

ALTOGETHER ARCHAEOLOGY
MODULE 4:
THE MAIDEN WAY ROMAN ROAD,
WHITLEY CASTLE, TYNEDALE,
NORTHUMBERLAND



TRIAL TRENCH
EVALUATION REPORT
CP01413
FOR THE NORTH PENNINES
AONB PARTNERSHIP
23/01/2012



NP ARCHAEOLOGY LTD
NENTHEAD MINES HERITAGE CENTRE,
NENTHEAD,
ALSTON,
CUMBRIA,
CA9 3PD
TEL/FAX: (01434) 382045/043
WWW.NPARCHAEOLOGY.CO.UK

NP ARCHAEOLOGY LTD

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This report covers works as outlined in the brief for the above-named project as issued by the relevant authority, and as outlined in the agreed programme of works. Any deviation to the programme of works has been agreed by all parties. The works have been carried out according to the guidelines set out in the Institute for Archaeologists (IfA) Standards, Policy Statements and Codes of Conduct. The report has been prepared in keeping with the guidance set out by NP Archaeology Ltd on the preparation of reports.

REVISION SCHEDULE			
	01	02	03
PREPARED BY:	Kevin Mounsey		
	Assistant Supervisor		
DATE:	14/10/11		
EDITED BY:	Matthew Town		
POSITION:	Project Manager		
DATE:	14/10/11		
APPROVED BY:	Martin Railton		
POSITION:	Project Manager		
DATE:	14/10/11		

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SUMMARY

NP Archaeology Ltd was invited by Altogether Archaeology, to direct an archaeological trial trench evaluation on the line of the Maiden Way Roman Road immediately to the south-east of Whitley Castle Roman Fort, Alston, Cumbria (centred on Ordnance Survey Grid Reference NGR NY6970 4845). The evaluation work consisted of three trenches all of which were positioned so as to cross the line of the Roman Road. The evaluation was carried out in order to investigate the nature and current condition of the road, the line of which could still be observed running through agricultural land, east of the Roman fort, between Castle Nook and Whitlow farms.

The work followed consultation with Paul Frodsham, Historic Environment Officer, North Pennines AONB Partnership and English Heritage. The work was carried out as a community archaeology project forming Altogether Archaeology Fieldwork Module 4 which was designed to supplement the English Heritage Miner-Farmer landscape project.

Whitley Castle Roman Fort (*Epiacum*) is a Scheduled Ancient Monument. However the three evaluation trenches were located on unscheduled land and therefore not subject to Ancient Monument consent. They were however on land subject to a land management agreement under Natural England's Higher Level Stewardship Scheme for which approval to excavate was agreed with Natural England's Regional Historic Environment Advisor

The trial trench evaluation was undertaken over nine days between the 16th and 24th July 2011. The evaluation involved the excavation of 3 trenches, totalling 81m². All three trenches contained archaeological features in the form of metalled road surfaces on the line of the Maiden Way. The evaluation revealed that there were different forms of road construction in different states of preservation. The road in Trench 2 had the remains of an earth bank and large ditch on its western edge. Crossing the ditch and cutting through the bank was a stone delineated track way. No Roman material culture was recovered from the evaluation, all the finds being ascribed a post medieval date, which may relate to the later re-use of the road.

ACKNOWLEDGEMENTS

NP Archaeology Ltd would like to thank Paul Frodsham, Historic Environment Officer, North Pennines AONB Partnership, for commissioning the project, and for all assistance throughout the work. NPA Ltd would also like to thank Epiacum Heritage Ltd for all assistance and hospitality throughout the project.

NPA Ltd would also like to extend their thanks to all the volunteers who gave up their time and so enthusiastically helped during this project.

The archaeological evaluation was supervised by Kevin Mounsey assisted by Andy McLeish. The report was written by Kevin Mounsey and illustrated by Angus Clark. The project was managed and the report edited by Martin Railton, Project Manager for NPA Ltd.

1 INTRODUCTION

- 1.1.1 In July 2011 NP Archaeology was invited by Paul Frodsham, Historic Environment Officer, North Pennines AONB Partnership and Project Officer, Altogether Archaeology to undertake an archaeological trial trench evaluation on the line of the Maiden Way Roman Road. The evaluation took place in an area immediately to the south-east of Whitley Castle Roman Fort, Tynedale, Northumberland (centred on Ordnance Survey Grid Reference NGR NY6970 4845) (Figure 1).
- 1.1.2 The work was carried out in order to investigate the nature and current condition of the road at three different locations. The line of the Roman Road could still be observed running south-west to north-east on the north side of Whitlow Farm and then turning north toward Castle Nook, passing the Roman Fort on its eastern side. The land the road currently passes through is agricultural land used for cattle and sheep grazing.
- 1.1.3 The project was designed to supplement the English Heritage survey work, which included geophysical surveys, carried out by Durham University at Whitley Castle as part of the Miner-Farmer Project. The evaluation trenches targeted three distinct areas of the road based on a walkover survey carried out prior to the evaluation. Trench 1 was located on what was suspected to be a section of the Roman road possibly modified at a later date. Trench 2 was located across a distinct bank and ditch adjacent the road and Trench 3 was sited on a possible bridge abutment (Figure 2).
- 1.1.4 This report outlines the trial trench evaluation work undertaken, the subsequent programme of post-fieldwork analysis, and the results of this scheme of archaeological works.

2 METHODOLOGY

2.1 PROJECT DESIGN

2.1.1 A project design was submitted by Paul Frodsham, Project Officer, Altogether Archaeology for an archaeological trial trench evaluation of the Maiden Way Roman Road, immediately to the south-east of Whitley Castle Roman Fort, Tynedale, Northumberland. Following this NP Archaeology Ltd was commissioned by Altogether Archaeology to undertake the work. The project design was adhered to in full, and the work was consistent with the relevant standards and procedures of the Institute for Archaeologists (IfA), English Heritage Guidelines (English Heritage 2006), and generally accepted best practice.

2.2 THE TRIAL TRENCH EVALUATION

2.2.1 The evaluation consisted of the excavation of 3 trenches (Trenches 1-3), crossing the line of the Maiden Way Roman Road and covering a total evaluated area of 81m². The purpose of the evaluation was to establish the nature and extent of below ground archaeological remains of the road and associated features such as kerbs and drainage ditches. The evaluation trenches were located at two sectors of the road which were suspected of having differing constructional forms and dates. One trench was located at possible bridge abutment site (Trench 3). Construction methods, later maintenance and states of survival were all to be recorded where possible. All work was conducted according to the recommendations of the Institute for Archaeologists (2008).

2.2.2 In summary, the main objectives of the field evaluation were:

- to establish the presence/absence, nature, extent and state of preservation of the Maiden Way road and to record it where observed;
- to establish the character of its initial and any later construction or maintenance features in terms of cuts, soil matrices and interfaces;
- to recover artefactual material, especially that useful for dating purposes;
- to recover palaeoenvironmental material where it survives in order to understand site and landscape formation processes

2.2.3 Turf and topsoil was removed by hand under close archaeological supervision and the trenches were subsequently cleaned by hand and all features were investigated and recorded according to the NP Archaeology Ltd standard procedure as set out in the Excavation Manual (Giecco 2003).

- 2.2.4 All finds encountered, including those from excavated topsoil, were cleaned and packaged according to standard guidelines, and recorded under the supervision of F. Giecco (NPA Ltd Technical Director).
- 2.2.5 The three evaluation trenches were backfilled by hand at the completion of the archaeological fieldwork. The fieldwork programme was followed by an assessment of the data as set out in the *Management of Archaeological Projects* (English Heritage 2nd Edition, 1991).

2.3 THE ARCHIVE

- 2.3.1 A full professional archive has been compiled in accordance with the specification, and in line with current UKIC (1990) and English Heritage Guidelines (1991) and according to the Archaeological Archives Forum recommendations (Brown 2007). The archive will be deposited in the Great North Museum Newcastle upon Tyne, with copies of the report sent to the Northumberland HER, available upon request. The archive can be accessed under the unique project identifier MWR-A, CP 01413/11.
- 2.3.2 NP Archaeology, and Altogether Archaeology, support the **Online AccesS to the Index of Archaeological InvestigationS (OASIS)** project. This project aims to provide an on-line index and access to the extensive and expanding body of grey literature, created as a result of developer-funded archaeological work. As a result, details of the results of this project will be made available by NP Archaeology, as a part of this national project.

3 BACKGROUND

3.1 LOCATION AND GEOLOGICAL CONTEXT

- 3.1.1 The Maiden Way Roman Road is believed to have been constructed to facilitate lead and silver exploitation on Alston Moor and elsewhere in the uplands of the North Pennines (Frodsham, 2011). It was possibly intended to give access to the lead mines and to transport the ore away for smelting. Leaving the Trans Pennine A66 at Kirkby Thore Roman Fort (*Bravoniacum*) in the south, it ran for a distance of nearly thirty miles to the Roman Fort of Carvoran (*Magis*), on Hadrian's Wall in the north (Greystone, 1994). It is likely that much of the route was still in use prior to the enclosure acts of the late 18th century and early 19th century. The construction of field boundaries rendered much of the route impassable and robbed the road of large amounts of stone for wall construction.
- 3.1.2 In the immediate vicinity of Whitley Castle Roman Fort the road approaches from the south-west, turning north, passing the fort on its eastern side. At this point it crosses rough grazing farmland and lies at elevations of between 305m and 315m (above Ordnance Datum). The fort and road both lie within a landscape which became an important lead mining area in later centuries.
- 3.1.3 The three evaluation trenches were located on the line of The Maiden Way Roman Road immediately to the south-east of Whitley Castle Roman Fort between the farmsteads of Whitlow and Castle Nook (centred on Ordnance Survey grid reference SD 9950 0899) (Figure 2). The fort itself is located c.3km to the north-west of Alston, Cumbria and is a Scheduled Ancient Monument. Situated in the County of Northumberland the fort occupies a prominent position on the east side of Whitley Common. The local geology of the area consists of Carboniferous Limestone overlain by deposits of glacial boulder clay (British Geological Survey, 2001).

3.2 HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

- 3.2.1 The historical background of the Maiden Way Roman Road is compiled from secondary sources and refers to the course of the road in general. It is intended only as a brief summary of historical developments.
- 3.2.2 The only comprehensive survey of the Maiden Way was carried out in 1851 by Reginald Bainbridge and published in 1855 as a description of it along its entire length from north to south, including notes on the condition of its visible remains (Frodsham 2011).
- 3.2.3 Bainbridge believed that it was highly probable that the Maiden Way was made with the view of protecting the Roman mines and transporting the

produce of the mines (1855, 37). Notably he states that, “the road is almost uniformly 21 (c.6.40 metres) feet broad and has been raised above the ground with a ditch on either side” (*ibid.* 39) and that, “the structure of the road varies with the nature of the ground” (*ibid.* 40). Describing the route and course of the road in the vicinity of Whitley Castle Bainbridge states that the Maiden Way goes, “across the turnpike road to the house at Castle Nook, which stands upon it” and that, “the road passes 150 yards to the east of the Roman Station and does not therefore enter it” (*ibid.* 45). The surviving condition of the road adjacent Whitley Castle is described as, “Form quite visible and stones still there but many taken up” (*ibid.* 45).

- 3.2.4 A brief consideration of the Maiden Way Roman Road by R. G. Collingwood was published in 1937 within The Transactions of the Cumberland and Westmorland Antiquarian and Archaeological Society. This however gives little information regarding the actual surviving condition and form of the road but is mainly concerned about the reasons for its construction. In it Collingwood argues that the road was not built for communication reasons between the two neighbourhoods of Appleby and Haltwhistle. Instead he believes that, “the purpose of the Maiden Way is clear. It was the road giving access to the Alston Mines, and Whitley Castle was the fort where a body of soldiers controlled the mines and the smelting and desilverizing of their produce”(1937, 11).
- 3.2.5 In Graystone’s publication, Walking Roman Roads in East Cumbria (1994), he reiterates the link between the Maiden Way and the lead mining industry around Whitley Castle Roman Fort. Little description of the road, as it passes Whitley Castle Fort, is given. More attention to detail is given to the fort itself.

3.3 PREVIOUS ARCHAEOLOGICAL WORK

- 3.3.1 Very little in the way of archaeological investigations have been carried out on the Maiden Way Roman Road.
- 3.3.2 In 1965 Tullie House Museum, Carlisle, aided by pupils from Carlisle Grammar School excavated three sections across the line of Maiden Way. These were located on Midgeholm Moss (NGR NY 613 666), open moorland just north of Birdoswald Roman Fort, Gilsland. The excavations uncovered a metalled road surface of large cobbles and small pebbles edged by kerbstones. Evidence of a later second layer of metalling was uncovered. The road was constructed on a pronounced clay agger with a ditch on either side (Joyce, 1965).
- 3.3.3 Recent work carried out by English Heritage in 2009 as part of the Miner-Farmer landscape project has greatly enhanced the archaeological

information available regarding Whitley Castle Roman Fort and the Maiden Way Road immediately to its east. Geophysical and topographical surveys along with aerial photographs and LiDAR images clearly show the line of the road to the east of the fort between Castle Nook farm to the north and Whitlow farm to the south. The line to the south-west of Whitlow farm is, however, less clear (Went and Ainsworth, 2009).

4 ARCHAEOLOGICAL EVALUATION RESULTS

4.1 INTRODUCTION

4.1.1 The evaluation consisted of the excavation of 3 trenches, crossing the line of the Maiden Way Roman Road and covering a total evaluated area of 81m² (Figure 2). The work was carried out in order to investigate the nature and current condition of the surviving road. Trenches 1 and 2 were located so as to evaluate two sections of the road which were suspected of having different constructional forms and Trench 3 was located at a possible bridge abutment site. All the trenches were excavated by hand.

4.2 RESULTS

4.2.1 **Trench 1:** Trench 1 measured 15.40m in length and 2.00m in width. It was located north-west of the conserved bastle house at Whitlow Farm (Figure 2). The trench was orientated east to west across a stretch of the Maiden Way road running between Castle Nook Farm and Whitlow Farm. It had a slight fall in gradient from west to east and was excavated to a maximum depth of 0.48m revealing a soft, mottled grey/orange, sandy natural substrate (**104**) below c.0.10m of light brown, silty subsoil (**101**) and c.0.06m of dark brown, silty topsoil (**100**). At the western end of the trench a layer of mottled grey/orange, silty/clay hill wash (**108**) measuring c.3.80m in length and c.0.16m in depth sealed the natural substrate (**104**) (Figure 3).



Plate 1: Trench 1 after excavation (facing east)

- 4.2.2 Excavation revealed at the centre of the trench a substantial, cambered, stone road surface **(107)** with a width of *c.*5.80m and having an average depth of *c.*0.20m (Figure 3; Plates 1 and 2). The metalling consisted mainly (*c.*75%) of orange/grey, flat, sub-angular pieces of sandstone with an average size of 0.25m x 0.15m x 0.12m. However *c.*25% of the stones were considerably larger with an average size of 0.50m x 0.30m x 0.20m and not particularly flat. On the eastern edge of the road, the downslope side, was an area of road tumble **(111)**. A slot, excavated through the road surface to a depth of *c.*0.48m below ground level, revealed only one phase of construction. The metalling **(107)** was laid on a raised mound, measuring 0.25m in height, of redeposited natural material **(112)** (Figure 3).



*Plate 2: Trench 1 showing cambered road surface **(107)** (facing north-east)*

- 4.2.3 On the western side of the road and running parallel with it, was a roadside ditch **[102]** measuring *c.*0.55m in width and *c.*0.18m in depth. This contained a single fill of grey, silty/clay **(103)** (Figure 3; Plate 3). On the eastern side of the road, again running parallel, was a very shallow ditch feature **[109]** measuring *c.*0.60m in width and *c.*0.06m in depth. Containing a single mottled grey/ orange, silty/clay fill **(110)** it was probably a result of the agger construction rather than a deliberately excavated roadside ditch. It seems likely that it was only considered necessary to excavate a roadside ditch on the uphill side of the road as on the downhill side any water would naturally drain away.

- 4.2.4 At the western end of the trench a linear feature [105] measuring c.0.48m in width and c.0.09m in depth and containing a single fill of black industrial slag (106), cut the western roadside ditch [102], (103). The linear feature [105] was in turn cut by a modern ceramic land drain (Figure 3; Plate 4).



Plate 3: Trench 1, slot through western roadside ditch [102], (103) (facing north)



Plate 4: Trench 1, slots through linear feature [105], (106) and modern land drain (facing west)

- 4.2.5 **Trench 2:** Trench 2 measured 14.70m in length and had a maximum width of 4.00m. It was located to the south-west of the conserved bastle house at Whitlow Farm (Figure 2). The trench was orientated from east to west and sloped downwards from west to east. It was targeted on a section of the Maiden Way that had a pronounced bank and ditch on its western edge.
- 4.2.6 The trench was excavated to a maximum depth of 0.93m revealing a hard, black, shale natural substrate (**208**) below c.0.12m of mid brown, silty subsoil (**201**) and c.0.13m of dark brown, silty topsoil (**200**) (Plate 5).



Plate 5: Trench 2 after excavation (facing west)

- 4.2.7 Excavation revealed at the centre of the trench the remains of a substantial metalled road surface. A 1.80m wide section of well preserved road metalling (**203**), cut into the sloping ground [**214**], was uncovered on the western edge of the road. The stones were relatively flat and had an average size of 0.30m x 0.15m x 0.08m (Figure 4; Plate 6). The eastern and greater part (c.4.20m) of the road (**204**) was less well preserved, probably having been subject to stone robbing (Figure 4; Plate 5). The original width of the road was difficult to ascertain due to the lack of kerbstones and some down slope tumble of the metalling. However the combined width of the two surfaces (**203**), (**204**) was c.6.00m.
- 4.2.8 Running parallel with the western edge of the road measuring 0.30m in height was the slumped remains of a low soil bank (**207**) capped with stones (**202**) (Figure 4; Plate 7). Immediately to the west of the bank, running parallel with it, was a large ditch [**210**] which extended outside the evaluation trench. The total width of it measured in excess of 4.50m. The

base of the ditch had been excavated down to the yellow sandstone bedrock **(215)** (Figure 4; Plate 9). The ditch contained two fills, a primary of dark brown, silt **(212)** measured 0.20m in depth and a secondary of medium brown silt **(211)** measured 0.50m in depth (Figure 4).



***Plate 6:** Trench 2, the well preserved road metalling **(203)** (top) contrasts with the robbed area **(204)** (bottom right). The excavated slot (bottom left) shows the shale natural substrate **(208)** on which the road was laid (facing west)*



***Plate 7:** Trench 2, low earth bank **(207)** with capping stones **(202)** (facing north-west)*

4.2.9 Crossing the ditch from south-west to north-east was a causeway measuring c.1.30m wide (Figure 4; Plate 8). This appeared to cut through the low bank (202), (207). The causeway consisted of a fill (209) that had been inserted into the ditch [210] over the primary fill (212). Two rows of stones with an average size of 0.25m x 0.14m x 0.06m (205), (206) delineated the causeway route. A similar line of stones (213) ran due north from the causeway. The function of these was not ascertained (Figure 4).



Plate 8: Trench 2, causeway fill (209) and delineating walls (205), (206) across the ditch [210] (facing west)



Plate 9: Trench 2, excavated slot through the causeway (209) showing the bedrock base (215) of the ditch [210] (facing south)



Plate 10: Trench 2, section through the causeway fill (209), ditch primary fill (212) and delineating walls (205), (206) (facing south-west)

4.2.10 **Trench 3:** Trench 3 measured 5.20m in length and 2.20m in width. It was again located to the south-west of the conserved bastle house at Whitlow Farm (Figure 2). The trench was orientated east to west with a steep drop of slope on the northern edge leading down to a small stream. Targeted on exposed stone at the top of the bank it was suspected that it may have once been the site of a possible bridge abutment (Plate 10).

4.2.11 The trench was excavated to a maximum depth of 0.20m revealing, on the northern side of the trench, a light brown, silty, natural substrate (303) below an area of large stone tumble (302) and mid brown, silty, topsoil (300) (Figure 5; Plate 11).

4.2.12 On the southern edge of the trench, just below the topsoil were the remains of a metalled road surface (301) similar to the surface (203) observed in Trench 2. The metalling (301) consisted of flat, sub rectangular pieces of orangy/brown sandstone with an average size of 0.30m x 0.15m x 0.06m forming a relatively neat and compact surface (Figure 5; Plate 11). The width of the metalling here was only 4.80m, this being attributed to the erosion and slump of the ground on the edge of the slope. Average depth of the

metalling was 0.12m. The larger stones of the tumble (302) had an average size of 0.35m x 0.20m x 0.15m. Whether these were the remains of the core of a bridge abutment or the result of casual stone clearance is difficult to say. Certainly no squared off or worked stone was observed in the excavated area.



Plate 10: Site of Trench 3 prior to excavation showing exposed stonework (facing south-east)



Plate 12: Trench 3, metalled road surface (301) on right and tumble (302) on left (facing east)

- 4.2.3 No definitive evidence of a bridge abutment site was observed within the trench. Continual erosion of the bank at this location is a result of the stream at the base of the slope. Whether this existed at the time the road was constructed and was crossed by a culvert or bridge structure remains unknown.

5 FINDS

5.1 FINDS ASSESSMENT

- 5.1.1 A total of 47 finds from 4 different contexts were recovered during the evaluation. Of these, 33 finds were recovered from the topsoil and 14 from the subsoil. Late 19th century early 20th century sherds of pottery made up a large percentage of the finds comprising 22 pieces in all. (Table 1).

5.2 POST MEDIEVAL CERAMICS

- 5.2.1 A total of 22 sherds of post-medieval pottery were recovered from 2 different contexts **(100)**, **(101)** within Trench 1 (Table 1). The sherds ranged in size from 60mm x 39mm to 14mm x 10mm. The pottery assemblage was largely utilitarian comprising of sherds of plant pot, lead glazed red earthenware, stoneware and finer porcelains. A single piece of porcelain was decorated with a butterfly motif.

5.3 METAL OBJECTS

- 5.3.1 A total of 9 metal objects were recovered from two of the trenches (Table 1). From contexts in Trench 1 **(100)**, **(101)** four heavily corroded, hand made, Fe nail fragments were recovered. In Trench 2 one context **(200)** provided 4 heavily corroded pieces of Fe to which no function could be attributed. Part of a Cu Alloy escutcheon plate, measuring 42mm x 38mm was retrieved from an unstratified context. All these metal objects were ascribed a 19th to 20th century date.

5.4 GLASS

- 5.4.1 Two small fragments of window glass measuring 23mm x 21mm x 1mm and 15mm x 12mm x 1mm, ascribed a late 19th century, early 20th century date, were recovered from a single context **(100)** in Trench 1 (Table 1).

5.5 CLAY TOBACCO PIPE STEMS

- 5.5.1 A total of 5 fragments of clay tobacco pipe stem were recovered from two contexts **(100)**, **(101)** in Trench1 (Table 1). These ranged in size from 46mm to 14mm in length. All were ascribed a late 19th century, early 20th century date.

5.6 SLAG

- 5.6.1 Eight pieces of slag were recovered from 4 different contexts (Table 1). Six of the pieces, from 3 different contexts **(100)**, **(200)**, **(201)**, took the form of a black glass like material and are believed to be a by product from lead

smelting. The pieces ranged in size from 80mm x 37mm x 36mm to 20mm x 13mm x 10mm. They may be indicative of some form of lead extraction activity in the area. Significantly 5 of the pieces were found in close association with the causeway (205), (206), (209) uncovered in Trench 2.

Context	Trench	Material	Quantity	Weight (kg)	Period
100	1	Pottery	15	0.0098	C19th/C20th
100	1	Window Glass	2	0.0007	C19th/C20th
100	1	Burnt Bone	1	0.0002	?
100	1	Slag	1	0.0011	C19th/C20th
100	1	Fe (Nails)	3	0.0012	C19th/C20th
100	1	Clay Tobacco Pipe Stems	4	0.0010	C19th/C20th
100	1	Lead Slag	1	0.0006	C19th/C20th
101	1	Pottery	7	0.0023	C19th/C20th
101	1	Fe (Nail)	1	0.0005	C19th/C20th
101	1	CBM	1	0.0013	?
101	1	Slag	1	0.0007	C19th/C20th
101	1	Clay Tobacco Pipe Stem	1	0.0002	C19th/C20th
200	2	Fe	4	0.0067	C19th/C20th
200	2	Lead Slag	2	0.0082	C19th/C20th
201	2	Lead Slag	3	0.0477	C19th/C20th
US	-	Cu Alloy Escutcheon	1		C19th/C20th

Table 1: Finds Table of Artefacts Recovered from the Evaluation.

6 CONCLUSIONS AND RECOMMENDATIONS

6.1 CONCLUSIONS

- 6.1.1 During the trial trench evaluation, three trenches were excavated comprising 81m² of excavation. The evaluation was carried out in order to investigate the nature and current condition of the Maiden Way Roman road. All three of the trenches were sited so as to cross the line of the road, which was still discernable topographically.
- 6.1.2 Stone, cambered road surfaces were uncovered in all three of the excavated trenches. Although no material culture, in secure contexts, was recovered to provide definitive dating evidence for the construction of the road surfaces, topographical, geophysical and LiDAR surveys along with aerial photographs all point to the road being part of the Roman Road known as the Maiden Way.
- 6.1.3 The road surfaces uncovered in Trenches 2 and 3 were very similar which is not surprising considering that the trenches were located relatively close together. Well constructed, compact, metalling was recorded in both these trenches. However, in Trench 2 much of the road metalling had been robbed out. The preserved western part was possibly protected by the adjacent bank slumping over it. In contrast the road surface in Trench 3 did not show any evidence of stone removal. No evidence of a bridge abutment site in Trench 3 was uncovered.
- 6.1.4 Trench 1 was excavated on the line of the Maiden Way between Castle Nook and Whitlow farms. The road here was well preserved but was constructed of stones much larger in size than those uncovered in Trenches 2 and 3. They did not seem to be particularly flat either presenting a rough, uneven surface. A roadside drainage ditch was excavated on the western, uphill, side of the road only. This would prevent any down slope water run off from inundating the road. A ditch would not be necessary on the eastern, downhill, side of the road as any water would naturally drain away.
- 6.1.5 Excavated slots on the road surfaces in Trenches 1 and 2 suggested only one phase of construction for both. In each case the metalled surfaces were laid directly onto the natural substrate, all be it slightly modified to form a camber. The width of the road in both these trenches was similar.
- 6.1.6 The earth bank and ditch in Trench 2 seemed to respect the line of the road. However it is unclear whether or not they are contemporary with the road. The ditch appears to be excessively large for a roadside drainage ditch and there seems to be no clear reason as to why a roadside bank is necessary in this location.

- 6.1.7 The pathway constructed across the roadside ditch also cut through the adjacent earth bank. It would therefore appear to post date the ditch and bank. The exact reason for a causeway crossing the ditch in this location is unclear, as is the small wall running north from it. The slag from lead smelting found close to it may indicate a possible link to lead mining which is very evident in the area and point to a post medieval date.

6.2 RECOMMENDATIONS

- 6.2.1 The evaluation was carried out as a community archaeology project to investigate the nature and current condition of the Maiden Way Roman road. The limited scope of the project has shown that in just three areas there are considerable differences in the constructive form and state of preservation of the road surface. Evidence for a definitive construction date still remains elusive. Further excavations across the route, at varying geographical locations, are required in order to increase our understanding of this little studied Roman road that crosses the hills of the North Pennines.

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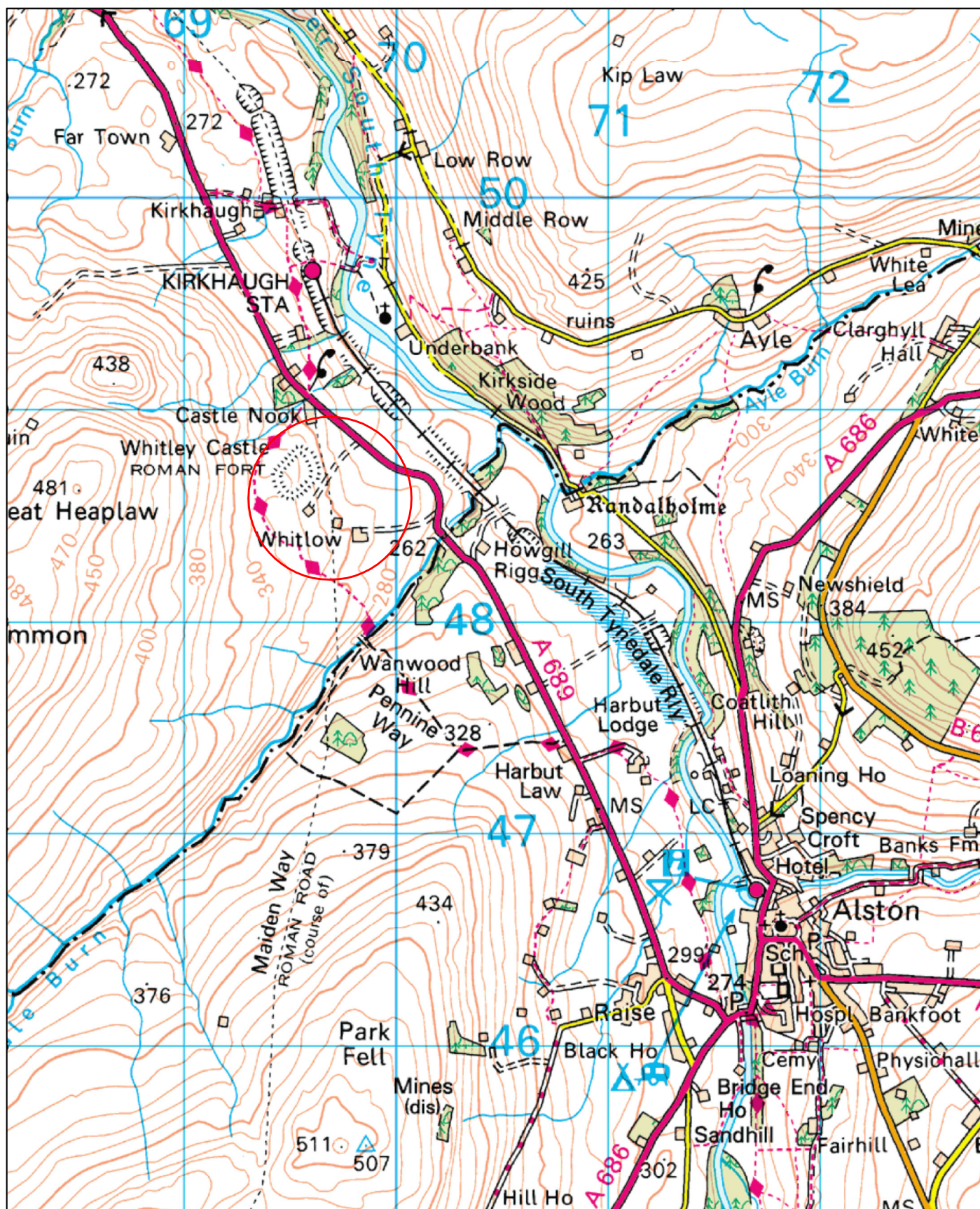
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APPENDIX 1: CONTEXT TABLE

Context Number	Context Type	Description
100	Deposit	Topsoil
101	Deposit	Subsoil
102	Cut	Western Roadside Ditch
103	Fill	of Western Roadside Ditch [102]
104	Geology	Natural Substrate
105	Cut	Shallow Linear Feature
106	Fill	of Shallow Linear Feature [105]
107	Structure	Metalled Road Surface
108	Deposit	Grey Silt
109	Cut	Eastern Roadside Ditch
110	Fill	Of Eastern Roadside Ditch [109]
111	Deposit	Metalled Road Tumble
112	Structure	Road Agger
200	Deposit	Topsoil
201	Deposit	Subsoil
202	Structure	Embankment Stone Capping
203	Structure	Preserved Road Metalling
204	Structure	Robbed Out Road Surface
205	Structure	Causeway Northern Wall
206	Structure	Causeway Southern Wall
207	Structure	Earthen Embankment
208	Geology	Natural Substrate
209	Structure	Fill of Causeway
210	Cut	North South Ditch
211	Fill	Secondary Fill of Ditch [210]
212	Fill	Primary Fill of Ditch [210]
213	Structure	Stone Wall
214	Cut	For Metalled Road (203)
215	Geology	Natural Substrate
300	Deposit	Topsoil
301	Structure	Metalled Road Surface
302	Deposit	Rubble Tumble
303	Geology	Natural Substrate

Table 2: List of Contexts issued during the Evaluation

APPENDIX 2: FIGURES



NP Archaeology Ltd
2011

PROJECT: Maiden Way, Whitley Castle
SCALE: 1:25,000 at A4
REPORT No: CP01413
CLIENT: Altogether Archaeology
DRAWN BY: AC
DATE: October 2011
FIGURE: 1

KEY:



Site Location



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Figure 1 : Site location

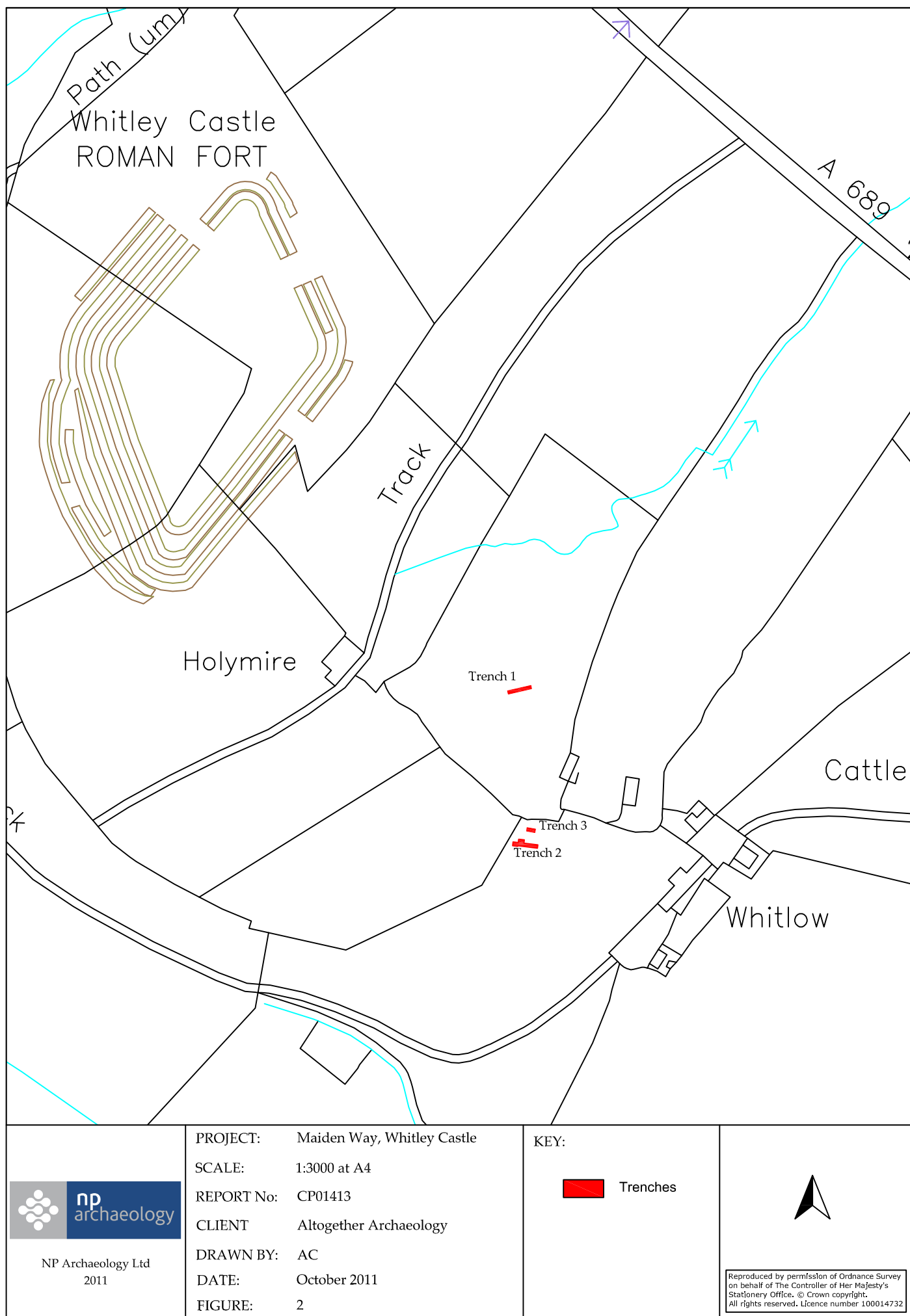
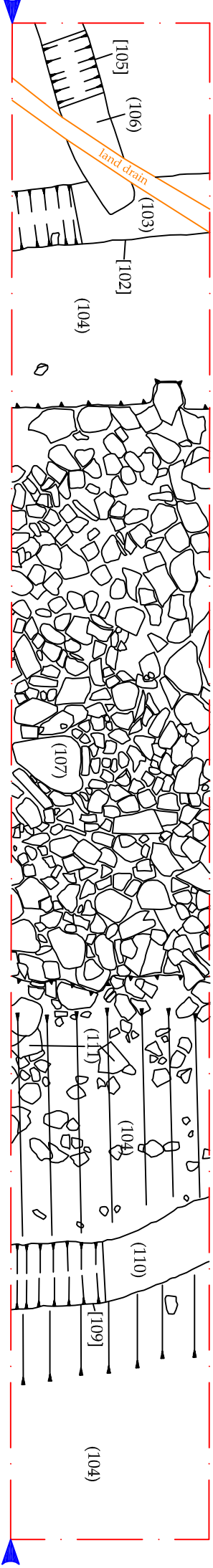
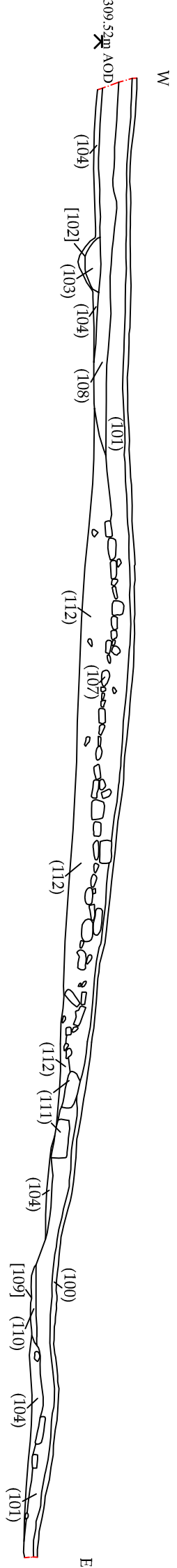


Figure 2 : Trench Locations

Plan of Trench 1



Section of Trench 1





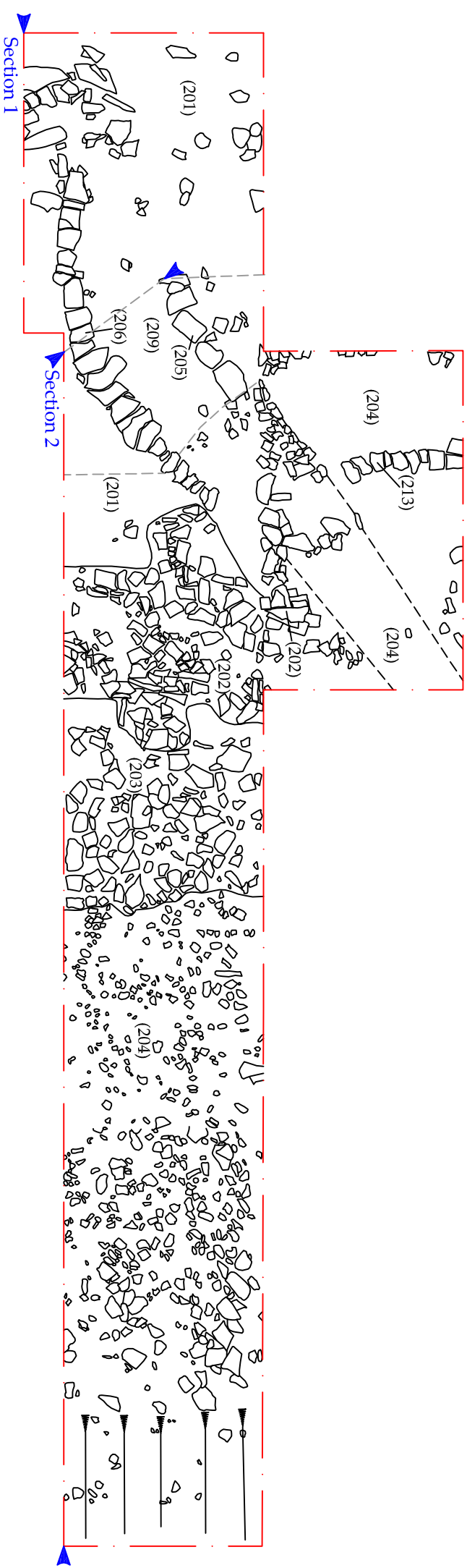
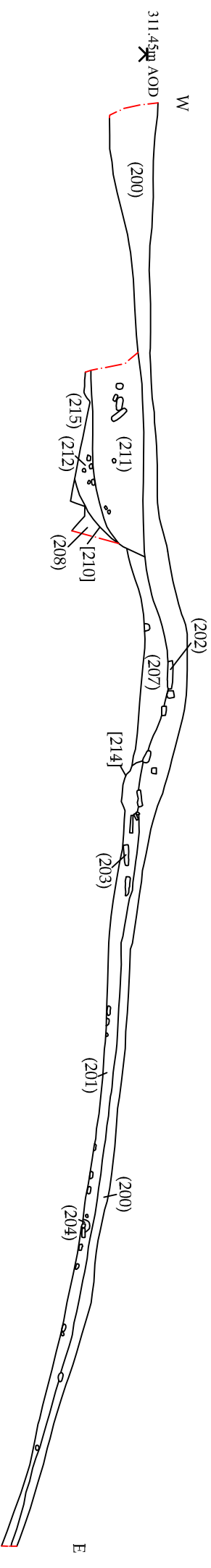
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NP Archaeology Ltd 2011 Maiden Way, Whitley Castle	
CLIENT:	Altogether Archaeology
SCALE:	1:55 at A3
DRAWN BY:	AC
DATE:	October 2011
KEY:	<div><div><div><div></div><div>Extent of excavation</div></div><div><div></div><div>Section location</div></div></div></div>
<div><div></div><div><div>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. Licence number 100014732.</div></div></div>	
REPORT No:	CP01413
FIGURE:	3

Figure 3: Plan and Section of Trench 1

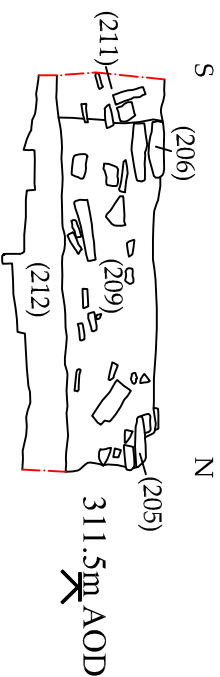
Plan of Trench 2



Section 1 in Trench 2



Section 2 in Trench 2



at 1:25



NP Archaeology Ltd
2011

Maiden Way, Whitley Castle

CLIENT:

Altogether Archaeology

SCALE: 1:55 at A3

DRAWN BY: AC

DATE: October 2011

KEY:

- Extent of excavation
- Section location
- Location of excavated slot
- Line of Trackway



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REPORT No:

CP01413

FIGURE:

4

Figure 4 : Plan and Sections of Trench 2

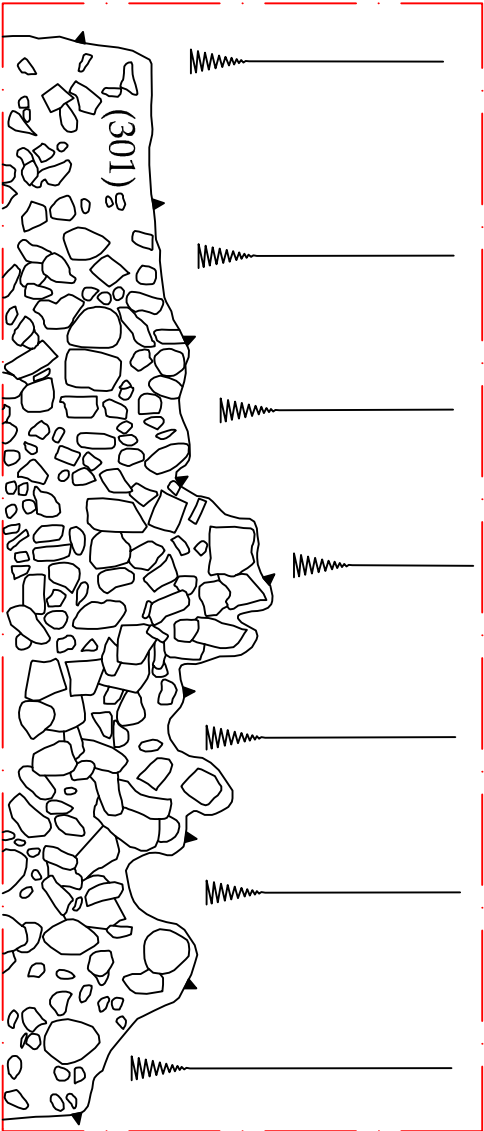


Figure 5 : Plan of the Road Surface in Trench 3