ivy, but remains look stable.	Very Poor	Stable	None particularly	310942	220504
NEW FEATURE			Drainage feature Brinore tramroad	Potential stone drainage feature running east-west, width 50 cm.	Structure	Damaged	Original feature silted up, replaced by blue pipe to aid drainage.	Good	Not Applicable	None	310868	221739
NEW FEATURE			Clearing on east side of tramroad	Clearing on east side of tramroad, unknown purpose or date. May be associated with the tramroad?	Enhanced Natural Feature	N/A	Not applicable	Poor	Not Applicable	None	310858	221435

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NEW FEATURE			Brinore Tramroad Cutting Penrhiw Calch North	Tramroad cutting leading south to the former Penrhiw Calch Tramroad bridge. 12m in length n to s to where footpath diverts. 7.5m wide east to west. approx. 3m deep to current road surface. 7.5m across at northern bridge entry, the ground level steadily rises going towards the old structure. The ground level has probably risen up by one to two feet there's a lot of vegetation and soil accumulation. East bank 2.5m high, west 1.5 high.	Structure	Damaged	Ground level raised by soil and vegetation reeds and bracken	Fair	Not Applicable		310063	217610
NEW FEATURE			Brinore tramroad stone	Way marker stone approx. 1m high by 62cm erected by Brinore Conservation Forum, one of several along the tramroad route. Script states BRINORE TRAMROAD opened 1815. Arrow east to trefil. Arrow west Talybont.	Structure	Intact	Very good, lichen growth on north face starting to obscure text	Good	Not Applicable	None	310060	217586
NEW FEATURE			Culvert BrinoreTramroad	Stone topped culvert with plastic pipe running eastwards approx. 40cm by 40cm, pipe 30cm diameter approx.	Structure	Intact	Good condition and functioning	Very Good	Stable	None	309911	217269
NEW FEATURE			Gelli-bant building	Collapsed stone building recessed into bank alongside west side of tramroad remains approx. 3m wide alongside tramway running north to south.	Structure	Near Destroyed		Very Poor		Further collapse /vegetation threat	309762	216857
NEW FEATURE			Blaen Dyffryn quarry spoil heaps	Set of spoil heaps alongside tramroad. 1.5m high and up to 3m high.	Earthwork	Intact	Grass covered mounds.	Good	Stable	None	310038	215195
NEW FEATURE			Culvert Pen Rhiw Calch south	Modern culvert inlet beneath modern vehicle track.	Structure	Intact	Inlet, cannot see outflow, stone overlay	Good	Not Applicable	None	310066	217560
NEW FEATURE			Culvert under modern track	Possible modern culvert under modern vehicle track. The track now runs along the route of the former tramroad.	Structure	Near Intact	Inlet on western side, outflow lower and clearer on eastern side	Good	Not Applicable	None	309978	217230
NEW FEATURE			Brinore Tramroad culvert	Stone built culvert	Structure	Intact	Good	Good	not Applicable	None	309892	217264
NEW FEATURE			Brinore Tramroad Cutting	Cutting for Brinore tramroad high embankment on the western side. Partially collapsed on the eastern side but still embanked. About 20m in length.	Structure	Near Intact	Some collapse to the east side. A tree has fallen across the tramroad at this point, was rooted to the embankment.	Fair	Stable	None	309929	217165
NEW FEATURE			Drainage feature (possible)	Potential stone-lined drainage feature running east-west across path. 50cm cut through low embankment on west side edge of path.	Structure	Damaged	Feature now largely lost beneath silt/soil and replaced by modern pipe.	Fair	Not Applicable	None	310864	221736
NEW FEATURE			Brinore Tramroad	Stone built culvert along route of former tramroad. Unsure of date of construction.	Structure	Damaged	Appears to be blocked. Certainly not maintained	Poor		None	309982	217420
NEW FEATURE			Brinore Tramroad	Appears to be original stone culvert. Now lined with plastic pipe and enhanced with large cap stones.	Structure	Damaged	Appears to be original stone culvert. Now lined with plastic pipe.	Good		None	309960	217377
NEW FEATURE			Brinore Tramroad	Stone built culvert.	Structure	Intact	Functioning well	Fair		Vegetation build up	309873	217190
NEW FEATURE			Culvert	Water on the Tramroad but plastic pipe flowing well	Structure	Intact	Functional	Fair	Stable	Erosion	309586	216623

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P1	8	81999	Glascwm uchaf passing bay ll	Cleared wide space by Tramroad approx. 30m by 6m at widest east/west, possible large passing bay or passing bay with space for storage or other activity.	Earthwork	Damaged		Fair	Not Applicable	None	309337	215973
P10	69	87021	Craig Dan y Renault passing bay no. 2	Tramroad appeared as previously described. An iron pin was identified in one of the stone blocks. Retaining wall to east side.	Structure	Damaged	Overgrown. Wall barely visible.	Fair	Stable	Potential of road collapse from heavy traffic above.	310869	221374
P11	70	87020	Craig Dan Y Wenallt Passing Bay 1	The tramroad track remains the same as previously recorded.	Structure	Damaged	The revetment wall to the east is more overgrown than before. The stonework is barely visible, covered in moss and ivy but otherwise no change to its stability.	Fair	Worsened - Superficial	Vegetation growth and displacement of stonework.	310845	221457
P3	22	81953	Brinore Tramroad	Engineered embankment 4m from East bank. Embankment cut into hill to create turnout running approximately 50m. Mature tree currently fallen over Tramroad at north end of turnout.	Earthwork	Near Intact	Good	Good	Stable	None	309783	216874
P5	31	81951	Bryn Melin Passing Bay	As previously described	Structure	Damaged	The tramway at this point is starting to get buried by earth washed down from the mountain path. Some stones are no longer visible compared to the previous survey	Fair	Worsened - Superficial	Erosion from the footpath that crosses at this point which is likely to continue.	310639	218542
P6	42	82524	Pant y Rhiw	Outram sleepers to north of P6 and to the south. Features less visible to the south	Structure	Damaged	Passing bay to the east of track is very overgrown with dense vegetation	Fair	Stable	Unstable tree line to east	310583	219124
P8	51	81949	Rhyd y Bine tramway passing bay 1	Tramroad runs to west of footpath evidenced by a clear line of stone blocks about a metre apart. The east side of tramroad is evidenced by tie bar wear running westwards. To the east of this line is a line of stone blocks thought to represent a tramroad spur for a passing bay. To south end of passing bay a line of 5 stone blocks with Outram style holes are visible on the surface. Northern most 2 stones have 2 holes visible. Stones run north-eastward into overgrown area of passing bay.	Structure	Damaged	Some erosion to the east of main tramroad stone blocks. Main tramroad mainly covered by green vegetation and western edge runs along contour. Eastern stone blocks partially visible under mud. Passing bay overgrown with vegetation with two maturing trees in the centre of bay.	Fair	Worsened - Moderate	Water erosion and vegetation growth, especially trees.	310761	219909
P9	65	81948	Dan y Wenallt passing bay	The tramroad is clearly visible with two lines of blocks approximately 1 metre apart. Some blocks appear to be in situ but the track bed between them is disturbed and eroded. At the north end the stone blocks have Outram holes indicating the start of the passing bay. The track spur is to the eastern side, but the blocks are not visible, likely buried under land slip.	Structure	Damaged	The land appears to have slipped over the passing bay and is covered with vegetation. The stone blocks are in good condition, but the track bed is eroded.	Good	Worsened - Superficial	Further erosion from walking and water.	310946	220538