

September 2000

TELFORD AND PROVIS
NOTEBOOKS
An Assessment of Content



Telford and Provis Notebooks

An Assessment of Content

Archaeological Assessment Report

Report no 2000-2001/14/AUA8003

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CONTENTS

SUMMARY	2
ACKNOWLEDGEMENTS	3
1. INTRODUCTION	4
1.1 Circumstances of the Project.....	4
1.2 The Purpose of the Project	4
2. METHODOLOGY	5
2.1 Sources	5
2.2 Report	5
3. ASSESSMENT RESULTS	6
3.1 The Telford Notebooks	6
3.2 The Provis Notebooks	6
3.3 Provis Notebooks Number 1 - Holyhead Road 1821	7
3.4 Provis Notebooks Number 2 - Land and Damage No. 2.....	8
3.5 Provis Notebooks Number 3 - Land and Damage No. 3.....	10
3.6 Other related notebooks in the possession of Mr Frank Newby	13
4. SIGNIFICANCE	14
4.1 The Telford Notebooks	14
4.2 The Provis Notebooks	14
4.3 The Wilson Notebooks	14
5. BIBLIOGRAPHY	15
5.1 Primary Sources	15
5.2 Secondary Sources.....	15
PLATES	16
Plate 1 Lot 31 road section (from Provis Notebook 1)	
Plate 2 Lot 30 road section (from Provis Notebook 1)	
Plate 3 Measured plan of building in Llangollen (from Provis Notebook 3)	
Plate 4 Valuation of temporary damages during the works in Lot 34 (from Provis Notebook 1)	
Plate 5 Bill of quantities for works at Conwy Bridge (from Wilson Notebook 2)	

SUMMARY

An assessment was undertaken in April 2000 of the contents of the notebooks of Thomas Telford, consultant engineer for the Holyhead road, and John Provis, resident engineer for the road. In total, two Telford notebooks held by the Institute of Civil Engineers were reviewed, as were three Provis notebooks, which were in the private possession of Mr Frank Newby of Chiswick, London. In Mr Newby's collection there were three further notebooks, which were signed off by John Wilson, that related to the construction of the Holyhead Road.

Overall there is little useful detail in the two Telford notebooks, as they mainly contain personal reminders and notes; their main use would be for examining Telford's working practices and thought processes.

A great deal of detail is contained within the Provis notebooks relating to the amount and cost of land-take, as well as to the environmental impact of the scheme. Much can be learned about the approach to the road's construction and the nature of John Provis as an engineer. The sketch maps of the road layout, and plans of the buildings affected by the new road, are invaluable as they provide a level of detail not available in the specifications. These details include alterations to buildings, some of which may still be in existence. Checking the notebooks against the relevant specifications should establish when, where, and possibly why, road construction may have deviated from the specifications in some places. The Wilson notebooks contain some useful detail in relation to the Menai and Conwy suspension bridges and associated toll houses.

It is recommended that further work is undertaken on the Provis notebooks in order to evaluate fully the content of these notebooks and to extrapolate the relevant detail. The sketch plans should be checked against field evidence and the new data contained within them compared to the already analysed specifications and the Ordnance Survey first edition maps.

ACKNOWLEDGEMENTS

Particular thanks are owed to Mr Frank Newby for allowing access to his home as well as the notebooks in his possession, and for his hospitality, interest and assistance during the review of his notebooks. Thanks are also due to Mike Chrimes of the Royal Institute of Civil Engineers for his help in accessing the notebooks of John Provis and in making available for consultation those of Thomas Telford.

The desk-based study and report was undertaken by Richard Newman and the reproduced sketches were scanned by Jamie Quartermaine. The report was edited by Jamie Quartermaine, who also managed the project.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 Following assessment surveys of Thomas Telford's Holyhead and Chester roads in Wales, the modern A5 and A55 respectively (LUAU 1999; 2000), LUAU was asked by Cadw to undertake further documentary work by assessing previously unseen notebooks believed to have been compiled by Thomas Telford and John Provis. The Telford notebooks were held in the library of the Institute of Civil Engineers, Westminster, London, and the Provis notebooks were in the private possession of Mr Frank Newby of Chiswick, London. No previous academic study of the Provis notebooks is known to have been undertaken.
- 1.1.2 John Provis was the Resident Engineer for the Holyhead Road, working to Thomas Telford's instructions. He was also the brother of William Provis, the engineer in charge of the building of the Menai Straits suspension bridge.

1.2 THE PURPOSE OF THE PROJECT

- 1.2.1 The primary reason for investigating the notebooks was to assess their value in relation to Cadw's ongoing project to record historic fabric of the A5 trunk road, to assess its significance and enable the presentation and management of the historic route. The A5 road is a linear archaeological monument and has been shown to have considerable surviving fabric associated with its original construction and Telfordian design. The notebooks had the potential to illuminate further the detail of its construction processes and, possibly, to add to the knowledge of surviving Telfordian fabric along the route.
- 1.2.2 The intended outcome was a review of the contents of the notebooks with an appraisal of their significance in relation to their potential to inform further research on the A5.

2. METHODOLOGY

2.1 THE SOURCES

- 2.1.1 **Telford Notebooks:** the visit to the library of the Institute of Civil Engineers produced two notebooks reputedly compiled by Thomas Telford. The entire contents of both volumes were read and notes made where relevant.
- 2.1.2 **Provis Notebooks:** a visit was made to the home of Mr Frank Newby, a collector of rare books dealing with industrial archaeology and transport history and a knowledgeable person with regard to the subject. Three notebooks compiled by John Provis (numbered 1 to 3) were reviewed. Comprehensive notes were made by lot numbers for each section of the A5 route covered. Photocopies were taken of some of the maps in Notebook no 1 (Plates 1, 2 and 3).
- 2.1.3 **Wilson Notebooks:** in addition to the three Provis notebooks, three untitled notebooks, labelled 2 to 4, and owned by Mr Frank Newby, were also reviewed. These were details of costed bills of quantities for the Menai and Conwy bridges, and all three books were signed off by John Wilson confirming their accuracy. Notes were made of some entries in order to gain information in particular on the paint used for the Menai Straits bridge. Photocopies were taken of selected entries (Plate 5).
- 2.1.4 Mr Newby undertook the photocopying but understandably was unwilling to have all the books photocopied, particularly as this may have occasioned damage to their spines. Now that Mr Newby has become aware of the significance of the notebooks he decided to pass them to the library of the Institute of Civil Engineers (ICE) (Letter Newby, 1st June 2000) and they are now held on loan by the ICE library (Mike Chrimes pers comm).

2.2 REPORT

- 2.2.1 This report details the nature of the documentary resource and lists their contents. An assessment of the significance of the notebooks with regard to future research is made; in particular, their value as a data source for the current Cadw project, investigating the surviving archaeology of the A5, is demonstrated.

3. ASSESSMENT RESULTS

3.1 THE TELFORD NOTEBOOKS

- 3.1.1 Two notebooks were examined in the Institute of Civil Engineers, one labelled 'Holyhead' and the other unlabelled. The unlabelled volume was inscribed on the inside front cover with the wording, 'Thos. Telford Civil Engineer 24 Abingdon St Westminster'.
- 3.1.2 The labelled notebook is a slim, leather-bound, paginated volume in poor condition. It mainly consists of accounts and 'to do' lists; it has the appearance of a project manager's project diary. Although inscribed 'Holyhead', much of the content does not relate to North Wales but elsewhere; for example, page 13 contains costings for improvements to Park Street, London and for the road from Regent's Park to Camden Town.
- 3.1.3 Many of the entries concern reminders to Telford to compile reports on the progress of the Holyhead road for the House of Commons. Other than estimates of costs for various stretches of the road in North Wales there is little of direct relevance and use concerning the Holyhead road. On page 21 is a progress report on the North Wales road for 16th March 1822, which mentions improvements to the drawbridge at Conwy, but for the most part the report is just a set of bullet points.
- 3.1.4 Overall there is little detail in the volume labelled 'Holyhead' and its main use would be for examining Telford's working practices and thought processes, and as a comparator with the published biographical account of Telford (1839).
- 3.1.5 The unlabelled notebook contains miscellaneous notes and jottings in faded pencil. The projects referenced include improvements to the River Nene in the English east Midlands. There are few references to the North Wales road and none contain any detail.

3.2 THE PROVIS NOTEBOOKS

- 3.2.1 Mr Frank Newby owns three notebooks which were compiled by John Provis, which are labelled 1 to 3. Notebook number 1 is a slim, leather-bound soft-covered book of approximately A5 size and is paginated. It is inscribed on the leather cover 'Holyhead Road 1821'. On the inside front page it states 'John Provis, Glyndyfrdwy, Corwen'. Glyndyfrdwy is one of the places that John Provis lived during the building of the road and is a small village off the A5 in the Dee valley, four miles west of Llangollen (OS NGR SJ 1500 4280). Much of the text is in pencil and now faint, but the sketch plans and associated calculations are in ink and clear in a neat hand.
- 3.2.2 Notebook number 2 is a leather-bound hard-cover volume, lacking any inscription on the front. Inside on the front sheet it states 'Land & Damages No 2'. The handwriting is the same as in the volume attributed to John Provis and it is paginated.
- 3.2.3 Notebook number 3 is similar to number 2 and again has the same handwriting and a lack of notation on the front cover. Inside on the front sheet it states 'Land & Damages No 3'. Unlike its companion volumes, it is unpaginated.

3.2.3 The information is recorded under the lot numbers given by Telford to divide the Holyhead road into sections. In all, details for 83 of the 123 lots allocated to the Holyhead Road in Wales have information recorded within the notebooks.

3.3 PROVIS NOTEBOOK NUMBER 1 - 'HOLYHEAD ROAD 1821'

3.3.1 The contents list in the rear of the notebook is as follows:

Road sections	Pages
Various sections taken on lot 30 and 31 at Glyndyfrdwy	1, 2, 3, 4, 5
Sketches of land taken before the general measurement of lots 30 and 31	7, 8, 9, 12, 13, 17, 24, 25, 30
Measurement of land taken for lot 30	32-38
Measurement of land taken for lot 31	39-44
Lot 34 at Llangollen:	
Measurement of land take for the road	10, 11, 12
Sale of old materials	27
Sketch of cottages bought off Mrs Roberts	28
Valuation of temporary damages	31
Lot 35 at Cerig-y-druid	
Section from east end of lot to the mill	15, 16
Lot 42 at Chirk Valley	
Various sections	18, 19, 22, 23, 26
Measurement of embankment in progress	29
Lot 32 at Chirk	
Section of part between south-east end and Offa's Dyke	20, 21, 22

3.3.2 The details contained in notebook number 1 deal with the quantification of the land take for the A5 road and with compensation valuations. The quantifications of land take are accompanied by detailed sketch maps, indicating the course of the 'Old Road' and the proposed route of the new road. The sketch maps include details of ownership, plans of buildings, and detailed measurements, though the maps themselves are specifically referred to as sketches. Even so, the maps are much more detailed and at a larger, though approximate scale, than the planlets contained in Telford's specifications (PRO WORK 6/89/90; LUAU 1999). They were prepared after the specifications during the initial application of the specifications in the field, and seemingly before the commencement of construction works.

3.3.3 The compensation valuations include estimations of value for land taken for road construction, but also include valuations of temporary damages, such as damage to grazing or crops during construction and damage to, or removal, of trees. For example for lot 30 the following details are recorded on page 25, "6 small ash trees, 2 large oaks cut in hedgerow of E. Roberts fields... ..3 small ash trees in hedgerow at the lane leading to Carrog Issa cut down. 10½ perch of wheat cut down for new road in field adjoining lane at Carrog Issa". The estimates of damages were prepared by Mr

W Jebb (Plate 4). The valuations were compiled after the completion of construction works within a lot.

- 3.3.4 For the most part the lot numbers appear to be identical to those used for the specifications (PRO WORK 6/89/90; LUAU 1999, 22-4). Whilst some of the lot numbers are clearly the same, such as for lot 30 to the west of Glyndyfrdwy and lot 42, the Chirk valley, a full comparison of all sketch maps, specification planlets and first edition Ordnance Survey maps would be necessary to identify all lots definitely. Some lots, such as 23, appear to be subdivisions of other lots, in this case Anglesey lot 3. Interestingly, however, details of lots that could not be precisely located from the specifications, as around Llangollen, are contained within notebook 1 with sketches.

3.4 PROVIS NOTEBOOK NUMBER 2: 'LAND & DAMAGES NO 2'

- 3.4.1 The layout and contents of this notebook are very similar to the previous one. No contents page is included but the contents by page are as follows:

<i>Details</i>	<i>Pages</i>
Lot 1: Anglesey Road calculation of land take with sketch plans	1-16
Lot 1: Anglesey Road list of owners, amount of land taken and value of land	18-25
Lot 28: Mr Jebb's valuation of land	26
Lot 30: Mr W Jebb's valuation of land 1820	27
Lot 31: Mr W Jebb's valuation of land	28
Lots 1 and 2: valuation of temporary damages in Anglesey	29-32
Lot 3: Anglesey Road calculation of land take with sketch plans	33-41
Lot 3: Anglesey Road list of owners, amount of land taken and value of land	42-5
Lot 34: two plans of houses required or taken at Llangollen	46-7
Lot 34: valuation of land and houses at Langollen	48-51
Lot 4: Anglesey Road calculation of land take with sketch plans	52-65
Lot 4: Anglesey Road valuation of land	66-9
Lot 3: Anglesey Road valuation of temporary damages	70-1
Lot 39: valuation of damages at Hendre-Isaf toll house	72
Lot 4: Anglesey Road valuation of temporary damages by Mr W Jebb	73-5
Lot 30: calculation of land take with sketch plans	76-9
Lot 30: list of owners, amount of land taken and value of land	80-1
Lot 33: calculation of land take with sketch plans at Betws-y-Coed	84-5
Lot 33: valuation of land take	86-7
Lot 34: valuation of temporary damages by Mr W Jebb	88-9
Lot 32: calculation of land take with sketch plans	90-5
Lot 32: valuation of land take	96-7
Lot 31: calculation of land take with sketch plans	98-103
Lot 31: valuation of land take	104-5
Lot 30: valuation of temporary damages	106

Lot 31: valuation of temporary damages	107
Lot 35: calculation of land take with sketch plans	108-9
Lot 35: valuation of land take	110
Lot 28: valuation of temporary damages by Mr W Jebb	111
Lot 5: Anglesey Road calculation of land take with sketch plans	112-20
Lot 5: Anglesey Road valuation of land take	121-6
Lot 5: Anglesey Road valuation of temporary damages	127-9
Lot 9: Anglesey Road calculation of land take with sketch plans	130-4
Lot 9: Anglesey Road valuation of land take	135-6
Lot 30: calculation of land take with sketch plans	137-142
Lot 35: valuation of damages	145
Lot 36: valuation of damages	146
Lot 38: valuation of damages	147
Lot 32: valuation of damages	148-9
Lot 42: calculation of land take with sketch plans	150
Lot 42: valuation of land and trees permanently damaged	151-2
Lot 43: calculation of land take with sketch plans and valuation of land take	153-4
Lots 43, 44 and 9: valuation of temporary damages	155-7
Lot 11: Anglesey Road calculation of land take with sketch plans	158-60
Lot 11: Anglesey Road valuation of land take	161-2
Lots 47 and 45: valuation of land take	163-6
Lots 45 and 46: valuation of temporary damages	167-8
Lot 46: calculation of land take with sketch plans	169-70
Lot 46: valuation of land take	171-2
Lot 6: Anglesey Road calculation of land take with sketch plans and valuation of land take	173-4
Lots 6, 11, 33, 47 and 48 valuation of temporary damages	174-5
Lot 48 calculation and valuation of land take, no plan	176
Measurement of old road abandoned at Bettws-y-coed, no plan	177-180
Lot 28: valuation of land take	181
Lot 59: calculation of land take, no plan	182-4
Lot 59: valuation of land take by Mr W Jebb	185
Lot 10: Anglesey Road calculation of land take with sketch plans	187
Lot 10: Anglesey Road valuation of land take and temporary damages	188
Lot 14: calculation and valuation of land take on Bodedern (Anglesey) branch road, no plan	189-90
Lots 14 and 42: valuation of temporary damages	191-4

- 3.4.2 The details contained in notebook number 2 are of the same type as for notebook number 1 but dealing with different sections of the road. There are particularly good details relating to damages.
- 3.4.3 Fourteen of the 27 entries for temporary damages relate to quarrying and hauling stone from the quarries and indicate that quarries were frequent, local and small-scale.

3.5 PROVIS NOTEBOOK NUMBER 3: 'LAND & DAMAGES NO 3'

- 3.5.1 Again the layout and contents are similar to the other two Provis notebooks, except for an absence of pagination. Some of the entries are for lots along the Chester Road, the A55. Most of the references to measurement include sketch plans. A contents page is included in the rear which gives details of contents as follows:

Lot 60:	east of Capel Carig land measurement and valuation
Lot 66:	east of Cernioge Mawr land measurement and valuation
Lot 62:	west of Hendre-Arddwyfaen land measurement and valuation
Lot 57:	a little west of Disgarth Isaf land measurement and valuation
Lot 58:	east and west of Ty Nant land measurement and valuation
Lot 55:	nearly opposite Plas yn ddol land measurement and valuation
Lot 49:	at the Druid Inn land measurement and valuation
Lot 63:	east of Corwen Bridge land measurement and valuation
Lot 70:	east of Corwen Toll House land measurement and valuation
Lot 71:	near Plas-yn-Bonwm land measurement and valuation
Lot 51:	west of Cwm Allis Tannery land measurement and valuation
Lot 52:	west of the Fron railway land measurement and valuation
Lot 54:	Chirk Bridge to Gobowen land measurement and valuation
Lot 60:	east of Capel Carig valuation of temporary damages
Lot 66:	east of Cernioge Mawr valuation of temporary damages
Lot 62:	west of Hendre-Arddwyfaen valuation of temporary damages
Lot 57:	a little west of Disgarth Isaf valuation of temporary damages
Lot 58:	east and west of Ty Nant valuation of temporary damages
Lot 55:	nearly opposite Plas yn ddol valuation of temporary damages
Lot 56:	west of the Druid Inn valuation of temporary damages
Lot 63:	east of Corwen Bridge valuation of temporary damages
Lot 71:	near Plas-yn-Bonwm valuation of temporary damages
Lot 51:	west of Cwm Allis Tannery valuation of temporary damages
Lot 52:	west of the Fron railway valuation of temporary damages
Lot 53:	branch to Irishman's Bridge valuation of temporary damages
Lot 54:	Chirk Bridge to Gobowen valuation of temporary damages
Lot 68:	new Pen-y-llan to Lôn-Isaf measurement and valuation

Lot 68:	new Pen-y-llan to Lôn-Isaf valuation of temporary damages
Lot 59:	from Pen-y careg to Ty Gwyn valuation of temporary damages
Lot 64:	at and near Tal-y-bont valuation of temporary damages
-	Cwm-y-rwd and Bryn Garan valuation of temporary damages
Lot 17:	in Anglesey valuation of temporary damages
Lot 70:	east of Corwen Toll House valuation of temporary damages
Lot 72:	a little west of Owen Glendower's Hill valuation of temporary damages
-	the Howth and Dublin Road valuation of temporary damages
Lot 65:	Menai Bridge to Bangor Ferry Inn valuation of temporary damages
Lot 80:	the wall from Bangor Ferry to Bangor valuation of temporary damages
Lot 12:	in Anglesey the Menai Bridge approach valuation of temporary damages
Lot 12:	in Anglesey the Menai Bridge approach measurement and valuation
Lot 65:	Menai Bridge to Bangor Ferry Inn measurement and valuation
-	Menai Bridge to east end of ? (unclear) measurement and valuation
Lot 77:	Pentre du to Hendre-rhys-fethen measurement and valuation
Lot 77:	Pentre du to Hendre-rhys-fethen valuation of temporary damages
Lot 79:	walls between Hendre Isaf and the Druid Inn valuation of temporary damages
Lot 75:	from a deep dingle to the road to Rhydllanfair measurement and valuation
Lot 78:	west end of Llangollen measurement and valuation
Lot 74:	east end of Llangollen measurement and valuation
Lot 50:	Llangollen Toll House to Llangollen Fechan measurement and valuation
Lot 76:	Penmaen bach to Conway measurement and valuation
-	Conway Bridge measurement and valuation
Lot 76:	in the town of Conway measurement and valuation
Lot 54:	Chirk Bridge to Gobowen valuation of trees cut down and saplings destroyed
Lot 29:	Rûg Mill stream to road to Ruthin damages
Lot 50:	Llangollen Toll House to Llangollen fechan damages
Lot 74:	east end of Llangollen damages
Lot 81:	walls at and near ? (unclear)
Lot 78:	west end of Llangollen damages
Lot 73:	between Rhydllanfair and Glyn Conway valuation for damages
Lot 75:	from a deep dingle to the road from Rhydllanfair valuation for damages
Lot 82:	Rhydllanfair Bridge valuation for damages
Lot 84:	Ty-Nant Bridge near Rhydllanfair valuation for damages
Lot 72:	a little west of Owen Glendower Hill measurement and valuation
Lot 76:	at Penmaen bach measurement and valuation
Lot 76:	in the town of Conway measurement, valuation and damages
-	Conway Bridge damages

-	Bangor city valuation of buildings
Lot 53:	branch to Irishman's Bridge measurement and valuation
Lot 85:	Pen-y-mynnydd Toll House measurement and valuation
Lot 29:	Rûg Mill stream to road to Ruthin measurement and valuation
Lot 18:	in Anglesey TreEvan Toll House measurement and valuation
Lot 86:	Corwen Toll House measurement and valuation
Lot 86:	Corwen Toll House temporary damages
Lot 87:	Llangollen Toll House temporary damages
Lot 76:	at and near Conway temporary damages
Lot 20:	in Anglesey branch road near the Menai Bridge temporary damages
Lot 18:	in Anglesey toll house at TreEvan temporary damages
Lot 78:	west end of Llangollen temporary damages
Lot 89:	toll house at Conway measurement and valuation
Lot 20:	in Anglesey branch road near the Menai Bridge measurement and valuation
Lot 83:	in town of Conway damages
Lot 42:	Chirk to Chirk Bridge damages
Lot 90:	Bryn-Mor to Penmaen bach damages
Lot 90:	Bryn-Mor to Penmaen bach measurement and valuation
Lot 94:	toll house at Bettws-y-coed measurement and valuation
Lot 95:	widening at Bettws-y-coed measurement and valuation
Lot 93:	toll house at Cerrioge measurement and valuation
Lot 92:	toll house at Tyn-y-lon damages
Lot 93:	toll house at Cerrioge damages
Lot 95:	at Bettws-y-coed damages
Lot 21:	in Anglesey pointing walls damages
Lot 22:	in Anglesey pointing walls damages
-	Bangor city house of Grace Morris removal of part
Lot 96:	west of Corwen Bridge measurement and valuation
Lot 98:	at Penmaenmawr damages
Lot 98:	at Penmaenmawr measurement and valuation
Lot 96:	west of Corwen Bridge damages
Lot 13:	in Anglesey near Penrhos Madwen damages
-	Bangor city house of Robert Jones removal of part
-	Bangor city Albion Inn removal of part
-	Bangor city removal of parts of various houses
Lot 102:	Black Park toll house and garden measurement and valuation
Lot 23:	in Anglesey Gwalchmai to Dalar hir temporary damages
-	Bangor city purchase of 15 yards of superfluous land in front of the Vaynol Arms

-	Bangor city house of Robert Thomas removal of part
-	Bangor city house of John Rusbrook removal of part
Lot 103:	Bangor to Coedmawr temporary damages
Lot 104:	Coedmawr to milestone 13 temporary damages
Lot 105:	milestone 13 to Hendre Isaf temporary damages
Lot 106:	south of Hendre Isaf temporary damages
Lot 107:	south of Cerrig-y druidwn
-	Madferw Hill improvement, valuation of land and damages
Lot 108:	milestone 72 and Chirk Bridge temporary damages
-	Bangor city land of Rev. J Griffiths measurement and valuation

3.6 OTHER RELEVANT NOTEBOOKS IN THE POSSESSION OF MR FRANK NEWBY

- 3.6.1 Mr Newby has three other notebooks in his possession that are relevant to the Holyhead Road. The books are numbered 2, 3 and 4 and entitled 'No 2', 'No 3 Menai and Conway Bridges' and 'No 4 Menai and Conway Bridges'. They all deal with measurements of works performed by a Mr John Wilson in relation to the Menai and Conway Bridges and were all signed off by John Wilson agreeing their accuracy. The books also contain costed bills of quantities for the resources consumed.
- 3.6.2 Amongst the information contained are references to painting, plastering and other finishing works for the structures (Plate 5). The number of coats of paint are given and the paint is described as either 'common paint colour' or 'common colour'.

4. SIGNIFICANCE

4.1 THE TELFORD NOTEBOOKS

- 4.1.1 The Telford Notebooks will have little value in the compilation of an archaeological description and interpretation of the A5 and associated roads. They are short on detail and have little specific to say about the construction of the road in Wales.
- 4.1.2 No further work is recommended on these notebooks.

4.2 THE PROVIS NOTEBOOKS

- 4.2.1 A great deal of detail is contained within these books relating to the amount and cost of land-take, as well as to the environmental impact of the scheme. Much can be learned about the approach to the road's construction and the nature of John Provis as an engineer. The sketch maps of the road layout, and plans of the buildings affected by the new road, are invaluable as they provide a level of detail (Plates 1, 2 and 3) not available in the specifications. These details include alterations to buildings some of which may still be in existence. Checking the notebooks against the relevant specifications should establish when, where, and possibly why, road construction may have deviated from the specifications in some places.
- 4.2.2 It is strongly recommended that further work is undertaken to evaluate fully the content of these notebooks and to extrapolate the relevant detail. The sketch plans should be checked against field evidence and the new data contained within them compared to the already analysed specifications and nineteenth century 6 inch and 25 inch to a mile Ordnance Survey maps.

4.3 THE WILSON NOTEBOOKS

- 4.3.1 These contain some useful detail in relation to the Menai and Conwy suspension bridges and associated toll houses; as such they complement the published account of the works on the Menai bridge (Provis 1828). It may be possible to check some of the detail in the field, but in-depth analysis would not be cost effective.
- 4.3.2 These notebooks, as with those of John Provis, should be photographed or photocopied, the former being the preferable option, since, following discussions with the Institute of Civil Engineers, it is understood that photocopying will not be permitted as there is a risk of damage to the spines of the books. It is therefore considered that digital photography will provide the most appropriate means of reproduction.

5. BIBLIOGRAPHY

5.1 PRIMARY SOURCES

PRO WORK 6/89/90 1815 (Public Record Office) Specifications for construction of the Holyhead Road, by Thomas Telford *et al*

5.2 SECONDARY SOURCES

Lancaster University Archaeological Unit (LUAU) 1999 *Telford's Holyhead Road (A5) North Wales: Archaeological Survey Report*, unpubl rep

Lancaster University Archaeological Unit (LUAU) 2000 *A5 and A55 Archaeological Survey and Enhancement - Phase 2A*, unpubl rep

Provis, WA, 1828 *An historical and descriptive account of the suspension bridge constructed over the Menai Strait*, London

Telford, T, 1839 *The life of Thomas Telford, Civil Engineer*, ed J Rickman, London

PLATES

- Plate 1 Lot 31 road section (from Provis Notebook 1)
- Plate 2 Lot 30 road section (from Provis Notebook 1)
- Plate 3 Measured plan of building in Llangollen (from Provis Notebook 3)
- Plate 4 Valuation of temporary damages during the works in Lot 34 (from Provis Notebook 1)
- Plate 5 Bill of quantities for works at Conwy Bridge (from Wilson Notebook 2)

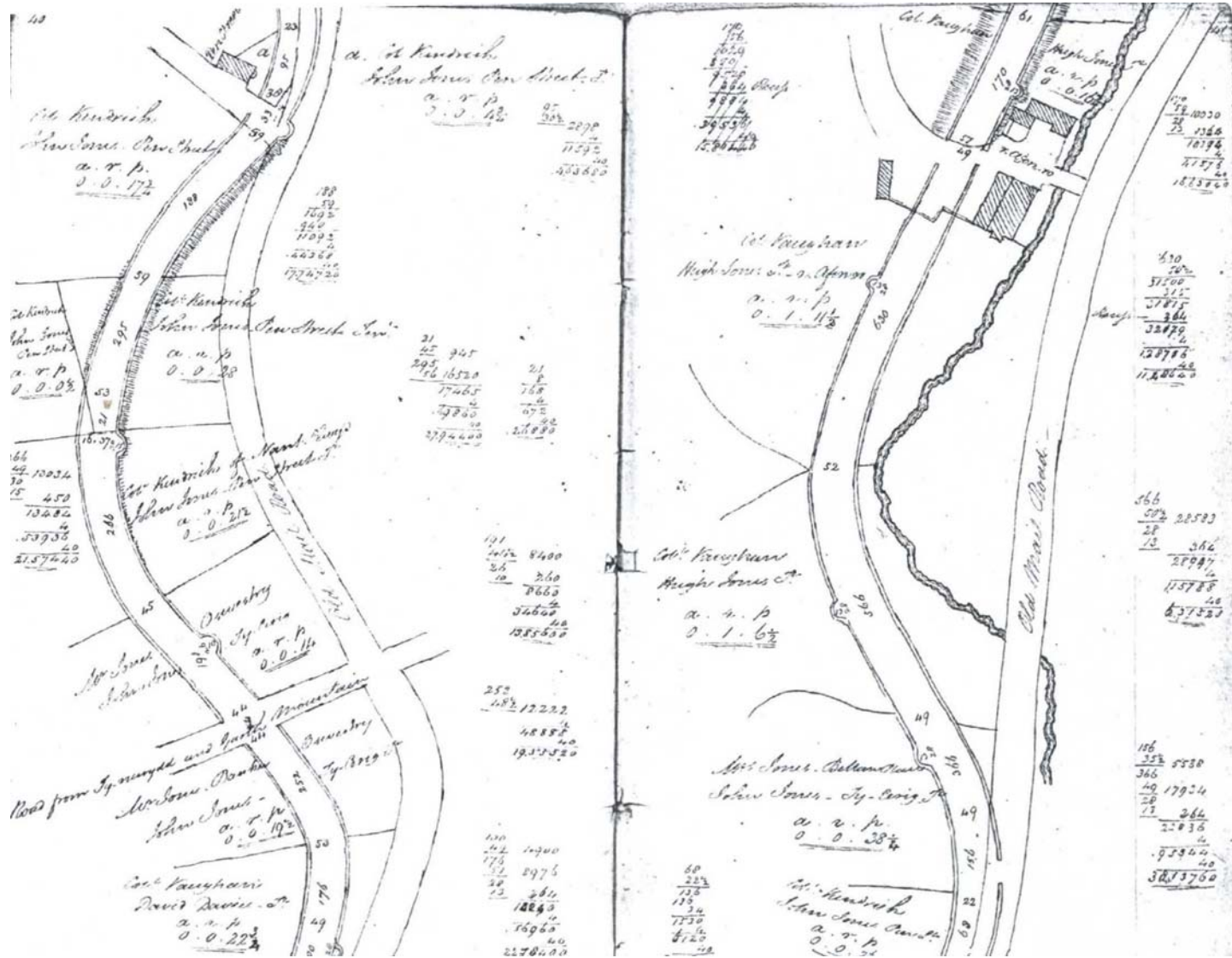


Plate 1 Lot 31 road section (from Provis Notebook 1)

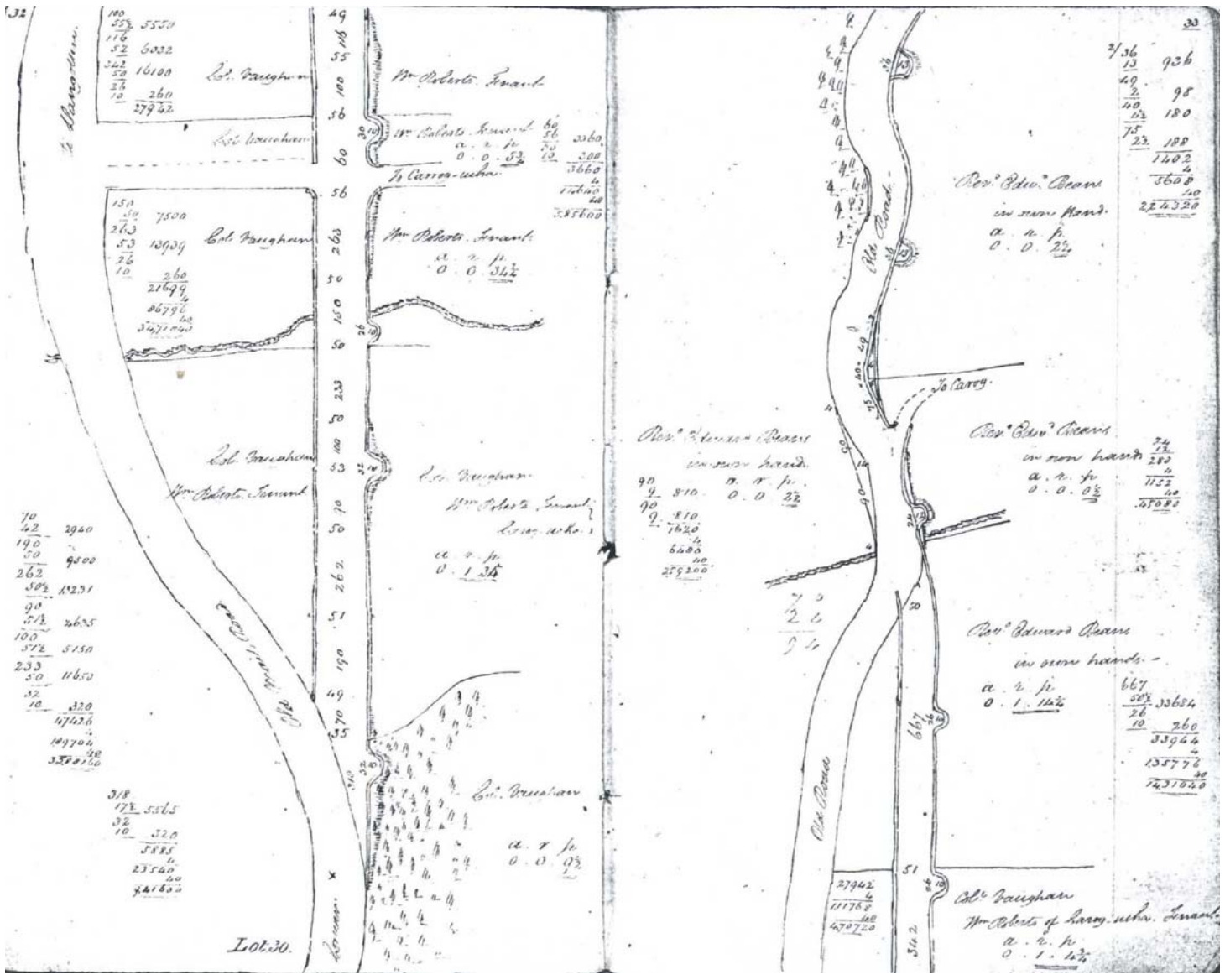


Plate 2 Lot 30 road section (from Provis Notebook 1)

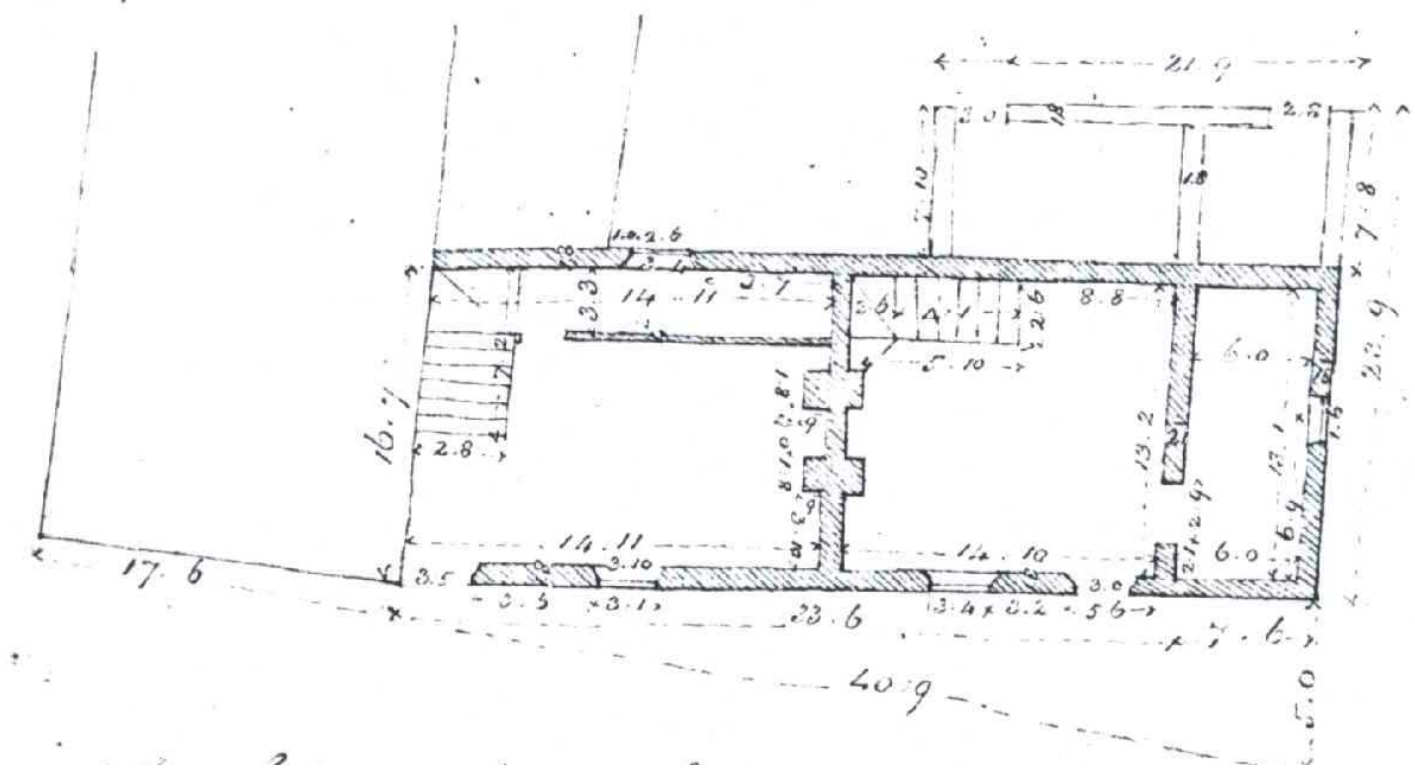


Plate 3 Measured plan of building in Llangollen (from Provis Notebook 3)

Lot 34 at Slough Mill

Valuation of temporary damages by Mr. Salt Sept 2. 1822

William Buntis for a Pig sty	1.0.0
Isaac Williams	3.3.0
Robert Griffiths	1.15.0
John Owens	7.0
Edward Hughes	14.8
Richard Edwards	3.10.0
Granny Roberts	10.0.0
Mr. Davis	5.0
Joseph Phillips	1.1.0
Thomas Jones	1.0.0
Edward Morris for taking away sticks and damages to house	25.0.0
Edward Evans	5.0.0
Thomas Jones for damages on the Lot at Slough	3.0.0

Plate 4 Valuation of temporary damages during the works in Lot 34
(From Provis Notebook 1)

as the Ceiling and the Glazing the same as in
Hall when the Flooring is 3 Coats

12.0		
2.7	31.0	2 Coats lath and plaster Ceiling in Cellar
8.7		
8.2	57.11	} 2d --- do --- do
2.10		
1.8	4.9	
36.6	92.8	
6.0	219.0	2d --- on Walls
6.0		
2.6	15.0	2d --- dit' door
2/5.8		
2.10	32.1	2d --- dit' do
9.2	47.1	
11.2	103.2	2d --- lath & plaster Ceiling
43.2		
6.0	259.0	2d --- lath
9.2		
8.10	81.0	2d --- lath & plaster Ceiling front room
36.0		
6.0	216.0	2d --- on walls
		Painting
7.10		
6.10	53.6	3 Coats in Cell front door
17.2		
11.1	15.9	3d --- Panes
3/6.1		
6.3	112.1	3d --- doors
3/15.9		
1.2	47.3	3d --- frames of do
8.4		
1.7	13.2	3d --- inner window frame
6/10.2		
6.6	30.6	3d --- architrave to front pane
6/4.1		
1.2	36.8	3d --- Panes to do
14.4		
11.12.2	36.4	3d --- front window frame
4.5		
19.19	3.8	3d --- window Panes
3/12.7		
11.11	34.7	3d --- Panes

Plate 5 Bill of quantities for works at Conwy Bridge
(From Wilson Notebook 2)