Preliminary Assessment Report on the Results of the Metro West Archaeological Test Trenching, AC128 Area MW203 (Test Area 3) Silloge, Co. Dublin.

Excavation Licence Number: 10E0460
Director: Ed O' Donovan
Report Author: Ed O' Donovan
Project Code: J2604
Client: Railway Procurement Agency RPA MW_712
Townland: Silloge
Ordnance Datum: 70m
NGR: 314316/ 242006

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SUMMARY

Irish Archaeological Consultancy Ltd has prepared this report on behalf of the RPA to study the impact on the potential archaeological resource on one of three sites targeted for advance archaeological testing along the route of the proposed Metro West, Co. Dublin. The three sites were identified as having archaeological potential in the Environmental Impact Statement (EIS) (RPA 2010, BK 1). This report addresses Test Area 3 (TA 3) Silloge and was undertaken by Ed O'Donovan of IAC Ltd (Licence Ref.:10E0460).

This report follows on from a geophysical survey carried out by Target Archaeological Geophysics during 2009 (Nicholls 2010; Licence Ref.: 09R195) which identified three areas of archaeological potential along the proposed route. The geophysical anomalies in Silloge townland were interpreted as a potential prehistoric settlement (Area MW203 SA66, GA66). A total of five trenches (TT 4–TT 8) were excavated at Silloge as part of this assessment. The remaining two sites (AC114a Kildonan and AC128 Merryfalls) of archaeological potential identified in the geophysical survey were tested under separate licences (Licence Ref. 10E0462 and 10E0459) and the results of this testing will be the subject of separate reports.

The geophysical survey identified a possible prehistoric settlement in Silloge townland (TA 3 AC128). The archaeological testing identified the presence of elements of a sub-rectangular enclosing ditch within TT 6 and TT 6a (Silloge 1) that may date to the early medieval or medieval periods. Nothing of archaeological significance was noted in TT 4, TT 5, TT 7 or TT 8.

Silloge 1 is located on the footprint of the proposed Metro West alignment as it exits the proposed depot. If construction of the proposed scheme is proceeded with, it will have a direct permanent negative impact on Silloge 1. It is recommended that the area be further tested during the proposed second phase of centre-line testing to ensure that the full extent of the site and any associated features are identified. Following on from Phase 2 testing archaeological preservation by excavation will be required at Silloge 1. In this event, it is recommended that a minimum buffer zone of 20m is established around the limits of Silloge 1 for archaeological excavation to ensure that all the features and anomalies are archaeologically investigated.

1.0 INTRODUCTION

1.1 General

The following report details the results of a programme of advance archaeological testing undertaken along the route of the proposed Metro West, Silloge, Co. Dublin (Figure 1). Transport 21 provides for the delivery of a metro line (Metro West) from Tallaght to the Airport in west Co. Dublin. The proposed scheme will serve approximately a 25km corridor from the junction of Belgard Road/Blessington Road in Tallaght to Dardistown, where Metro West will connect with Metro North just south of Dublin Airport. Metro West is a twin track light rail system running under line of sight operation on a generally segregated alignment. For ease of reference the Metro West preferred route corridor has been divided into three areas (Area MW201, Area MW202 and Area MW203). Test Area 3 (TA 3) in Silloge townland is located in Area MW203. A Railway Order Application for Metro West was lodged with An Bord Pleanála in October 2010. This phase of advanced archaeological testing has been undertaken to in order to inform the Archaeological Strategy of Metro West.

Three areas of archaeological potential were identified during a geophysical survey undertaken in 2009 (Nicholls 2010; Licence Ref. 09R0195). The purpose of this phase of advance testing was to determine the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts at the three targeted locations along the route of Metro West. This assessment (Licence Ref.:10E0460) was undertaken in the vicinity of the proposed Metro West Depot within an area also highlighted in the Metro West EIS (RPA 2010, BK 1) as a potential prehistoric settlement (Ref. AC128). The testing was undertaken by Ed O' Donovan of Irish Archaeological Consultancy Ltd, on behalf of the Railway Procurement Agency (RPA). The remaining two sites of archaeological potential (AC114a Kildonan and AC128 Merryfalls) identified in the geophysical survey were tested under separate licences (Licence Ref. 10E0462 and 10E0459) and the results of this testing will be the subject of separate reports.

Test trenching commenced at the site on 8th November 2010 and lasted for 2 days. This was carried out using a 13 tonne mechanical excavator with a toothless ditching/grading bucket, under strict archaeological supervision. It was initially proposed to excavate a total of 5 trenches, however an additional 6th trench was

excavated in order to further investigate the enclosure ditch as identified in the geophysical survey. In total trenches measuring 103 linear metres, were mechanically investigated across TA 3.

2.0 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

2.1 Site Location and Topography

The test area will form part of the proposed route of Metro West (MW203). The proposed scheme will serve a *c.* 25km corridor from the junction of Belgard Road/Blessington Road in Tallaght to Dardistown, where Metro West will connect with Metro North just south of Dublin Airport. TA 3 is located *c.* 100m southeast of the proposed Metro West Depot, within which TA 2 (Licence Ref. 10E459) is located. The test area is located within the townland of Silloge, Co. Dublin *c*. 450m south of Dublin Airport (Figure 1). TA 3 is located in a D-shaped field that is currently used for arable production. The arable field is bound to the west and north by a mature hedgerow which also forms part of the townland boundaries between Silloge and Merryfalls and Silloge and Harristown respectively, and to the east and south by mature hedgerows. The field to the south is the RMP site DU014:021.

2.2 Archaeological and Historical Background

Although the broad environs of the TA 3, comprising the lands of south Fingal, exhibit evidence for human occupation from at least the Neolithic period, no definitive evidence for the occupation of the immediate landscape surrounding the test area exists prior to the early medieval period.

Settlement across Co. Dublin advanced during the early medieval period when the area now known as Co. Dublin straddled the ancient kingdoms of Brega (north of the River Tolka) and Laigin (south of the Tolka). One of the most common indicators of settlement during this period is the ringfort, with 105 examples recorded within Co. Dublin. Ringforts were often constructed to protect rural farmsteads and are usually defined as a broadly circular enclosure delimited by a bank and ditch. Ringforts can be divided into three broad categories – univallate sites, with one bank or ditch; multivallate sites with as many as four levels of enclosing features and platform or raised ringforts, where the interior of the ringfort has been built up. When the radiocarbon and dendro-chronological dates from ringfort excavations are compared (Stout 1997, 22–31), not only is the ringfort clearly an early medieval phenomenon, but a strong case emerges for dating the phase of ringfort construction to a period between the 7th and 9th centuries AD.

While there are no recorded ringforts located within the landscape surrounding TA 3, geophysical survey carried out during November 2009 identified a possible previously unrecorded ditched enclosure. Further archaeological anomalies were identified *c*. 200m to the west of TA 3 in Merryfalls townland (Test Area 2), which may represent the remains of a circular enclosure of early medieval date.

By the mid 9th century Dublin Vikings ruled lands north of the River Liffey around TA 1, a territory known as *Finne Gall* (RPA 2010, BK 1, 447).

Following the submission of Irish kings and the Anglo Norman lords in Ireland to Henry II in 1172, the Anglo Norman presence continued to expand in Ireland. The territory of the old Gaelic kingdom of Meath, at this time containing the barony of Castleknock, was granted to Hugh de Lacy. Geographically, Fingal became a core area of the Pale, and that part of Ireland most intensively settled by the Normans and in due course the English.

There are two possible medieval sites recorded within the immediate vicinity of TA 3. The first consists of a possible field system (DU014-021) located *c*. 150m south of the test area. This system was identified from aerial photographs taken by the Fairey Survey of Ireland in 1971 (2.411/10; SMR File) but is also visible at ground level as a series of earthen platforms and ditches. The system is contained within a complex of three fields. It is clearly visible in aerial photography where the site presents as a complex of subsurface rectangular fields (Aerial Photograph Number 3063-18-RPA). The Metro West EIS also highlighted the townland of Harrison, located to the north of the testing area, as a site of archaeological potential (AC133) for a burial ground of potential medieval date. A burial ground was recorded in 1841 as a burial ground located in a “Field of potatoes….on lands of Harristown”. Skeletal remains identified comprised mostly adult male skeletons in addition to a number of female and juvenile individuals. This information was retrieved from the NMI topographical files however an exact location is unknown (RPA 2010, BK 1, 485).

The physical landscape of Ireland changed considerably during the post-medieval period and in the 17th century open fields were enclosed and consolidated into compact farms. This 17th century change in the land division heavily influenced Ireland’s cultural heritage and is reflected in the current pattern of field division within the study area. The subsurface remains of a laneway marked on Taylor’s map of

1816 are also visible in aerial photography (Aerial Photograph Number 3063-18-RPA). The extant remains of a farm compound also marked on Taylor's map of 1816, and subsequently on the first and second edition OS maps of 1843 and 1871–1875 are located adjacent to the eastern boundary of the field systems in the study area (RPA 2010, BK 1, 484).

2.3 Summary of Previous Archaeological Fieldwork

A review of the Excavations Bulletin (1970–2007) has revealed that a single previous archaeological excavation was carried out within the vicinity of the test area.

Monitoring was carried out at a proposed new storage reservoir in the adjoining townland of Silloge, Co. Dublin north of the M50, and *c.* 600m southeast of TA 3 (Quinn 2005). Nothing of archaeological significance was identified during these works.

More recently advance archaeological testing was undertaken in Merryfalls townland as part of the Metro West scheme by Headland Archaeology in 2009 (Hackett 2009). See section 3.2 for further detail.

2.4 Cartographic Analysis

2.4.1 Rocque, J. 1760. Map of the county of Dublin.

Test Area 3 (TA 3) is shown in an area of greenfield land which was subdivided into a number of small fields. The site of formal gardens (AC130) are illustrated on this map in association with "Sillock" House *c.* 250m south of Test Area 3 (TA 3).

2.4.2 First Edition Ordnance Survey Map, 1837, Scale 1:10,560

TA 3 is illustrated as a greenfield area to the southeast of a field boundary which comprises both a townland boundary between Merryfalls and Silloge townlands. The field boundaries in the immediate area reflect the modern layout. Several large houses and demesnes are located in the general region, such as Harristown and Dubber located to the north and west respectively. Silloge house is now depicted as being in a ruined state.

2.4.3 Third Edition Ordnance Survey Map, 1907–1909, Scale 1:10,560

There are no changes of significance to the immediate landscape surrounding TA 3. The Santry River flows to the north and east of the test area. There are no indications

on this mapping of a burial ground to the north of the townland boundary in Harristown.

3.0 PROJECT BACKGROUND

Several stages of non-invasive archaeological investigation were carried out on the route of Metro West prior to the current phase of archaeological testing. The results of these investigations have had a direct influence on the strategy adopted for the testing program.

3.1 Environmental Impact Statement

The RPA Archaeology Team undertook the assessment of Material Assets: Archaeology and Cultural Heritage of the proposed Metro West Environmental Impact Statement (EIS). The assessment for archaeology and cultural heritage consisted of a review of the published and unpublished documentary, aerial and cartographic sources, supported by a field inspection of the proposed scheme.

Furthermore as a component of the Metro West Environmental Impact Statement (EIS), RPA undertook a number of archaeological investigations.

A geophysical survey of St. Brigid's Well (AC35-AC38; DU021-010) and its environs was carried out in June 2008 (Nicholls 2008; Licence Ref. 08R0144).

Archaeological testing at the 'House (site of)' in Merryfalls townland (AC125) was undertaken on 9th June 2009 (Hackett 2009; Licence No. 09E0274).

A non-invasive geophysical survey of the Metro West Emerging Preferred Route was also undertaken by RPA in October–December 2009 (Nicholls 2010).

3.2 Advance Archaeological Testing

Advance archaeological testing was undertaken by Headland Archaeology Ltd in June 2009 at the site of the proposed Metro West Depot in the townland of Merryfalls, Co. Dublin (Hackett 2009; Licence Ref.: 09E0274). Three trenches, totaling 116.19 linear meters, were excavated in targeted areas on the site of a now demolished late 18th/early 19th century structure annotated on cartographic sources as 'the Mad House' (AC125). Testing at this location was required in order to further inform the design process of a proposed depot. The testing program revealed the demolished remains of a small structure, to the south of a field boundary also depicted on cartographic sources. The lack of masonry on the site suggest that the structure was extensively "robbed out", leaving only the broken fragments of red

ceramic roof tiles and building material such as lime mortar and red brick fragments. No human remains or substantive features outside the structure were noted during the testing program.

3.3 Geophysical Survey

A geophysical survey was carried out by Target Archaeological Geophysics during 2009 (Nicholls 2010; Licence Ref.: 09R0195) along the route of the proposed scheme which identified three areas of archaeological potential within Area MW203 (Test Area 1 [AC114A], Test Area 2 [AC128] and Test Area 3 [AC128]).

The geophysical anomalies in these three areas were interpreted as a possible prehistoric enclosure in Kildonan townland (Area MW203 Test Area 1 SA48, GA's 48A and 48B); a possible ringfort in Merryfalls townland (Area MW203 Test Area 2 SA62, GA62E); and a potential prehistoric settlement in Silloge townland (Area MW203 Test Area 3 SA66, GA66).

This report addresses the archaeological investigation of the potential prehistoric enclosure at the site of the proposed Metro West alignment as it exits the proposed depot. Detailed survey indicated a sub-rectangular ditched enclosure with associated pit type anomalies and zones of increased response was recorded from detailed survey in Test Area 3 (GA66) to the southeast of the proposed depot at Merryfalls. The presence of further positive linear anomalies to the south and west in TA 3, suggest a large area of settlement activity, which may be prehistoric in date (Nicholls 2010, 18).

4 ARCHAEOLOGICAL TEST TRENCHES

4.1 General

Test trenching took place on 8th–9th November 2010, using a 13 tonne mechanical excavator with a toothless ditching/grading bucket under strict archaeological supervision. It was initially proposed to excavate a total of 5 trenches, however an additional 6th trench was excavated in order to further investigate the enclosure ditch as identified in the geophysical survey. In total trenches measuring 103 linear metres, were mechanically excavated on the alignment of the proposed scheme and the surrounding land (Figure 2). The test trenches were carefully excavated in spits or layers of approximately 0.1m to the depth of the underlying subsoil or to the surface of archaeological stratigraphy whichever is encountered first.

The test trenches were excavated to investigate the anomalies identified at Silloge and to determine, as far as reasonably possible, the location, extent, date, character, condition, significance and quality of any surviving archaeological remains within these areas. Advance test trenching was also carried out to clarify the nature and extent of existing disturbance and intrusions and to assess the degree of archaeological survival in order to formulate any required further mitigation strategies. All features identified within the test trenches were investigated through the excavation of sections to determine their nature and extent. Each feature was assigned an individual context number and a written, drawn and photographic record of each feature was undertaken.

One soil sample was taken from the fill of the ditch (**C3**). Primary contexts where the compositions of the sediments were likely to provide information on the date and/or use of a particular feature were the main focus of the sampling strategy. See Appendix 3 for details of the samples taken. No artefacts were retrieved from Silloge 1.

4.2 Description of Test Trenches

TT 4–TT 8 measured 20m, 15m, 43m, 5m and 20m in length respectively. TT 4, TT 5, TT 6 and TT 7 were all orientated northwest–southeast, while TT 8 was orientated northeast–southwest. An additional test trench, TT 6a, measuring 13.5m and

orientated northeast–southwest was also excavated. TT 6 and TT 6a were interconnected and TT 7 and TT 8 were also interconnected. These 6 test trenches were positioned in order to investigate the nature of geophysical responses interpreted as a sub-rectangular ditched enclosure/possible prehistoric settlement site. All test trenches were excavated to their full length.

The topsoil comprised brown silty clay with moderate stones and was encountered at a depth of 0.4m–0.5m. It was excavated to cleanly expose the underlying subsoil which comprised brown boulder clay with moderate angular stones.

Evidence for settlement activity, Silloge 1, in the form of a ditch was recorded in TT 6 and TT 6a. Please see Table 4.1 below for further detail.

4.2.1 Geophysical Survey Area GA66

Six test trenches (TT 4–TT 8) were excavated in the geophysical survey area and positioned in order to determine the nature and extent of significant geophysical anomalies comprising a possible prehistoric settlement and sub-angular pit-type features and zones of increased response.

A part of a possible enclosing ditch was recorded in TT 6 and TT 6a (**C3**). No non-archaeological features such as drains or plough furrows were identified in any of the trenches. Please see Table 4.1 below for further detail.

Table 4.1 Excavated Test Trenches

Trench No:	Length	Width	Depth	Description/Archaeological Features
TT 4	20m	2m	0.4m–0.5m	No archaeological or agricultural features were identified.
TT 5	15m	2m	0.4m–0.5m	No archaeological or agricultural features were identified (Plate 3).
TT 6	43m	2m	0.4m	A ditch (**C3**) was recorded 9.5m from the eastern end of the trench (Figures 2–3; Plate 1). It measured 0.7m–0.9m wide and 0.35m deep and was orientated north–south. The profile of the ditch was U-shaped and contained two fills. The upper fill (**C4**) was a grey-brown silty clay with frequent charcoal

Trench No:	Length	Width	Depth	Description/Archaeological Features
				inclusions and occasional small stones. The main fill (**C5**) was a yellowish grey clay silt. No other features were identified in this test trench.
TT 6a	13.5m	2m	0.4m	A ditch (**C3**) was recorded 4m from the northern end of the trench (Figures 2–3; Plate 2). It measured 0.75m–1.5m wide and 0.3m deep and was orientated east–west. The profile of the ditch was steep sided with a flat base. The ditch had two fills. The upper fill (**C6**) was a compact yellow brown silty clay with occasional medium angular stones. The basal fill (**C7**) was a compact grey-yellow gritty silt. No other features were identified in this test trench.
TT 7	5m	2m	0.4m	No archaeological or agricultural features were identified.
TT 8	20m	2m	0.4m	A probable modern drainage ditch (**C8**) was recorded 6.5m from the southern end of the trench (Figures 2–3). It measured 0.7m wide and 0.2m deep. It had a single fill (**C9**) comprising grey-brown silty clay with occasional small stones. No other features were identified in this trench.

4.3 Conclusions

The test trenching programme revealed one site of archaeological significance. This was the remains of an incomplete sub-rectangular enclosing ditch that was identified as an anomaly in the geophysical survey and confirmed as being archaeological in nature by the testing and for the purposes of the report has been named Silloge 1 (Figures 2–3; Plates 1–2). Two elements of the enclosing ditch were identified in TT 6 and TT 6a. The other elements of the possible enclosure identified by the geophysical survey were not identified in TT 4 or TT 5. The enclosing ditch was between 0.80m and 1.5m wide and between 0.3m and 0.35m deep (established through testing). The enclosure, based on the geophysical survey and testing results, measured *c.* 25m southeast–northwest and *c.* 25m southwest–northeast. The overall dimensions of the enclosure as identified in the testing are consistent with the results of the geophysical survey. A probable modern drainage ditch was also identified during testing which was located in TT 8 (Figures 2–3).

The enclosure identified at Silloge 1 is undated at present however this site is positioned within an early medieval and medieval landscape which includes a possible ringfort at Merryfalls 1 *c.* 150m to the northwest and a medieval field system (DU014-021) which is *c.* 150 m south of Silloge 1. There is also possible prehistoric remains in the area which includes a possible *fulacht fiadh* identified by the geophysical survey in the adjacent Metro West Depot area, so the possibility that the Silloge 1 enclosure is prehistoric should not be discounted.

No features, internal or external to the enclosure, such as post-holes or pits, were identified in the test trenches. This may be the result of truncation however the possibility that these features exist outside the excavated test trenches at Silloge 1 should not be discounted.

4.4 Interpretive Assessment of the Geophysical Survey Anomalies

The anomalies highlighted in the geophysical survey as being potential archaeological features were thoroughly investigated and were deemed to be archaeological significant.

The geophysical survey interpreted the anomalies as a possible prehistoric settlement with a sub-rectangular enclosing ditch, pit-type features and zones of increased response. An enclosing ditch was positively identified in TT 6 and TT 6a. The testing programme did not identify any pit-type features. TT 4 and TT 5 were laid out with the purpose of identifying the north-eastern elements of the enclosing ditch; however, this ditch was not identified at this location. TT 7 and TT 8 were set out to identify remains of the potential field system identified in the geophysical survey. No trace of field system ditches were identified however a drain was noted in TT 8 which did not correspond to any geophysical anomalies.

Silloge 1 has remains of an enclosing element but at this stage of investigation insufficient diagnostic features were identified to classify its function and is therefore being interpreted as an enclosure. It is possible that the enclosure could range in date from the early medieval period to the medieval period.

5.0 IMPACT ASSESSMENT AND MITIGATION STRATEGY

Advance archaeological testing was undertaken at one of three targeted locations along the route of the proposed Metro West, Co. Dublin. Metro West will serve approximately a 25km corridor from the junction of Belgard Road/Blessington Road in Tallaght to Dardistown, where it will connect with Metro North just south of Dublin Airport. The purpose of the assessment was to determine the presence or absence of archaeological features, artefacts or ecofacts at three targeted locations along the route of Metro West identified as areas of archaeological potential. This assessment was located at TA 3 on the footprint of the proposed Metro West alignment as it exits the proposed depot within an area of archaeological potential (AC128) identified in the EIS and geophysical survey as a possible prehistoric settlement. It was initially proposed to excavate a total of 5 trenches, however an additional 6th trench was excavated in order to further investigate the enclosure ditch as identified in the geophysical survey. In total trenches measuring 103 linear metres, were mechanically investigated across TA 3.

Impacts can be identified from detailed information about a project, the nature of the area affected and the range of archaeological resources potentially affected. Archaeological sites can be affected adversely in a number of ways: disturbance by excavation, topsoil stripping; disturbance by vehicles working in unsuitable conditions; and burial of sites, limiting access for future archaeological investigation.

5.1 Impact Assessment

One site of archaeological significance (Silloge 1) comprising elements of a sub-rectangular enclosure of unknown, but probable medieval, date. The current design of the proposed Metro West alignment as it exits the proposed depot will have a direct permanent negative impact on the Silloge 1 resulting in its complete removal.

5.2 Mitigation

The proposed scheme will have a direct permanent negative impact on Silloge 1 requiring its complete removal, in order to mitigate this impact the following is recommended:

- In order to mitigate the direct impact on Silloge 1 it is recommended that the area be further tested during the second phase of centre-line testing to

ensure that the full extent of the site and any associated features are identified.

- Following on from Phase 2 testing archaeological preservation by excavation will be required at Silloge 1. In this event, it is recommended that a minimum buffer zone of 20m is established around the limits of Silloge 1 for archaeological excavation to ensure that all the features and anomalies are archaeologically investigated. It should be noted that during excavation previously unknown archaeological features may be identified which will require expansion of the excavation areas to ensure this 20 m buffer zone is maintained.
- Recording methods: in accordance with best practice and the DoEHLG Policy and Guidelines on Archaeological Excavation.
- Sampling strategy: Sample fills from primary fills of ditch for environmental analysis, osteo-archaeological analysis, metallurgical analysis and C14 dating. Sample all fills from any internal/external/associated features for environmental analysis osteo-archaeological analysis, metallurgical analysis and C14 dating.
- Proposed resources: 1 IAC director – management; 1 supervisor; 8 site assistants; 1 surveyor; relevant plant (as required); relevant specialists (as required).
- Time-scale for completion: 6 weeks.

Please note that all recommendations are subject to approval by the National Monument Section of the Heritage and Planning Division, Department of Environment, Heritage and Local Government.

6.0 PROPOSED POST-EXCAVATION ANALYSIS

Further post-excavation study of the site could include the analysis of the sample retrieved from the ditch. This sample may contain archaeo-botanic material and wood charcoal. The analysis of such material would potentially shed light on aspect of the local economy and land use in ancient times. The dating (AMS) of a selected sample of charred seed (if present) or carbonised wood (charcoal) from the ditch would provide an independent dating framework for the site.

7.0 REFERENCES

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APPENDIX 1.0 CONTEXT REGISTER

Context No.	Trench No.	Description
C1	All	Topsoil
C2	All	Natural Subsoil
C3	TT 6, TT 6a	Cut of ditch: 0.7m–0.9m wide, 0.35m deep; sharp break of slope at top, straight sides, gradual break of slope at base, concave base.
C4	TT 6	Fill of ditch: grey brown silty clay with frequent charcoal inclusions with occasional small stones. A lens fill.
C5	TT 6	Fill of ditch: yellowish grey clay silt.
C6	TT 6a	Fill of ditch: compact yellow brown silty clay with occasional medium angular stones.
C7	TT 6a	Fill of ditch: compact grey-yellow gritty silt.
C8	TT 8	Cut of modern drainage ditch: 0.7m wide, 0.2m deep, sharp break of slope at top, straight sides, sharp break of slope at base, flat base.
C9	TT 8	Fill of modern drainage ditch: grey-brown silty clay with occasional small stones.

APPENDIX 2.0 PHOTO REGISTER

Photo No.	Test Trench No.	Direction Facing	Description
001	TT 6a	Southeast	Ditch (**C3**).
002	TT 6a	Southeast	Ditch (**C3**).
003	TT 6a	Southeast	Ditch (**C3**).
004	TT 6a	East	Ditch (**C3**).
005	TT 6	Northeast	Ditch (**C3**)
006	TT 6	Northeast	Ditch (**C3**)
007	TT 6	Northeast	Ditch (**C3**)
008	TT 6	Northeast	Ditch (**C3**)
009	TT 5	NNW	General view of trench

APPENDIX 3.0 SAMPLE REGISTER

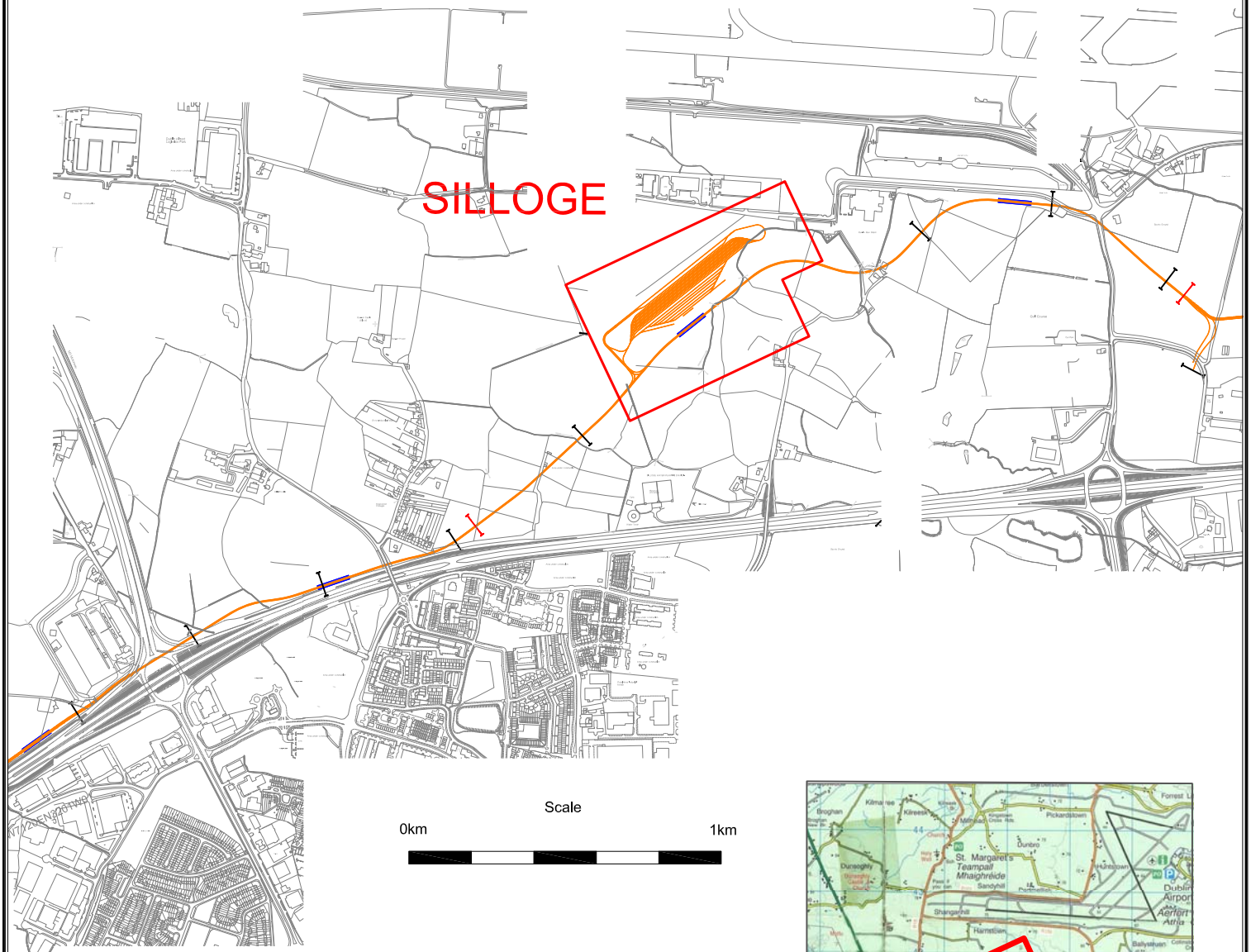
Sample No.	Context No.	Test Trench No.	Description
001	C4	TT 6	Bulk soil sample from ditch (**C3**).

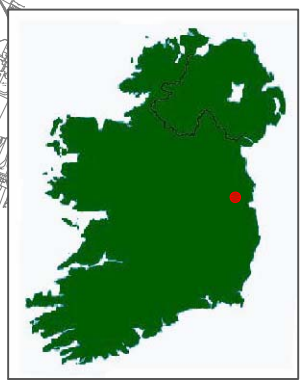
APPENDIX 4.0 DRAWING REGISTER

Drawing No.	Type	Scale	Trench No.	Description
001	Plan	1:100	TT 6, TT 6a	Ditch (**C3**).
002	Plan	1:100	TT 7, TT 8	Drainage ditch (**C8**)
003	Section	1:10	TT 6	Ditch (**C3**)
004	Section	1:10	TT 6a	Ditch (**C3**)
005	Section	1:10	TT 8	Drainage ditch (**C8**)

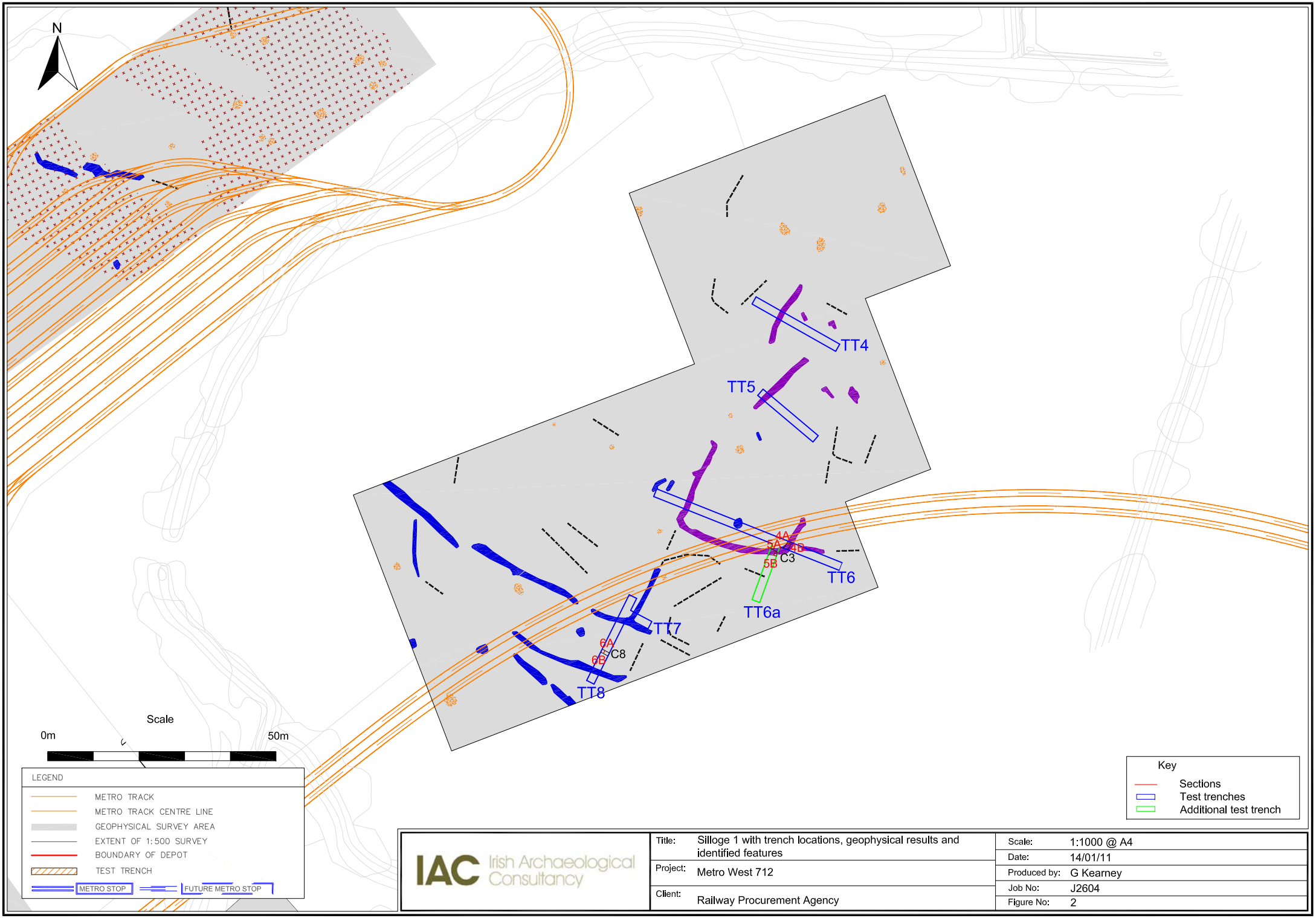
APPENDIX 5.0 ARCHIVE REGISTER

Project: Metro West		
Site Name: TA 3 Silloge		
Excavation Licence: 10E0460		
Site director: Ed O' Donovan		
Date: 6.12.10		
Field Records	**Items (quantity)**	**Comments**
Site drawings (plans)	2	All drawings/sections on one A3 sheet.
Site sections, profiles, elevations	3	
Site diary/note books	1	
Site registers (folders)	0	
Survey/levels data (origin information)	Digital information	IAC Server
Context sheets	0	Context information on drawing sheet.
Digital photographs	9	IAC Server





IAC Irish Archaeological Consultancy	Title:	Site location	Scale: 1:20,000 @ A4
	Project:	Metro West 712	Date: 21/12/10
	Client:	Railway Procurement Agency	Produced by: G Kearney
			Job No: J2604
			Figure No: 1

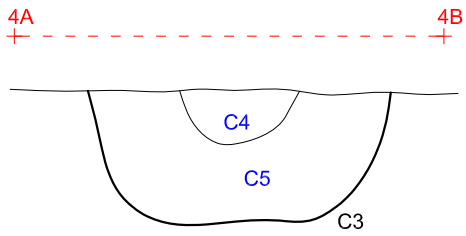


IAC Irish Archaeological Consultancy

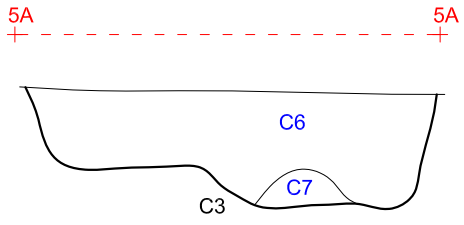
Title:	Silloge 1 with trench locations, geophysical results and identified features
Project:	Metro West 712
Client:	Railway Procurement Agency

Scale:	1:1000 @ A4
Date:	14/01/11
Produced by:	G Kearney
Job No:	J2604
Figure No:	2

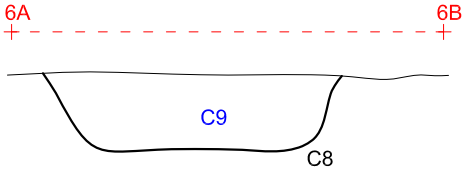
Southwest facing section of C3 (TT 6)



Northwest facing section of C3 (TT 6a)



Northwest facing section of C8 (TT 8)



Scale

0m 1m

Legend

Cxx	Cut numbers
Cxx	Fill numbers
	Stone
#	Charcoal
xx.xx	Levels - metres OD

IAC Irish Archaeological Consultancy

Title:	Silloge 1 section drawings
Project:	Metro West 712
Client:	Railway Procurement Agency

Scale:	1:20 @ A4
Date:	21/12/10
Produced by:	G Kearney
Job No:	J2604
Figure No:	3

PLATES

Plate 1: TT 6a, Ditch **C3**, facing southeast

Plate 2: TT 6, Ditch **C3**, facing northeast

Plate 3: TT 5, facing NNW