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Heritage Assessment Union Canal, Glen Village Falkirk

Report No. 2117

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Commissioned by	Scottish Canals
Date issued	August 2012
Version	0
OASIS Reference	cfaarcha1-132589
Grid Ref	NS 68860 27822

This document has been prepared in accordance with CFA Archaeology Ltd
standard operating procedures.

**Heritage Assessment
Union Canal, Glen Village
Falkirk**

Report No. 2117

CONTENTS

1.	Introduction	3
2.	Working Methods	4
3.	Archaeological Results	4
4.	Conclusion	4

Appendices

1.	Photographic Register	5
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Figures (Bound at Rear)

- Fig. 1 Location plan and photomosaic plan of track
- Fig. 2 Top of path at 9.60m looking NW showing significant or total erosion of stonework
- Fig. 3 Path at 24.40m looking NW showing original stonework and erosion to the surface
- Fig. 4 Path at 33.50m looking NW showing stonework
- Fig. 5 Path at 40.80m looking NW showing eroded stonework
- Fig. 6 Path at 47.90m looking NW showing erosion
- Fig. 7 Path at 54.40m looking NW at point where stonework continues under the modern surface

1. INTRODUCTION

1.1 General

This report presents the results of the survey of a section of cobbled pathway exposed below the current footpath surface of a section of canal access path. The work was undertaken by CFA Archaeology Ltd (CFA) on the 9th August 2012 at the Union Canal, Glen Village, Falkirk (NGR: NS 68860 27822) (Fig. 1). The work was commissioned by Scottish Canals.

1.2 Background

The recent amount of heavy rainfall coupled with a large amount of modern human activity has caused a considerable amount of erosion to an existing access path which links the canal towpath to a public highway. The erosion caused the removal of the overlying modern tarmac and hard core down onto the possibly original surface.

The access path was most probably constructed during the building of the Union Canal (1818-1822). The canal is 31.5 miles (50.7km) long and was originally built to join the Forth Clyde Canal at Falkirk. During its heyday the canal was used to transport coal however increasing competition from the railways witnessed its steady decline and eventual closer in the 1930s. Today it used for recreational activities such as canoeing and canal boats.

The 1st and 2nd Edition OS maps depict the access path linking the canal to the public highway. The 1st Edition illustrates the path connecting the canal to the small village of Glen which also appears to be the termination point of a tramway. This was presumably used to transport cargo from the canal to Falkirk. The 2nd Edition and later editions all depict the access path: however, by 1869 the tramway appears to have disappeared. Today the access path is still in constant use by walkers and cyclists which has contributed to the present eroded state of the path.

1.3 Objectives

The Projects' objectives were:

- To produce a photographic mosaic of the existing rubble/stone pathway in its entirety.
- To write a textual description, including the type of stone, edge set, colour, size range of rubble and overall path dimensions, alignment and context.

2. WORKING METHODS

The photographic montage was produced using a Leica Builder 509 Reflectorless Total Station alongside a high resolution 35mm digital camera. Control points and standard numeric photographic targets were surveyed along the access path, with GPS points taken at opposing ends of the survey to confirm position. Every photograph taken captured a numbered photographic target which was then stitched together using the results of the metric survey into AutoCAD. Model space is 1:1 with units set to metres.

CFA Archaeology Ltd follows the Institute for Archaeologists' Code of Conduct, Standards and Guidance for Archaeological Survey.

3. ARCHAEOLOGICAL RESULTS

The access path was aligned NW-SE, located on the north side of the canal and connects the canal to a public highway. The erosion has exposed what is presumed to be the original stonework used in the construction of the access path (Figs.1-7). The stonework included an assortment of black to dark grey, sub-rectangular metamorphic blocks and occasional hand made red brick. The path was built using the 'dry stone' method and no discernable pattern of construction was observed.

The modern pathway measures approximately 73m by 2m wide with the bank dropping off sharply to the south and rising steeply to the north. The erosion was observable in the form of a channel which runs down the middle of the modern path and exposed the original surface which runs to approx 55.04m in length from the NW top of the path. The width of the erosion channel varied; at the top of the channel the eroded channel was 0.70m wide and showed considerable or near total erosion of the original surface (Figs. 2 and 3). At 33.50m it was 1.20m wide and exposed more regular metamorphic blocks alongside sub-rounded stones (Fig.4). At 40.80m erosion had removed a large portion of the original path surface (Fig.5). At 47.90m sub-rounded metamorphic rock had been exposed and at 54.40m the path became untraceable as it appeared to continue under the modern surface (Figs. 6 and 7).

4. CONCLUSION

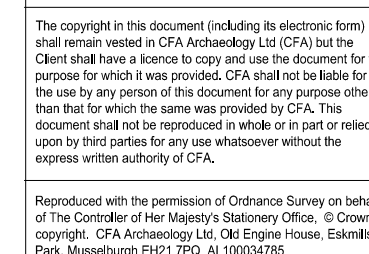
The survey investigated and recorded the exposed remains of what is probably the original access path surface. The photographic montage and accompanying picture presents a detailed record of the exposed surface. This was presumably constructed during the building of the canal and dates to the early 19th century.

The project archive, comprising all CFA record sheets, maps and reports, will be deposited as instructed by Scottish Canals

APPENDIX 1: PHOTOGRAPHIC REGISTER

Shot No.	Description	Facing
1	@ 55.48m from NW end. Overhead view of pathway taken from SW	NE
2	@ 54.01m from NW end. Overhead view of pathway taken from SW	NE
3	@ 52.84m from NW end. Overhead view of pathway taken from SW	NE
4	@ 51.59m from NW end. Overhead view of pathway taken from SW	NE
5	@ 50.25m from NW end. Overhead view of pathway taken from SW	NE
6	@ 49.10m from NW end. Overhead view of pathway taken from SW	NE
7	@ 47.85m from NW end. Overhead view of pathway taken from SW	NE
8	@ 46.74m from NW end. Overhead view of pathway taken from SW	NE
9	@ 45.57m from NW end. Overhead view of pathway taken from SW	NE
10	@ 44.44m from NW end. Overhead view of pathway taken from SW	NE
11	@ 43.23m from NW end. Overhead view of pathway taken from SW	NE
12	@ 42.11m from NW end. Overhead view of pathway taken from SW	NE
13	@ 40.87m from NW end. Overhead view of pathway taken from SW	NE
14	@ 39.75m from NW end. Overhead view of pathway taken from SW	NE
15	@ 38.37m from NW end. Overhead view of pathway taken from SW	NE
16	@ 37.20m from NW end. Overhead view of pathway taken from SW	NE
17	@ 35.91m from NW end. Overhead view of pathway taken from SW	NE
18	@ 34.70m from NW end. Overhead view of pathway taken from SW	NE
19	@ 33.46m from NW end. Overhead view of pathway taken from SW	NE
20	@ 32.42m from NW end. Overhead view of pathway taken from SW	NE
21	@ 31.20m from NW end. Overhead view of pathway taken from SW	NE
22	@ 30.09m from NW end. Overhead view of pathway taken from SW	NE
23	@ 28.92m from NW end. Overhead view of pathway taken from SW	NE
24	@ 27.76m from NW end. Overhead view of pathway taken from SW	NE
25	@ 26.64m from NW end. Overhead view of pathway taken from SW	NE
26	@ 25.61m from NW end. Overhead view of pathway taken from SW	NE
27	@ 24.44m from NW end. Overhead view of pathway taken from SW	NE
28	@ 23.47m from NW end. Overhead view of pathway taken from SW	NE
29	@ 22.39m from NW end. Overhead view of pathway taken from SW	NE
30	@ 21.32m from NW end. Overhead view of pathway taken from SW	NE
31	@ 20.07m from NW end. Overhead view of pathway taken from SW	NE
32	@ 19.03m from NW end. Overhead view of pathway taken from SW	NE
33	@ 17.92m from NW end. Overhead view of pathway taken from SW	NE
34	@ 16.91m from NW end. Overhead view of pathway taken from SW	NE
35	@ 15.76m from NW end. Overhead view of pathway taken from SW	NE
36	@ 14.77m from NW end. Overhead view of pathway taken from SW	NE
37	@ 13.67m from NW end. Overhead view of pathway taken from SW	NE
38	@ 12.60m from NW end. Overhead view of pathway taken from SW	NE
39	@ 11.47m from NW end. Overhead view of pathway taken from SW	NE
40	@ 10.58m from NW end. Overhead view of pathway taken from SW	NE
41	@ 9.60m from NW end. Overhead view of pathway taken from SW	NE
42	@ 8.66m from NW end. Overhead view of pathway taken from SW	NE
43	@ 7.65m from NW end. Overhead view of pathway taken from SW	NE
44	@ 6.63m from NW end. Overhead view of pathway taken from SW	NE
45	@ 5.46m from NW end. Overhead view of pathway taken from SW	NE
46	@ 4.56m from NW end. Overhead view of pathway taken from SW	NE
47	@ 3.56m from NW end. Overhead view of pathway taken from SW	NE
48	@ 2.59m from NW end. Overhead view of pathway taken from SW	NE
49	@ 1.55m from NW end. Overhead view of pathway taken from SW	NE
50	General shot of top of pathway from NW end looking SE	SE
51	General shot of pathway from SE end @ 56m looking NW	NW
52	General shot of pathway from SE end @ 56m looking NW	NW
53	General shot of pathway from SE @ 56m looking NW	NW

54	General shot of pathway from SE @ 50.55m looking NW	NW
55	General shot of pathway from SE @ 48.17m looking NW	NW
56	General shot of pathway from SE @ 41.03m looking NW	NW
57	General shot of pathway from SE @ 38.65m looking NW	NW
58	General shot of pathway from SE @ 38.65m looking NW	NW
59	General shot of pathway from SE @ 33.45m looking NW	NW
60	General shot of pathway from SE @ 27.40m looking NW	NW
61	General shot of pathway from SE @ 25.03m looking NW	NW
62	General shot of pathway from SE @ 20.86m looking NW	NW
63	General shot of pathway from SE @ 16.46m looking NW	NW
64	General shot of pathway from SE @ 10.17m looking NW	NW
65	General shot of pathway from SE @ 6.57m looking NW	NW



Key:





Fig 2:
Top of path at 9.60m
looking NW showing
significant or total
erosion of stonework





Fig 3:
Path at 24.40m looking
NW showing original
stonework and erosion to
surface



Fig 4:
Path at 33.50m looking
NW showing stonework



Fig 5:
Path at 40.80m looking
NW showing eroded
stonework

Fig. No: 4-5		Revision: A	Project: Glen Village, Falkirk			CFA ARCHAEOLOGY LTD The Old Engine House Eskmills Park, Musselburgh East Lothian, EH21 7PQ T: 0131 273 4380 F: 0131 273 4381 e: info@cfa-archaeology.co.uk w: www.cfa-archaeology.co.uk
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Fig 6:
Path at 47.90m looking
NW showing erosion



Fig 7:
Path at 54.40m looking
NW at point where
stonework continues
under the modern
surface.

Fig. No: 6-7		Revision: A	Project: Glen Village, Falkirk			CFA ARCHAEOLOGY LTD The Old Engine House Eskmills Park, Musselburgh East Lothian, EH21 7PQ T: 0131 273 4380 F: 0131 273 4381 e: info@cfa-archaeology.co.uk w: www.cfa-archaeology.co.uk
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