ERAS news

No 39 February 1993

It's that time of year again, I'm afraid - the time when the minds of all good Treasurers turn to annual subscriptions. If you haven't yet paid yours, can I remind you that it was due on the first of January. I'm pleased to say that the rates are unchanged at:

Ordinary members £10
Students £5
Families £15

Cheques should be made payable to the 'East Riding Archaeological Society' and sent to:

Mrs L Jackson
24 St Stephen's Close
Willerby
HULL HU10 6DG

If you are a taxpayer, Lesley would also be pleased to send you a covenant form, the painless signing of which enables the Society to reclaim the tax, thus increasing our revenue without it costing you anything extra.

I might have to remind you about fees, but I also have the more pleasant task of drawing your attention to the Society's excursion to South Wales on April 16-18. Details are included with this newsletter and I think you will agree that Peter Halkon and Dave Evans have put together an excellent itinerary. Moreover, not only is it excellent value for money, but members will enjoy the privilege of being conducted round the sites by those people who are most knowledgeable about them. The £80 cost includes accommodation in single study-bedrooms at Pontypool and Usk College, with dinner, bed and breakfast and packed lunches for two days, plus all

entrance fees.

As for what else has been going on: the Field Study Group has continued to meet monthly, thanks to Hull City Museums and Art Galleries, at whose Castle Warehouse site the meetings are held, and to Andrew Foxon and Bryan Sitch who generously give of their time and knowledge so that members can see and compare items from the Hull and East Riding Museum's Collection not on display at the present time, including items currently undergoing investigation. Members also hear about fieldwork projects and sometimes provide a rapid response to a particular need. For example, only a couple of weeks ago members went out to a field in the Bursea area where a farmer is about to use a tree-planting grant in a field which has shown some interesting cropmarks (more details in **Hasholme Hills** below).

To follow up the report in the last newsletter (ERAS News 38 p 13 Not D.R.O.W.N.I.N.G. but W.A.V.I.N.G) the animal bones recovered from the Humber foreshore were sent to the Animal Remains Unit at York University and have indeed been identified as belonging to an aurochs (*Bos primigenius*), the ancestor of domestic cattle, which is thought to have become extinct in this country in the Bronze Age. Possible methods of dating the remains are now being explored.

Several members went to the CBA Group 4 Annual Symposium in Leeds on February 6 to hear a number of presentations about the past year's archaeological work in Yorkshire and Humberside: more information about this in the next newsletter.

Once again, can I emphasise that I would be delighted to receive articles or news of archaeological interest for inclusion in the next newsletter.

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RECENT FIELDWORK

Hasholme Hills

In 1982, as part of the original phase of the Holme Project, scatters of flints

and burnt cobble were found on this prominent ridge of windblown sand which rises (to the lofty height of some 10mOD) above an area of clay and very humic soils. It is likely that in antiquity, Hasholme Hills were islands in the surrounding wetland.

During August 1992, the very clear outline of two groups of small sub-rectangular enclosures with rounded corners were visible in the linseed crop and these cropmarks were photographed by P Halkon. They were also photographed by Tony Crawshaw on behalf of the RCHM.

The SMR officers of the Humberside Archaeology Unit were asked to comment on an application to plant a wood in the area of the cropmarks. It was agreed that a compromise solution should be reached with the farmer, Mr Richard Morris, who after all had been most cooperative during the excavation and recovery of the Hasholme Boat. The Woodland grant allows for 20% of the total of to remain unplanted. With the aid of rectified plots of the APs, the limits of the woodland and cropmarks were marked out, and on Sunday 7th February, members of ERAS carried out a 10m gridded survey. Thanks to the great efforts of those present, most of the area of the projected wood had been traversed by the time the light faded. Jim Pocock of the School of Archaeological Sciences, Bradford University, carried out a resistivity survey.

Preliminary examination of the material confirms the presence of Prehistoric settlement here – Mesolithic and Neolithic, with most artefacts being concentrated on the sand ridge.

Alison Williams (assistant SMR Officer), Gail Falkingham (SMR Officer) and Peter Halkon, would like to thank those present for all their efforts.

Peter Halkon

Excavations by the Humberside Archaeology Unit

(abbreviated from text supplied by Dave Evans)

A Romano-British Linear Village near Killingholme, South Humberside

Linear villages are quite well known within the county as cropmarks on aerial photographs, yet, surprisingly, none had been excavated until the autumn of 1990. They are readily identifiable from the air as clusters of

rectangular enclosures ranged along one or both sides of a road or trackway, and have been variously described as ladder settlements, droveway settlements and Romano-British villages. This particular example was discovered by a geographical survey near North Killingholme, South Humberside. A six-week excavation, funded by the developers, National Power PLC, took place in the autumn of 1990 and showed that the site had been occupied from the first half of the 2nd century AD to the end of the 4th or the beginning of the 5th century AD.

The trackway on which the settlement was based ran along the top of the surveyed field on a SW-NE alignment, presumably heading towards Killingholme Haven where a Romano-British site with a possible waterfront was discovered during the 1970s. None of the main buildings of the settlement was found in the excavation: it is assumed that these lay to the north of the track in the next field as fieldwalking suggested that the settlement continued on that side. In the excavated area evidence of the buildings consisted of widespread burnt daub redeposited in pits and gullies, finds of carpentry studs and nails and a fragment of floor tile. Ditched enclosures were found in the excavated area, confirming the pattern of rectilinear enclosures suggested by the geophysical survey, but these features represented at least three centuries of continuous occupation. When no longer in use, the ditches were filled with whatever came to hand - those nearest the trackway with primary deposit rubbish, including large quantities of fairly complete pottery vessels. None of the ditches shows signs of having held water. It is thought more likely that they defined a network of stock enclosure boundaries than that they served as drainage ditches.

Apart from the ditches, the only features which were defined were a 3rd century AD hearth with the suggestion of a stone and clay superstructure, and a possible timber building represented by two U-shaped slots 5.5m apart.

The animal bones indicate a pastoral way of life for the settlement, with the sheep being reared for their wool and the cattle for milk and traction. A fragment of a rotary quern shows that at least some grain was being ground in the settlement.

The commonest finds were fragments of pottery. These included continental imports but were mostly coarse ware from centres such as Roxby and

Huntcliffe. Both coins and brooches were very scarce. The ironwork includes a fine small arrowhead and one or two knives. Spinning and weaving are represented by a lead spinning wheel and a pottery loom weight. Small scraps of lead melt suggest some small-scale lead-working, but there was no evidence for any major industry.

A Medieval Moated Site at Harbrough, South Humberside

A large number of new gas pipe-lines are being laid across the county; the route of one of these, running from Killingholme to Tweddlethorpe, would cut through the centre of the medieval moated site of Habrough, east of the modern village. As a consequence the Humberside Unit excavated the site in the summer of 1991. The great U-shaped ditch which formed the moat was almost 9m wide and up to 1.55m deep. Originally, at least the lower part of the ditch would have been filled with water, but the modern water-table has been lowered by drainage. The boulder clay upcast from the ditch was formed into a level clay platform 1.15m high, which occupied the whole of the interior of the enclosure. On this platform would have been built the manor house, together with its kitchen, stables and storage buildings. None of these were found within the excavated narrow corridor that the pipe-line was going to cut across the site; however, with such a large enclosure, it is probable that the buildings occupied another part of the moat platform.

In the later part of the 16th century a roof-tile kiln was constructed just outside the enclosure, on the edge of the southern side of the moat. Three successive rebuildings of this kiln were identified. The brick walls lining the flues of the last two versions of this kiln still stood seven courses high. These rebuildings may have taken place within a very short space of time, and may represent little more than attempts to improve the efficiency and drawing quality of the kiln by altering the length and width of the flue: in general, each rebuild had the effect of narrowing and shortening the original design. Each of the kilns were aligned north-south, with the stoke pit at the southern end. The products of the kilns were flat peg-tiles. The clay for their manufacture came from huge quarry pits, up to 12m in diameter and 1.75m deep, which were dug into the boulder clay platform of the medieval moated enclosure. The small size of the kiln suggests that the tiles were being produced for buildings on the Skipworth estate, rather than on a large-scale commercial basis.

In the early years of the 17th century the moated site was abandoned and deliberately levelled. The ditches were infilled with whatever was to hand: on the south side of the moat enormous quantities of broken roof tiles from the kiln were tipped into the ditch. On the platform, the former clay pits were infilled with household debris and midden material. These deposits have given a very good picture of the kind of items in use in the home of a minor gentry family in Lincolnshire at the start of the Stuart era: a brass weight for checking the authenticity of gold coins, pottery spirits bottles from northern France, high quality Dutch tableware, German stoneware drinking mugs, Northern French jugs, locally made cisterns for brewing beer, a Venetian goblet, a Flemish silver coin, a pottery chafing dish from the Midlands, and large quantities of animal, bird and fish bones (including deer, rabbit, hare, goose, rook, duck, plover and cod).

Piecing together past landscapes

Since September members of ERAS have joined forces with students in the long-running adult education course organised through the Department of Adult Education, University of Hull/WEA at Holme on Spalding Moor, for a programme of fieldwork days and evening follow-up sessions. With three follow-up sessions and one day of fieldwork left to go, results to date have been very worthwhile. Through the combined approach of gridded and divided line fieldwalking, geophysical survey by Mr J Pocock of the Department of Archaeological Sciences, Bradford University, and study of aerial photographs taken by the writer and others held by the Royal Commission, three sites have been examined so far.

The first of these is a site which our fieldwork (with some help from students of Lyn Grant from York College of Arts and Technology) has proved to be a Roman Villa near Pocklington. The Royal Commission plots and photographs taken by the writer have revealed here a complicated series of rectilinear enclosures and field boundaries covering a gravel rise not far from a stream. The earliest of these appears to be Iron Age, as several of the enclosures revealed as crop marks contain roundhouses. The enclosures were subsequently regularised and one appears to contain the outline of a rectangular building, possibly the villa building itself. The majority of the area of the cropmarks has now been fieldwalked and substantial quantities of material recovered. Pottery consists largely of Holme on Spalding Moor type greywares, Huntcliffe and Crambeck pottery, which indicates

activity during the later half of the 4th century AD, and a surprising quantity of *tegulae* (Roman roof tile). Animal bone has been found as well as some large fragments of building stone, including Tadcaster limestone ashlar.

At Market Weighton Common linewalking was undertaken on an ovoid enclosure shown on the RCHM plots. Finds so far have been very sparse, though several sherds of greyware were recovered and some worked flints.

Perhaps the biggest surprise of this season of work, however, has been the discovery of a hitherto unknown Romano-British settlement in the centre of Holme on Spalding Moor - site 134 within the original 8x8 km block covered in the original Holme survey. It was found by class member Mr R Lawson who recognised Holme-type grey ware pottery on the field whilst walking his dog. He says that he was able to recognise it as a result of his membership of the Holme Class - a model student! The pottery, spread over at least 120 x 90m, comprised mainly Holme greywares. There was a substantial amount of burnt cobble and stone, presumably from hearths, and several pieces of iron slag.

If you are interested in participating further in these activities, please contact me at Field Studies or lecture meetings.

Peter Halkon

Winestead: Summer and autumn 1992

The summer of 1992 produced some evidence of an extensive settlement with a find of charcoal and some sherds of coarse pottery 100m to the north-west of the site on the rising ground. We extended the excavation itself with the discovery of an extensive hearth and yet another clay-filled feature which extended the line of rectangular and square slots to some 75m. Any further work was halted, firstly by a spell in hospital (I am now completely recovered) and then by the atrocious weather which made any work impossible on the clay surface.

The decision of the owner, Mrs Hamilton, to extend the lake was an opportunity to examine an area that has already produced abundant sherds from an area 3 metres square in the lake itself. Phase 1 took place during December 1992 and apart from long, plump eels produced timbers, one with

axe marks at the base. The JCB driver told us that it was upright in the clay; a 50cm hollow in it is consistent with rot caused by the wet/dry cycle of a rising and falling tide. Another timber seems to have been a split tree trunk fitting admirably into a slot, similarly shaped, in the clay.

It is difficult to ignore the strong possibility that the slots at one time were part of a structure supporting a trackway running from the high ground close to the site to the similar ground to the south-east across the Withernsea valley 1000m away. After all this is not as long as the Sweet Track in Somerset which was 1800m.

The site is now under a metre of water in places, awaiting the dry weather when we hope to commence another season. As well as this site, Phase 2 should begin when another lake is to be dug leaving only a narrow walkway between it and the existing stretch of water. This should be interesting as it is highly probable that there are more timbers awaiting excavation (but things do not always work out that way). We are sending marine shells and snail shells to Sheffield University together, I hope, with samples of timber for a dendrochronological analysis that should give us a reasonably accurate date for the settlement - one, perhaps, that coincides with the date of 250BC given for a sherd by the British museum.

Angus H Smith

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Ten days in Brittany: a Megalithic holiday

You are never very far from water in the Morbihan region of Brittany, a land of peninsulas , inlets and rivers - and you are also never far from a neolithic megalith. These monuments are older than some of the aquatic features of the landscape: in the neolithic the great inland sea of the Gulf of Morbihan was a low-lying flat area dotted with hills. It is these hills which, as a result of the rise in the sea level, now form the islands in the Gulf and are almost as well covered in monuments as the mainland. Some sites, such as the stone circles of the island of Er Lannic, now lie partly under the sea.

I can just remember visiting the stones of Carnac as a schoolgirl, and even though this was long before my interest in archaeology emerged I was impressed by their number. At that time I didn't realise that these lines of stones were not the only monuments in the area ('only' being a remarkably

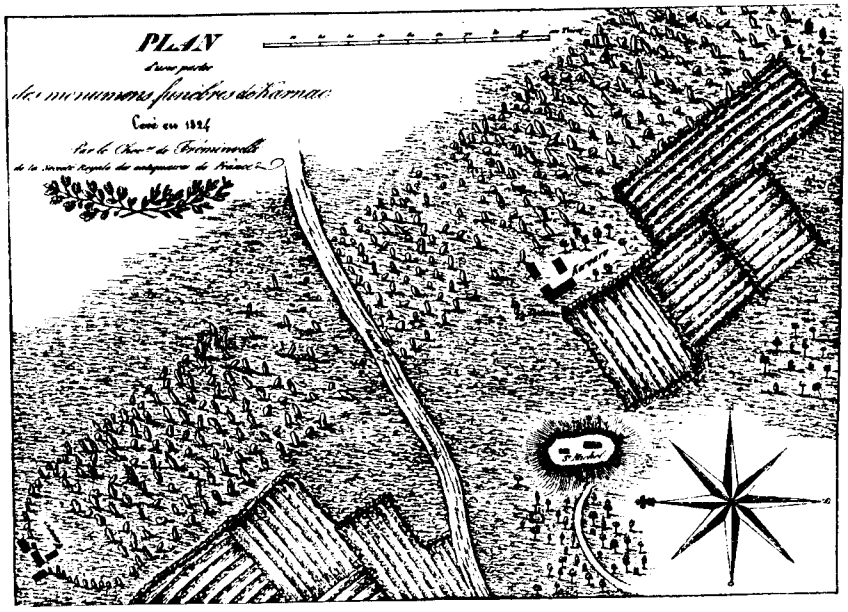
inappropriate adjective in connection with some 2400 stones). There are over a hundred megaliths in the Quiberon-Carnac area alone. It was perhaps the acquisition a few years ago of a secondhand book, purchased cheaply and not greatly studied at the time, which led eventually to a holiday last September spent visiting the neolithic megaliths of Brittany. mainly in the département ofMorbihan which lies to the south and west of the region. And since the signposting and mapping of these monuments is of a variable standard, we didn't just visit them: we hunted and searched for them, we tracked them down, and generally indulged in a most enjoyable obsession for several days in which we could hardly bear to pass any narrow road down which might be hidden an overgrown heap of stones which was once a passage grave. In honesty, very few were totally ruined: most were in varying stages of neglect or reconstruction while some, such as *Gavrinis*, were apparently as perfect as when first built.

We were not always successful in our search. Though some monuments were well-signposted and even accompanied by a visitor centre, as at *La Table des Marchands*, some were merely indicated by a non-directional 'zone de protection d'un monument prehistoric' sign by the roadside while the actual monument could be some distance away, some were in the book but not on the map, and some were in both but resolutely resisted all our attempts, sometimes from more than one direction, to locate them on the ground. We even failed to find one lone menhir which is reputedly fixed in concrete at the entrance to a campsite at the end of the Quiberon peninsula, but by then we were willing to believe that even concrete could move - and anyway, who wants to see a neolithic monument mounted in concrete? (I did, actually, which just shows how the obsession had taken hold).

The propensity of the local place-names to begin with 'Ker-' was less than helpful, as was the practice of signposting places which apparently the cartographer hadn't considered worth his effort to mark on the 1:25,000 map, the habit of positioning signs so that they could be seen from only one direction (inevitably opposite to that in which we were travelling), the naming of monuments in both/either French and/or Breton, using the same name more than once (there are at least three *Dolmen de la Madeleine* in the area) and other local eccentricities. I sometimes thought that there ought to be little signs saying 'warmer' or 'colder' as though in some extended game of 'hunt the thimble'. We were nevertheless sometimes rewarded by finding graves which were neither in the book nor on the map. And our addiction, though serious, was perhaps not as terminal as that of a

couple we met who had been visiting the area every year for ten years and were still finding further graves.

Lest you think that the visit was not rewarding, or only for total enthusiasts, let me at once recommend it to anyone with the remotest interest in archaeology (the food isn't bad either!) The passage grave of Gravrinis alone is worth the journey, and the Carnac alignments themselves, although some stones are now fenced off because of erosion, still produce awe, in this visitor at least. There is their sheer numerical presence, for a start: 1169 uprights in the most westerly group (*Ménec*); then 1029 in the 10 lines of *Kermario*; 594 in the *Kerlescen* group, of which 555 are in 13 lines, and finally about a hundred in the *Petit-Ménec* rows at the eastern end. These are the numbers today; there were doubtless originally more, particularly where gaps in the alignments lie close to the road and are probably evidence of accessibility to the wagons of stone-robbers.



The Ménec alignments planned in 1824

Le Ménec

The Carnac alignments lie only a little over 2km from the sea and run for nearly 4km. The rows are not parallel: each group fans out, from 116m at the western end to 63m at the eastern end in the case of Ménec. Though the groups follow on from one another there are breaks between each and a number of changes in direction along the route. The height of the Ménec granite pillars ranges from 4m to a lowly 90cm. Many of the stones were re-erected in the 1920s by the archaeologist Zacharie le Rouzic. He suggested that the alignments originally stretched for more than 8km between the rivers Sainte-Barbe and Crach.

At the western end of the Ménec rows stand the remaining 70 stones of an oval enclosure, 91x71m. If it was used for assembly it could have comfortably held a thousand people. There is another, much damaged, cromlech at the eastern end, while the site of the western Kermario cromlech is now occupied by a carpark. There is the remains of a further enclosure at the western end of the Kerlescan rows, a convex-sided rectangle 78mx74m, and it may be that all the fields of alignments started and finished at these enclosures. Dating is difficult but it is suggested that the cromlechs were earlier than the rows of stones. One theory is that the enclosures were the sites of tribal ceremonies, and that the actual erection of the stones was part of the ceremony. Other functions suggested for the lines are that of territorial markers or bearings for astronomical observations.

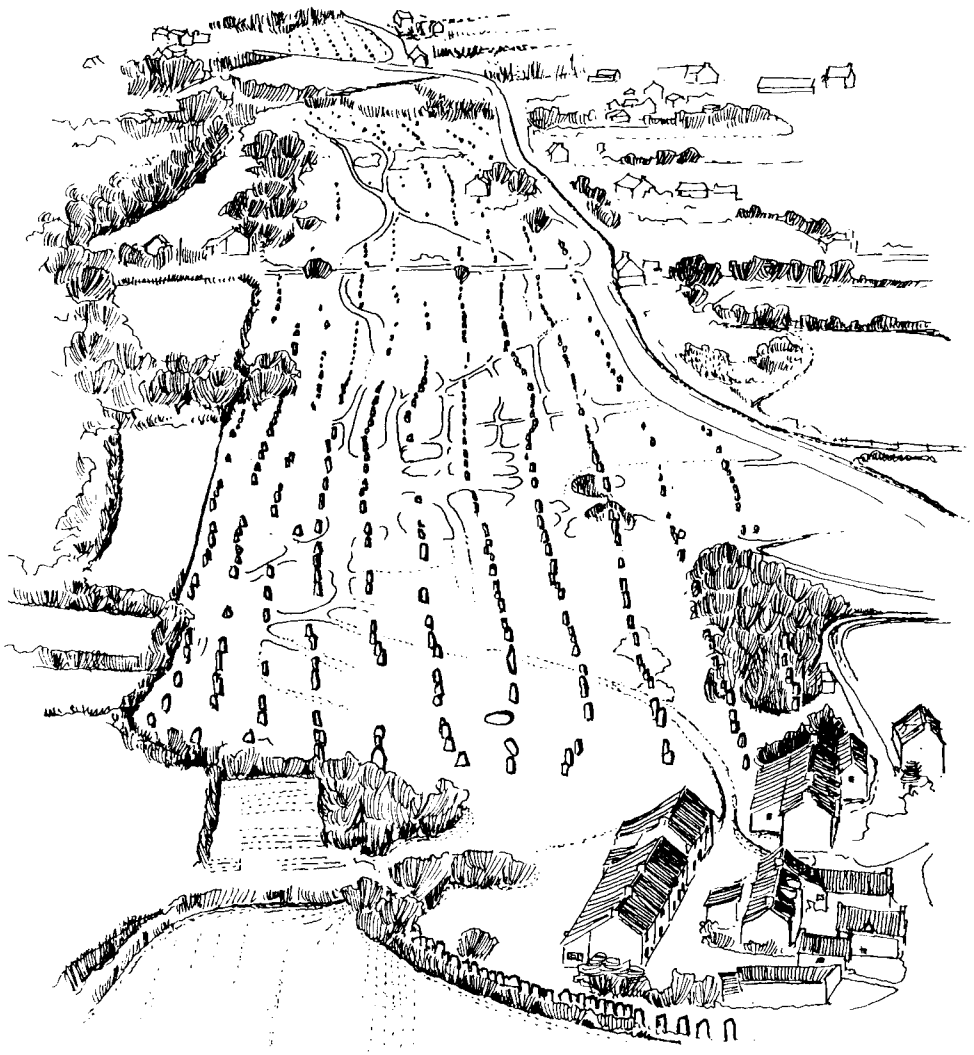
The few finds of pottery suggest a late Neolithic date for the alignments; the Kermario stones, at any rate, must post-date the *Manio* long barrow or tertre tumulaire which lies below and yielded Chassey sherds of the Middle Neolithic when excavated by le Rouzic in 1922.

Near to the Carnac alignments are a number of single large menhirs, passage graves and the 'Carnac Mounds' of *Le Moustoir* and *St-Michel*, amounting to a spectacular concentration of monuments. Other important alignments can also be found in the Carnac area: at *Kerzehro*, Erdeven, there are 1,129 stones in 10 lines in the main section, while at *Sainte-Barbe*, Plouharnel and *Le Moulin de Sainte-Pierre-Quiberon* there are lesser rows of stones

The earliest megaliths in Brittany may have been the solitary menhirs of which there are hundreds. They are obviously difficult to date, but some are decorated with carvings of early neolithic stone axes or crooks and occasionally these carvings can be found on the capstones of passage graves in circumstances suggesting that a broken menhir has been re-used as a capstone for a passage grave. An example is found on the Lomariaquer peninsular to the east of Carnac where the passage grave of *Mané Rutuel* is covered by a granite capstone measuring 11.3x4.4x0.6m. At one end of this huge stone, on the underside, can be seen an axe-carving with a broken tip suggesting that a free-standing, decorated menhir might have been reduced in length and re-used to roof this passage grave. A remarkable example is provided by the passage graves of Gavrinis and the Table des Marchands: an incomplete carving from the outer surface of an end-stone from Gavrinis (which would have been hidden from view by the covering mound) has been found to fit the broken end of a carving on the upper surface of the capstone of the Table des Marchands, nearly 2km to the west.

The largest menhir must be *Le Grand Menhir Brisé* (or *Men-er-Hroëk*); however, as its name indicates, it is not intact. It lies in four pieces and it is now thought that it was never erected and might even have been broken deliberately. The total weight of the stone has been calculated at a little over 250 tons. This is particularly astonishing because the menhir does not consist of local granite but of a harder type, possibly from near Kerdaniel, 3.75km to the NNW.

It is becoming obvious that I shall have neither time nor space to describe any of the Breton passage graves, so at the risk of boring you further I may continue this account in the next edition of the newsletter.



The Ménec alignments from the west
Kate Dennett

The Herman Ramm Memorial Lecture
The Arras Culture - Dr Ian Stead

A large number of ERAS members attended the Society's dayschool on the Parisi chaired by Hermann Ramm OBE, and a number of members were also present at the Yorkshire Archaeological Society's Hermann Ramm memorial lecture at the Yorkshire museum on October 31 1992. The Meeting was attended by the Lady Mayoress and the Lord and Lady Sheriff. Dr Stead's excellent lecture on the Arras culture was proceeded by an account of Herman Ramm's career. Hermann Ramm joined the Royal Commission on Historical Monuments in 1948 and spent nearly all his working life in the York office and his influence on the study of Romano-British northern England and on aerial photography was widely felt. His research in the East Riding included a survey of many of the region's earthworks, including Dane's Dyke and the multiple Huggate Dykes. This time-consuming and meticulous work was partly covered in his book on the Parisi published in 1978. He was also chairman of CBA Group 4, President of the Yorkshire Archaeological Society and of the East Yorkshire Archaeological Research Committee. Our own Society was indeed honoured by his presence at the "New Light on the Parisi" dayschool.

Ian Stead's personal introduction to the Arras culture was at the Yorkshire Museum where are housed various collections of antiquities excavated from Arras by antiquaries such as the ubiquitous Mortimer and Canon Greenwell. Though about a hundred barrows were visible at Arras in 1815 and many were investigated between 1815 and 1817 by a group of local gentry, only one plan of the barrow cemetery has come to light - and that only comparatively recently. It is signed by a well-known land-surveyor, William Watson, and dated 1816. It shows that the road from Beverley to York bisects the cemetery, with 55 numbered barrows to the north and 33 to the south. (In fact, at least another 12 barrows can be documented.) The excavation team in 1816 included the Rev E W Stillingfleet, vicar of South Cave. In an account published as part of the 1846 York meeting of the Archaeological Institute, Stillingfleet concentrates on only three of the graves, named as the Queen's Barrow, the King's Barrow and the Charioteer's Barrow. The Queen's Barrow contained a crouched or contracted skeleton and a collection of grave-goods: a necklace of glass beads, an amber ring, bronze brooch and pendant, two bracelets, a toilet-set and a gold finger ring. Both the King's Barrow and the Charioteer's Barrow contained the remains of a vehicle in addition to the skeleton. The

King's Barrow also contained the remains of two horses.

Further excavations at Arras were carried out in the middle of the 19th century by the Yorkshire Antiquarian Club. In 1850 they excavated three barrows. In his report on the excavation Proctor noted "a tumulus being surrounded by a square instead of a round fossa", though the significance of this remark has only more recently been appreciated.

In 1876 the third Arras cart-burial was discovered and excavated by Greenwell. The skeleton was extended and surrounded by vehicle remains and harness. The first Yorkshire cart-burial of which a plan was drawn, however, was excavated at Danes Graves by Mortimer and Greenwell in a rare burst of cooperation between the two antiquaries. The plan shows the remains of two wheels flat on the ground in the western half of the grave, linch-pins and harness rings nearby, and two crouched skeletons in the eastern half. The more northerly skeleton was accompanied by an iron and bronze brooch and some pig bones.

In 1959 a magnetometer survey was organised at Arras. It was thought that the iron in the cart wheels would be susceptible to detection by magnetometer, but though 13 acres were surveyed in all, not one clear burial was found. However, two barrows were found surrounded by ditches which were square in plan - like the isolated example of 1850. Excavation of the two barrows, which lay on either side of the road, revealed a burial in the more southerly of them. Though it had been excavated previously the remains showed that the skeleton had been orientated south-north. An iron penannular brooch was found which had been overlooked in the earlier excavation.

Survey by magnetometer survey might have drawn a blank but within a decade square barrows were being counted in their thousands as a result of aerial photography. Herman Ramm himself spent a much time plotting them.

Between 1967 and 1978 a series of excavations uncovered 250 graves centrally positioned in square ditches. This was in an area between Burton Fleming and Rudston, mainly in the valley of the Gypsey Race. In 196 graves the burial was aligned north-south and crouched or contracted at the centre of a small barrow. Two thirds of these burials were without grave goods, while 63 contained a single iron brooch and 35 a pot. Quite

frequently there was a humerus of a sheep in the pot or near the head of the skeleton. A second group of burials, though also at the centre of square-plan ditches, was quite different in orientation and position - 53 were orientated east-west: in 29 the skeletons were extended, 19 were flexed, 4 crouched and one contracted. There was not a single pot with these east-west burials, and the only brooch was of a different type from those found with the north-south burials. Instead, 10 of the skeletons had swords; six of them also had spearheads; two had only spearheads, and other graves yielded 5 knives, three spindlewhorls, a shield and a toe-ring.

Thus two different burial traditions are exhibited at the Burton Fleming site. The difference is not related to gender because there are males and females within each group. Unfortunately the grave-goods vary little and are not numerous, so a detailed typology cannot be used to establish a chronology. The only relevant stratigraphy indicates that the east-west burials are later. This is in accord with the fact that the single brooch from the east-west group is of a later type than those from the north-south group.

From a study of the characteristics of the skeletons five possible family groups can be identified, with some groups distributed across the two types of burial. One east-west burial held one crouched and one extended skeleton. It is thought that the burial rite changed not only within the population but actually within families (the later graves containing pig bones). The most likely explanation for this is a change in religion. The change in burial rite is not found at other Arras culture cemeteries, such as Wetwang Slack.

No cart-burial was found at Burton Fleming, despite employing resistivity, soil conductivity, magnetometry, infrared photography and pulsed induction meters. The use of these techniques was hampered by the lack of a suitable control - but doubtless more so by the absence of actual cart-burials. However, in 1984 came the discovery of the first of three chariot burials in Wetwang Slack quarry. Since these were excavated by John Dent (who was in the audience) Ian Stead did not go into great detail about them. (A cart burial had also been excavated by Brewster at Garton Slack in 1971.)

In the autumn of 1984 a square barrow cemetery at Garton Station was identified by John Dent by aerial photography. Two squares were larger

than the others; the largest produced a particularly strong signal from a gradiometer, and excavation was started by Ian Stead in the following year. The biggest barrow, 18x16m, yielded not an Iron Age cart burial but a dozen small Anglian graves. At the centre was a double burial of a man and child. A large cauldron and a huge piece of iron (for suspending the cauldron) provided the explanation for the strong machine response.

Excavation of the second square (11x12m) was more fruitful. It was again cut by Anglo-Saxon burials, but contained an undisturbed cart-burial. The two wheels of the cart were leaning against the side of the grave. Some of the rotted wood had been replaced with clay washed in when the grave had been flooded by the Gypsey Race, thus also preserving the shape of the pole and the axle. The line of the yoke was marked by five terrets, the central one highly decorated. The skeleton was orientated north-south and flexed on its left side. With the corpse were animal bones, a pair of linch-pins and a couple of horse bits. The two tyres were lifted *en bloc* and excavated at the British Museum when it was possible to identify all the voids where wood had been present.

Aerial photography of the excavation showed four circular barrows, cutting into the course of the Gypsey Race. All the burials proved to be male and all had spearheads, but the spears had apparently been hurled into the graves after the body had been interred. A good deal of hurling must have taken place because there were 14, 11, 7 and 4 in each of the graves respectively; most of them were iron but some had bone points and most were sticking into the grave rather than lying flat. In the grave with 14 spearheads the body had been buried with a sword.

A second cart burial was found not far away just over the parish boundary in Kirkburn and excavated in 1987. It was found in the largest (12x12.5m) of a small group of four square-plan barrows. The cart wheels had been placed side-by-side on the floor of an enormous central grave, the normal position in Yorkshire. The body of a man had been laid on his back over them, legs flexed and orientated north-south. On top of the body had been placed a tunic of chain mail. The links of iron, 8-9mm across, butted neatly together and the mail was placed upside down on the body. During excavation the tunic was lifted in one piece in the same manner as a mosaic pavement. It seems to be some 200 years earlier than any other fragment of mail in Britain. The wooden yoke, on the west of the skeleton, was marked by the usual five terrets, but an additional feature was a large figure-of-eight

strap union at each end. Between the end of the yoke and the skull of the skeleton lay two horse-bits and beyond these a D-shaped object, possibly the lid of a box, while over each wheel was a copper-alloy and iron linch-pin. Two groups of pig bones were found with the skeleton. A line in the filling indicated the cart's pole and soilmarks showed a wooden box above the body. Ian Stead could offer no explanation for the apparently unnecessarily large size of the grave: 5.2m long, 3.7m wide at one end, 3.1m at the other and 1.25m deep.

In all these recorded cart-burials the cart had not been buried intact: the wheels had first been separated from the axle and pole. It seems that the body was placed in first, followed by the axle and pole frame; finally the box part was inverted and placed on top as a kind of canopy.

Also excavated was a barrow which contained the grave of a woman with a new-born baby between her legs. To the south were two further burials, this time surrounded by round ditches. The skeleton in the larger barrow was accompanied by an exceptionally fine sword in a decorated scabbard.

Ian Stead showed slides of some of the Arras culture finds. The linch-pins from Kirkburn are fine pieces of work, iron central pieces with bronze terminals cast on. The sword from Kirkburn, with its red enamelled handle and elaborately decorated scabbard, is the most magnificent to survive from the European Iron Age. What is sometimes called the 'bean-can' from Wetwang Slack is beautifully decorated and only given this name because the sole way inside it would be with a tin-opener! These finds and others associated with the Arras culture are native British. The previous idea was that the Arras culture came over from the continent because of the cart burials and square-ditched barrows (though 'Arras' has no connection with the town of that name in France and only relates to the now-deserted village in East Yorkshire). However, the artefacts are British as is the crouched style of the burials.

Evidence for Arras culture settlement comes from masses of pits covering more than forty acres in three parishes. Of those excavated some belong to a settlement which started before the Arras burial rite and extended beyond them, so there is continuity of settlement. The pottery can be matched with that from the graves and from an earlier tradition and a tradition which continues into the Roman period. It is thought that it is a case of European influence rather than invasion - more like a religious

conversion. It seems as though the Arras culture ended as mysteriously as it started.

I have relied heavily on Ian Stead's 'The Arras Culture' in describing the earlier Arras culture excavations.

Stead I M (1979) *The Arras Culture* The Yorkshire Philosophical Society

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LECTURE SUMMARIES

19 Feb: The A66 Project: Archaeology of the Stainmore Pass-Pip Robinson

(Ed: as I was unable to attend this lecture, the following resume is taken from a series of leaflets about the project and the notes of Bryan Sitch)

The Stainmore Pass, which stretches from Bowes in Co Durham to Brough in Cumbria, has been an important route across the Pennines for thousands of years. The route was formalised by the Romans who established a signalling and defensive system along it, and the modern road closely follows the Roman road. Recently, the road has been undergoing conversion into a dual carriageway. This prompted work sponsored by English Heritage and carried out by a team from Bowes Museum and the Cleveland County Archaeology Section during two summers and one winter season, starting in autumn 1989.

The Roman sites along the pass are the most obvious archaeological remains threatened by the road widening, but the area includes archaeological features of other periods. Fieldwalking, earthwork survey and aerial photography played a part in the project. A single long peat core and a series of monoliths and samples were taken for environmental analysis by Durham University's Department of Botany; they showed the formation of peat in the Mesolithic and the decline of trees resulting in a treeless landscape by the Bronze Age. A few grains of cereal indicated human activity just before the Roman period.

Coach and Horses earthwork
Opposite the Coach and Horses Cafe was a square-ditched earthwork platform. Excavation proved this to be of fairly recent construction, but what lay underneath was more interesting - a series of parallel grooves which cut the subsoil. It is thought that these are Iron Age spade-dug cord rig cultivation marks.

Vale House Earthwork
On the slope opposite Vale House Farm a large area is enclosed by a low bank, only 20cm high and with, in places, an external ditch and bank. The earthwork was surveyed and two trenches dug across it, revealing the bank to be built of turves which were beautifully preserved in the sections. The enclosure was possibly used for keeping stock in the Romano-British period.

Prehistoric Field System
Between Rey Cross Roman camp on the summit of the pass and Old Spital to the east an arrangement of low banks stretches across the moorland, forming part of a remnant field system. Excavation has shown that the banks are built variously of turf and stone and survive to a maximum height of only 30cm. Some disappear under the peat and some continue on either side of the A66, both factors suggesting a prehistoric date. Some of the boundary walls, however, may relate to the turnpike system in the 18th century as excavation has revealed the corner of one of the Toll Houses. Boundary walls would have prevented travellers bypassing the Toll Houses to avoid paying the toll.

As part of the project's survey of earthworks a survey of the barrow cemetery at Bowes revealed an additional mound of irregular shape. The cemetery will not be affected by the roadworks but is much disturbed by rabbits.

Roman sites
Near the top of the pass two important Roman sites were threatened by the road widening, the Roman signal station on Bowes moor and the Rey Cross Roman marching camp at the summit of Stainmore. The signal station was first excavated by Ian Richmond and James McIntyre in 1933, who cut a narrow trench through the northern rampart. It is one of at least seven between Bowes and Brough. These didn't follow the line of the Roman road but were built to take advantage of the hilly terrain so that each station could easily be seen from its neighbours. This positioning based on

sightlines is also the reason for the differing distances between signal stations.

The Roman road was built soon after AD 80 and guarded by forts at Bowes to the east and Brough at the western end of the pass. Messages could have been relayed between stations by flags, fire and smoke, depending upon the weather. In 1977 a series of signalling experiments by Bowes Museum and the Army Apprentices College, Harrogate found that it took less than three and a half minutes for a basic flag message to travel the ten miles between Bowes and Brough.

The Bowes moor signal station differs from the others in its large size (10x13m) and square plan. It has a ditch and low external bank around two sides only. Inside, a timber tower was erected from which signals could be sent to the next station. At Bowes Moor this tower seems to have been supported on four irregular pad stones. A stone arrangement in the northwest corner suggested the base for a staircase. Excavation of sections of the rampart shows it to have been constructed with turf revetting on the inside and out, with a core of sandy subsoil derived from the ditch. A small indentation in the southern bank suggested an entrance, but excavation revealed that there had never been a complete break in the circuit; four post holes may have supported some kind of structure, perhaps wooden steps, a dedication board or gateway.

The lack of occupation evidence within the station raises the question of where the garrison lived. A rectangular enclosure to the north of the site, only faintly visible on air photographs, has also been investigated. Two small trenches across its perimeter have revealed a low bank and external ditch. This enclosure is probably contemporary with the signal station and may have served as a compound or paddock. It may be that the station was manned on a temporary basis from local farms, in much the same way as snow ploughs are stationed at these places today.

Rey Cross Roman Marching Camp
Rey Cross is one of the best preserved examples in England of this type of temporary marching camp. The camp straddles the A66 and a narrow strip was to be destroyed by the new carriageway. Though of massive size, the camp could have been built in only a few hours by a legion of 6000 men for their overnight protection. The examination of the threatened rampart section revealed the terminus of the bank and its external ditch and part of

an earlier cobbled road surface. Another trench across the rampart had been revetted with large stone and turves and ditch material between. Two areas were excavated inside the camp, one of which produced a lot of pottery. Unsurprisingly, for such a temporary structure as a marching camp, there was little in the way of features, but many random stake holes were perhaps evidence of Roman tent pegs.

The pottery from both the signal station and from the marching camp was mostly of a late date - late 3rd or 4th century. Admittedly, the pottery was not in a primary position, but it may indicate that the sites were used until a later date than previously thought or that they were re-occupied.

Rey Cross

Before the road improvement scheme the remains of the Rey Cross stone stood at the summit of the Stainmore Pass, beside the road and within the marching camp. This weathered stump of sandstone was all that remained of a monument which was known as an important boundary stone between England and Scotland at the end of the 10th century. The original reasons for erecting the cross are unknown, but it continued in use as a boundary stone throughout the Middle Ages. In the last century it was recorded that outlines of men could be seen on the cross, which were interpreted as pre-Norman in style; this seems to have given rise to the idea that Rey Cross was a 10th century grave-marker for none other than Erik Bloodaxe. This particular Viking, so named after he murdered two of his brothers, was a son of the King of Norway and the last Viking King of York. He was killed in 954AD in battle at, according to the 13th century historian Roger of Wendover, "a lonely place named Steinmore".Unfortunately, when in August 1990 the cross was lifted and the area underneath excavated, no burial was found and the mound on which the cross stood was shown to be mostly natural bedrock. Rey Cross was removed to a temporary position outside Bowes Museum until the roadworks were finished when it was to be re-erected by the side of the new carriageway close to its previous position.

As part of the project, five building complexes were recorded prior to their demolition to allow for the road widening. There were three barns and byres; a farm with house, byres, hay barns and sheds, and a Primitive Methodist chapel and school - examples of 18th and 19th century rural buildings of the north Pennines.

Industrial archaeology was covered by the survey and partial excavation

of Eller Beck Quarry which was operated for the extraction of limestone in the 19th and early 20th centuries.

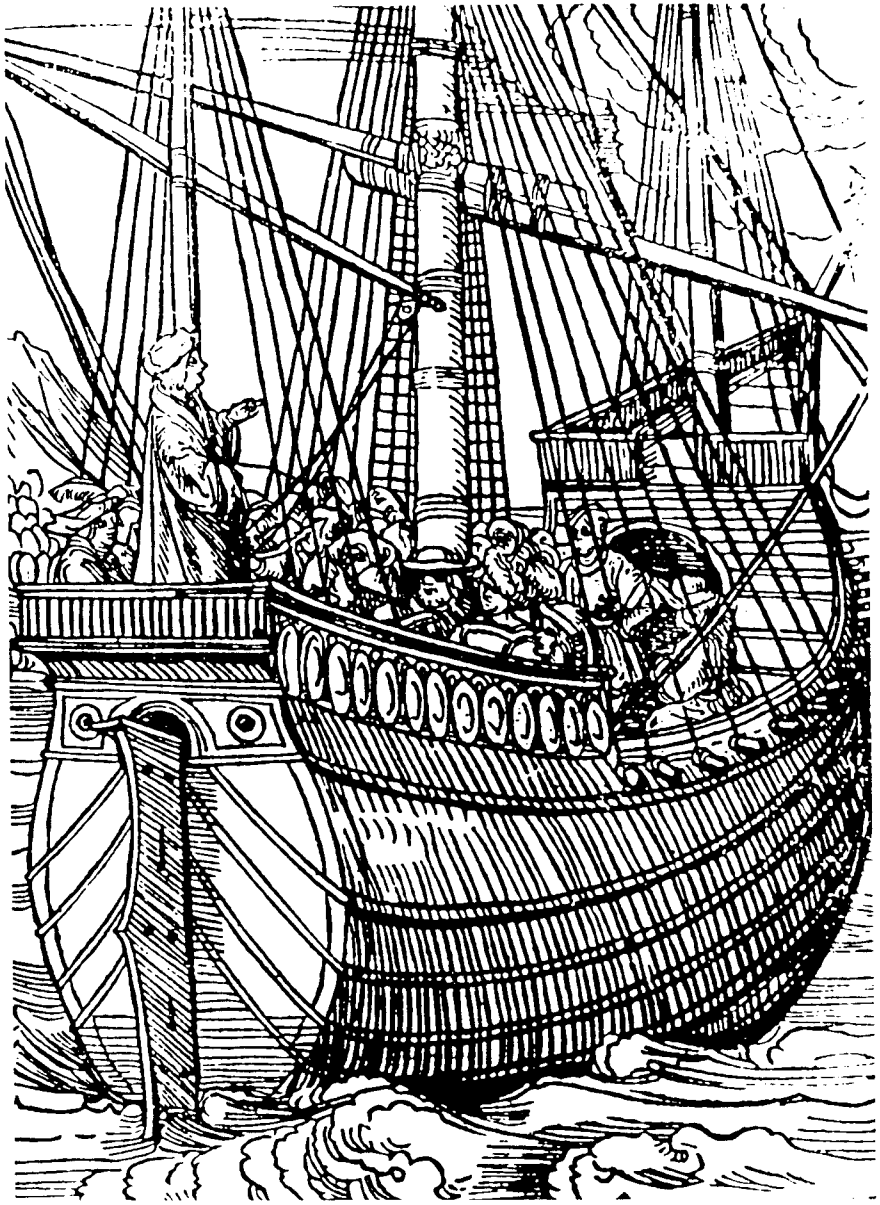
Oct 10: **The Worcester Pilgrim -** Jim Spriggs

Jim Spriggs' lecture was something of a detective story, which he emphasised was the results of several people's work. The story started in late 1986 when the Dean of Chapter of Worcester Cathedral noticed that the piers of the main tower of the cathedral were beginning to crack. In order to assess the situation some exploratory digging was carried out around the base of the piers, during the course of which a number of burials were found. One of these was the subject of Jim's lecture. The body was aligned with the south choir of the cathedral. Unfortunately the head was missing, as a result of a later intrusion, but leather boots were found, which immediately aroused interest as it is rare to find fully clothed bodies in a church, a shroud being a much more usual covering for the body.

Philip Barker from Worcester Cathedral contacted Jim Spriggs because he wanted to conserve and display the boots. Deciding it would be interesting to look at the rest of the body, Jim Spriggs transferred it in a watertank, albeit in two pieces, to York. It was first drawn as it was and then samples of the different components sent off to various specialists.

The body was found to be of a man of sixty or more years who died of a number of complications, mainly connected with rheumatism. He had been about five foot seven inches and fairly robust. The skeleton showed signs of a hard life: the spine was curved and some of the vertebrae were fused. The metatarsals (big toes) showed evidence of a great deal of walking, and a wound on one femur was the result of it having been pierced and infected. The state of preservation was generally good, with some skin and even some of the spinal chord surviving.

During lifting and transport some textile disintegration had occurred, but one piece of textile could be identified as 2x2 twill. Because part of the hem of the individual's tunic had caught in the top of one of his over-the-knee boots, it could be seen that the tunic reached down to his knees. He was wearing two garments of undyed wool worsted. The inner garment was the coarser and the outer finer, of quite high quality and would have been quite expensive. There were no undergarments or stockings. The fibres had not



The 'Ship of Penance', woodcut by Hans Burgkmair
showing a carrack with three masts, filled with pilgrims (Augsburg 1511)

survived in good condition and the only evidence for a shroud was a thread twisted around the body which it is thought was the thread used to sew up the shroud.

The soles of the boots had survived well but deterioration was worse further up the boots. June Swan, who examined them, thought that from their style, cut and construction, the boots were probably made between 1470 and 1520. In fact this was the best date that could be obtained from any of the archaeological evidence. The construction of the boots and the presence of slits down both suggest that they were put on the body after death, when they were slit to facilitate putting them on the, possibly stiffened, body. There was very little wear on the soles of the boots.

Found with the body was a staff and cockleshell. The staff was not a simple coppiced pole but made from a substantial piece of ash. Though it was removed in a number of pieces and was very wet and dirty, a purplish colouring could be seen on the surface and the spike at one end was sharp and unworn. Something had been fixed on top by three pins. Penelope Rogers analysed the dye and found it to be an exotic, expensive dye which had been applied to the surface with bone black as the mordant. A water-soluble paint had been applied with some sort of fish or bone glue. The water-solubility was further evidence that the regalia had not actually been used on the road, but was ceremonial.

The 'cockleshell' should have been a scallop, *Pecten maximus*, which historically became the symbol of pilgrimage, whether the pilgrimage was to Santiago de Compostela or not; in this case, however, the shell was of *Acanthocardia tuberculata*. This is the only shell associated with a pilgrim burial which is not the 'correct' species.

Also associated with the body were leaves of laurel, symbol of achievement, and twigs of goat willow, symbol of humility when found in an ecclesiastical context. This raised the question of whether he had been to Jerusalem, because there are pictures of pilgrims who have been to Jerusalem, holding up willow as the equivalent of palm leaves.

When looking for parallels for this burial, Jim Spriggs was able to find many examples of pilgrim burials from Scandinavia down to Spain, but none from this country. Usually the only means of identifying these burials as pilgrims was the presence of the pilgrim's shell, though some did have

the remains of an iron spike from the staff. We don't know whether these continental pilgrim burials were clothed or not.

A depiction of a pilgrim in Prince Rupert's chantry in Worcester Cathedral, dated circa 1502, is dressed in a similar style to the body being researched at York, except that the tunic is longer. An earlier example from what remains of St William's mid-13th century shrine from York Minster shows no shells or badges, but does bear a staff. If the head of the Worcester body had still been present, there probably would have been a hat also, which would doubtless have carried pilgrim badges identifying the shrines visited. There were badges depicting, for example, the sword of St Paul, the shell of Santiago de Compostela, or the cross of St Anthony.

Santiago de Compostela was a common destination for English pilgrims. Those pilgrims with money would have travelled by sea as in good weather the journey from Bristol could have taken as little as a week. Pilgrimages could be given as punishment, but this was not the usual reason for undertaking one. The clergy, for example, would try to go on a pilgrimage at least once during their lives. There were also professional pilgrims who would make the pilgrimage on behalf of another and Joe Spriggs considered whether the body in question could have belonged to one of these.

Another possible route to characterising the body was to look at who could have been buried in a cathedral. It was possible to buy such a site, but it was less likely in an abbey cathedral because space would be more limited. Documentary research revealed 42 wills between 1380 and 1520 expressing a wish to be buried within the cathedral: ten asked to be buried in the cathedral by the figure of St James. The will of Robert Sutton (dated 1454), a dyer by trade of the City of Worcester, lists payments to be made connected with his burial in the cathedral. These included:

6s 8d to the Cathedral
40s to the Convent to sing a requiem
20s to pay for the burial
20s to the Friars to sing a requiem
20s to the Confraternity of St James

This suggests that there was a Confraternity of pilgrims, something that was common in Germany.

So, considering all the evidence, both physical and from written sources, had our 'Worcester pilgrim' been on all these pilgrimages or had he just bought his way into the Confraternity? From the condition of his bones he could indeed have been on the road for some time. Jim Spriggs contended that it was possible to argue both for and against the body being that of Robert Sutton. The date of the will is rather later than that for the boots and it doesn't mention any particular garb for the body. The regalia found was insufficiently worn to have actually been used on pilgrimage, but it might indicate that the wearer had been a pilgrim in earlier life. So if not Robert Sutton, it might have been someone in a similar situation.

Jim Spriggs' talk stimulated an exchange of views. I received the following from a Society member:

An Alternative Scenario for the Worcester Pilgrim

Jim Spriggs' talk was enthralling but was he playing a little joke on us? Having spent the beginning of his lecture building up this picture of an elderly pilgrim, crippled and worn out by heavy exercise, presumably walking, from the evidence of the toe bones and the twisted spine, he then proceeded to demolish it by attempting to link archaeological evidence with a single documentary source, a dangerous practice at any time, and in this case singularly unconvincing.

The documentary source was the will of a notable dyer living in the middle of the 15th century. Of one thing we can be sure, this man is unlikely to have indulged in very much walking. His home and his workplace could have been one and the same place and when he needed to travel, he would have gone by boat or by horse. If he did go on pilgrimage, he is unlikely to have walked if Chaucer's pilgrims are any example. They rode; they didn't walk. Then, as now, four (legs or wheels) was the status symbol. Even the lowly student had a horse 'leaner than a rake' (Codhill's translation p33). As luck would have it, a dyer is mentioned as one of a select group.

"A Haberdasher, a Dyer, a Carpenter,
A Weaver and a Carpet-maker were
Among our ranks, all in livery
Of one impressive guild-fraternity.
They were so trim and fresh their gear would pass
For new." (ibid p35)

This ostentatious quartet even had their own cook, a far cry from the austerity of the foot pilgrim. Furthermore, even if for penitential reasons the devout dyer wanted to have indulged himself in long pilgrimages on foot, he had a business to run. They were uncertain times. The War of the Roses rumbled on, especially in the south midlands, and only a very guilt-ridden merchant would have left his wife (however capable she was) in charge for any length of time.

May I offer an alternative scenario, going back to the archaeological evidence. The pilgrim was, as Jim suggested earlier, a professional. At some time he had arrived at Worcester Abbey and because of his infirmities he had stayed there. The quality of his clothing suggests that he had some money or status. Many professional pilgrims were the con-men of their time, regaling their listeners with lurid tales of foreign places, and managing to cadge a living thereby. Indeed Charles VI of France forbade pilgrimages to Rome and genuine pilgrims had to be licensed. So our Worcester pilgrim may well have lodged at the abbey either on his wits or, if an honest man, on charity or even a corrody, a sort of old age pension. At worst the monastery would have gained an invaluable source of information about holy places at a time when most news was relayed by word of mouth.

Why was he buried in the abbey? One possible explanation could be the reverence such holy men (or women) attracted. A man who had spent most of his life on pilgrimage, foot slogging from shrine to shrine throughout Christendom, would acquire a patina of veneration. Remember this was an age when noblemen, as symbol of their piety, had been known to keep the odd hermit or two tucked away in the garden, so to speak. What could be more natural when such a man died, than that he be buried in the abbey church.

Incidentally Jim kept referring to Prince Rupert's chapel, which I can only assume was a slip of the tongue. Surely it should have been Prince Arthur's chapel, the same Prince Arthur, eldest son of Henry VII who died in 1502, and thereby posthumously changed the course of English history.

Joe Santaniello

Ed: Jim Spriggs has kindly sent the following response to Joe Santaniello's comments:

In reply to Joe Santaniello's most interesting and thought-provoking letter, I should like to make the following observations. The evidence that I presented in my talk on the Worcester Pilgrim cannot comfortably be tied together to give a coherent picture, and for this reason I tried, in my talk, not to draw any particular conclusions as to the identity of the pilgrim. The picture I painted of an elderly man of robust build but suffering from advanced arthritis in many joints, whose bones also showed all the effects of a hard life spent on the road, was based solely on the osteologist's interpretation of the evidence. The osteologist in question knew only that the bones came from a pilgrim; he did not know that our man might also have been a wealthy dyer and eminent citizen. One can draw one's own inferences from this about the dangers of making the evidence fit a particular scenario.

I would argue that, were one able to reconcile the evidence from the bones with Robert Sutton, Dyer, the other evidence fits rather well. Our pilgrim was buried with conspicuous piety (no coffin), in a prominent position (by the choir screen), and wearing high quality, only slightly worn pilgrim's regalia. It is quite possible for a professional pilgrim to have been buried within the cathedral, as Joe Santaniello suggests, especially if he were in minor orders and maintained by the Abbey. I doubt, though, whether a professional pilgrim would have been accorded such honours as our pilgrim. Robert Sutton, Dyer, on the other hand, was a prominent citizen, wealthy and extremely pious. He was also probably a member of the local Confraternity of St James, though this need not necessarily mean that he had himself been on a long pilgrimage.

Joe raises the interesting point about mode of travel (horse, carriage or foot) on pilgrimage, and I would agree that the wealthy would have travelled as comfortably as they could. Consider Chaucer's 'Wife of Bath':

> "And thries hadde she been at Jerusalem;
> At Rome she hadde been, and at Bouloigne,
> In Galice at Seint Jame, and at Coloigne."

It is unthinkable that she would have travelled by foot, but many would not have had the means at their disposal that she had to buy or hire a means of conveyance to take them on their way once they had landed in

France or Galicia. Many of Chaucer's characters who rode from Canterbury would undoubtedly have had to walk, had they gone abroad.

Given all the uncertainties presented by the various types of evidence gained in relation to the Worcester Pilgrim, I remain most reluctant to come to any one conclusion.

Jim Spriggs

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DIARY OF EVENTS

Saturday 6 March

University of Hull and WEA
Piecing together Past Laandscapes:
Fieldwork in the Southern Vale of York and
Yorkshire Wolds Part 1, *Peter Halkon*

Saturday 20 March

University of Hull and WEA
Piecing together Past Laandscapes:
Fieldwork in the Southern Vale of York and
Yorkshire Wolds Part 2, *Peter Halkon*

Wednesday 24 March — 7.30pm

ERAS lecture:
Skipwith: An Iron Age or Roman site?
Pat Wagner
— Old Grammar School, South Church Side, Hull

Saturday 27 March — 2pm

Bridlington Antiquarian Society with the East Riding Archaeological Research Trust
1993 Tony Brewster Memorial Lecture:
Archaeology of the Great Wold Valley, *T G Manby*
— Bridlington Town Hall

Friday 16 April - Sunday 21 April — pickups 9.30am onwards

ERAS weekend excursion to South Wales
(details on separate sheet)

Wednesday 21 April

7pm
ERAS AGM followed by lecture:
The Humber Wetlands - an archaeological assessment, *Dr Steve Ellis*
— Old Grammar School, South Church Side, Hull