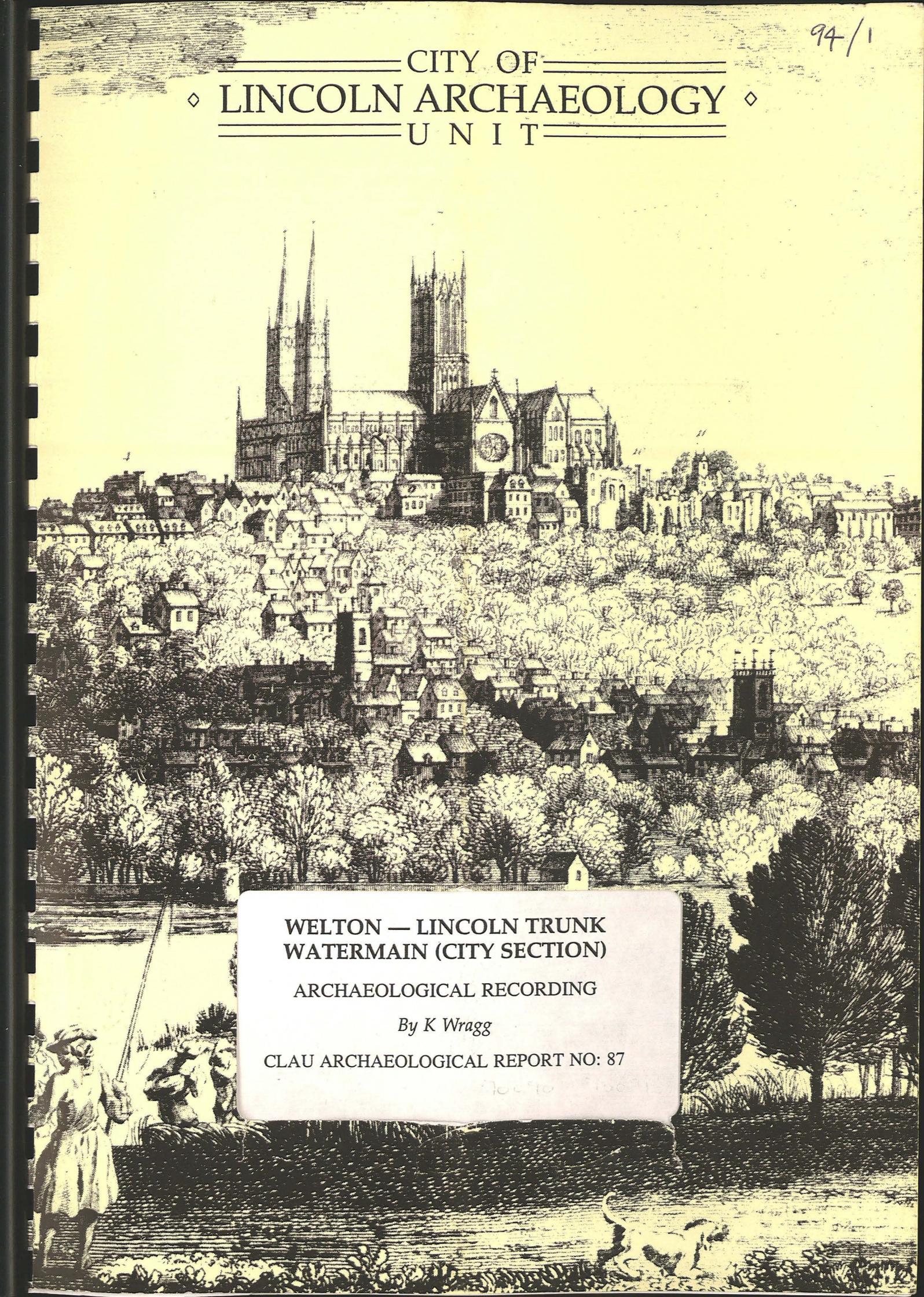


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CITY OF
◇ LINCOLN ARCHAEOLOGY ◇
UNIT



WELTON — LINCOLN TRUNK
WATERMAIN (CITY SECTION)

ARCHAEOLOGICAL RECORDING

By K Wragg

CLAU ARCHAEOLOGICAL REPORT NO: 87

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**WELTON — LINCOLN TRUNK
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Welton-Lincoln trunk watermain

Archaeological recording

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WELTON - LINCOLN TRUNK MAIN (CITY SECTION) ARCHAEOLOGICAL REPORT

Introduction

This project was prompted by Anglian Water plans to install a new trunk watermain between the village of Welton (to the north-east of Lincoln) and Burton Road/Rasen Lane within the city. The archaeological response to this plan resulted in two separate projects, running concurrently. The recording of the section of pipeline between Welton and the City boundary was undertaken by teams from Lindsey Archaeological Services, while that within the City was carried out by a team from the City of Lincoln Archaeology Unit (C.L.A.U.). It is the latter project that is the subject of this report.

The C.L.A.U.'s role was to carry out an intermittent watching brief, in conjunction with contractors' groundwork, between November 1992 and May 1993. The groundwork consisted of the laying of a continuous length of 400mm diameter ductile iron pipe, from the junction of the A15 Riseholme Road and A46 Lincoln relief road (SK 9760/7400), to the junction of Rasen Lane and Burton Road (SK 9730/7220), forming a run of approximately 1100m in length. All trenches were approximately 1.0m wide and up to 2.5m deep, and were mechanically excavated, with remote spoil disposal.

For the purpose of recording, the pipeline route was divided into six separate areas (for detail see figs.1 - 6). These are as follows:

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Background

Most of the route was located on, or alongside, the line of the Roman Ermine Street and in addition to evidence of the early road and subsequent medieval resurfacing, it was hoped that excavation might reveal associated features, such as drainage ditches etc, which might contain artefacts and dating evidence. The line of the trench also crossed the boundaries of the medieval suburb of Newport in two places (at the end of Newport and on Rasen Lane) and it was possible that remains of walls or gateways would be uncovered.

Aside from structural features, finds ranging from Neolithic and Bronze Age arrowheads and stone axes, to Roman pottery, coins and jewellery have been uncovered from various locations along the route

Area No.	Location	Method
1	City/County boundary -> area 2. (SK 9770/7405 to SK 9760/7395)	Mainly open trench with thrust bore/tunnel under A46.
2	In footway (parallel to Riseholme Road) area 1 -> Scopwick Place. (SK 9760/7395 to SK 9760/7365)	All open trench
3	Open grass area to west of Lincoln Imp pub. (SK 9760/7365 to SK 9760/7335)	All open trench
4	Riseholme Road carriageway (area 3 -> Longdales Road). (SK 9760/7335 to SK 9765/7295)	All open trench
5	Longdales Road -> junction of Newport and Rasen Lane. (SK 9765/7295 to SK 9765/7225)	All open trench
6	Rasen lane. (SK 9765/7225 to SK 9730/7220)	All open trench

(mainly from areas close to Newport), and it was also possible that trenching would pass through, or close to, the sites of two known Medieval burial grounds, both situated on Newport (Area 5).

The first of these was immediately north of the road junction of Newport and Broadway, an area previously occupied by the now demolished 12th century church of St. John-the-Baptist in Newport. Burials had been noted to the west of the modern road during building work for the Broadway service station (still present on the site but no longer operational), and it was thought that remains might still exist further east. Further south along Newport is the current graveyard for the area, the Newport Cemetery, which lies immediately to the east of the parish church of St. Nicholas in Newport. Roman burials, cremations and other finds including pot, part of a tombstone and a lead figurine were discovered here during the mid 1970's, and again it was possible that early remains would be encountered during trenching.

ARCHAEOLOGICAL RESULTS

Areas 1 - 3 (see figs.1 - 3)

These Areas had a combined length of 600m, and passed through a mixture of grass verge, road carriageway and footpath, running south from the junction of Riseholme Road and the A46 relief road.

Very little indication of occupation was found at the northern end of this project, with deposits mainly representing either the natural geology or modern development disturbance.

The earliest deposit recorded was [104], a layer of small-medium sized irregular pieces of limestone mixed with yellow-brown clayey sand. This was at least 800mm thick and continued to the limit of excavation (L.O.E.). Overlying [104] was [105], a moderate-well compacted mid orange brown sand, at least 900mm thick, containing no inclusions, which was in turn sealed by [103], a well compacted slightly friable orange-brown sandy clay, again with no inclusions. This layer was present across the whole of Areas 1, 2 and 3 and appeared to be a natural deposit.

At the north end of Area 2, layer [103] was sealed by [102], a light grey brown sand containing several small pieces of broken pantile. No evidence of associated structures was seen, and the origins of this demolition material remain unknown, but it is possible that it originated from an agricultural building close to the road. At the road crossing of Scopwick Place, [103] was seen to lay immediately beneath the modern carriageway make-up, a layer of limestone hardcore [106], while adjacent to the Lincoln Imp public house (Area 3), [103] was sealed by [110], a layer of mid

grey-brown slightly sandy earth containing no inclusions but seen to rise towards the south.

Overlying [110] in Area 3 was [109], a mid orange-brown coarse grained sand with no inclusions, which was cut to the west by a modern linear cut [112], and its associated service pipe and fill [111]. Both this fill and the previously mentioned layer [102] were then sealed by [101], a moderate-well compacted mid-light yellow brown clayey, sandy earth containing frequent small pieces of irregularly shaped limestone and no further inclusions, which formed the bedding for the modern footpath surface [100]. In addition to layer [101], [100] also sealed the hardcore for the modern road [106] (see above). Layer [106] was in turn overlain by the modern carriageway surface [107], while footpath [100] was seen to lay, in part, beneath the topsoil for Area 3, [108], a moderate-well compacted mid brown earth containing frequent gravel/pebble inclusions and organic material.

Area 4 (see fig.4)

This section of the pipelaying lay entirely within the modern carriageway of Riseholme Road, and again produced little or no evidence for occupation.

At the northern end of this area the earliest deposits seen were the same as those in Area 3, [104] and [103]. These layers were sealed by [117], a rich orange-brown slightly clayey sand mixed with frequent small pieces of irregularly shaped limestone, which was in turn overlain by [116], a dull orange-brown sand layer containing no inclusions.

Towards the south, close to the junction with Longdales Road and Newport, adjacent to Thonock Close, a different series of deposits was seen at L.O.E. These consisted of two isolated contexts, [125] and [129], the former being a mix of mid brown sand containing small limestone pieces, while the latter was a "patch" of well compacted grey clay, at least 400mm thick. Directly opposite Thonock Close, the earliest deposit noted was [133], a layer of well compacted green-grey clay containing no inclusions, which was overlain by a layer of mid yellow-brown, [132], again with no inclusions. This layer in turn lay beneath [131], a thin (c.50mm) layer of dark brown earth containing small pieces of limestone. Together with the two previously mentioned deposits, [125] and [129], layer [131] was sealed by [123], a yellow-brown/ grey clayey earth mixed with a small amount of sand and small irregular limestone pieces. Layer [123] was sealed, to the north, by [122], a layer of light brown earth containing small pieces of limestone, and by [324] a dump of grey clay and limestone pieces.

Dump [324], which measured only 1.80m N-S and 400mm deep, was overlain by [130], a layer of

small-medium sized irregularly shaped pieces of limestone mixed with mid-light yellow-brown sandy earth. This layer was then cut by a modern linear cut [251], and its associated fill and pipe [250].

Layer [122] lay beneath two deposits, [121] and [128]. [121] was a layer of mid brown very sandy earth containing small pieces of irregularly shaped limestone, and [128] was a 400mm thick layer of green-grey clay. Layer [128] was subsequently sealed by [126], a dark grey clay deposit containing frequent small, irregularly shaped limestone pieces. This deposit, and layer [121] were then both sealed by a light-mid brown sandy clay layer containing small pieces of limestone, [120], which was also seen to overlay two further deposits, [253]/[254] and [252], approximately 20m to the south of Thonock Close. The earliest of these, [253], was a layer of orange sandy earth containing small pieces of limestone and thin lenses of brown sandy earth [254]. This was then sealed by [252], a layer of well compacted yellow-brown clay containing occasional small pieces of limestone and no other inclusions. Layer [120] was subsequently cut by a modern 1.0m deep linear cut [323], and its associated pipe and fill [127], a yellow-brown sandy clayey earth.

This and the two previously mentioned deposits, layer [116] and modern trench fill [250], were sealed by the limestone hardcore [106] for the modern carriageway. Owing to repairs and differing methods of construction along the carriageway, several distinct deposits were seen to overlie [106], including reinforced concrete [114]/[115], and three layers of sand and limestone hardcore, [118]/[119]/[124]. These layers were then all overlain by a thin layer of well compacted tarmac [113], which lay immediately beneath the modern road surface [107].

Area 5 (see fig.5) 70090

This section describes the archaeological discoveries unearthed during trenching along Newport, an area that provided by far the greatest amount of archaeological information of any encompassed by the project. The area was approximately 700m in length, between the junctions of Newport and Longdales road, and Newport and Rasen Lane, and was largely positioned within the eastern half of the carriageway.

For descriptive purposes the Area has been further divided into three sub-areas, (i) junction of Newport and Longdales Road to Territorial Army barracks (w.side of Newport), (ii) T.A.barracks to junction of Newport and Broadway, and (iii) Broadway to junction of Newport and Rasen Lane.

Sub-area (i): The earliest deposit recorded here was a

layer of orange-brown earth mixed with small-medium sized limestone pieces, [253], containing occasional small lenses of brown sandy earth [254]. [253] was at least 700mm thick to L.O.E. and was overlain by [252], a layer of yellow-brown clay containing occasional small pieces of irregularly shaped limestone. This layer was then sealed by [120], a layer of light brown sandy clay and limestone pieces, as seen previously in Area 4.

Immediately south of the Newport/Longdales Road junction, layer [120] was cut by a modern linear service trench cut, [325], approximately 1.20m deep and oriented E-W, which was in turn filled by [255], a mid grey clay deposit. Slightly further to the south [120] was also sealed by two layers, [257] and [259]. [257] was a thin layer (c.100mm) of well compacted limestone pieces extending for at least 10m N-S, which was then overlain by a 500mm thick layer of dark grey clay, [256], containing only very occasional small pieces of limestone. Layer [259] was an orange-brown earth containing small pieces of limestone, overlain by [258], a well compacted grey-white clay layer approximately 300mm thick, which was in turn sealed by [261], a layer of small pieces of gravel and stone. This layer is probably part of the modern road make-up, and together with the aforementioned deposits [255] and [256], lay directly beneath the modern hardcore layer [106], and the present carriageway surface [107].

Sub-area (ii): This location was immediately to the north of the junction of Newport and Broadway, and was approximately 30m in length (N-S). As before the trench was between 800mm and 1000mm wide and up to 2.5m deep, and was positioned entirely within the carriageway of Newport.

A total of fifty-six individual graves was identified at various depths below the modern road surface (between 300mm and 1200mm), all oriented roughly E-W. More than half of these burials were contained within roughly constructed stone cists, made up of irregularly shaped, flat slabs of limestone forming vertical sides, and a separate lid, but with no base. The remaining burials consisted of simple earth graves with no evidence of either cist or wooden coffin, and in several cases the grave cuts were not clearly visible. It was apparent that many of these burials were heavily disturbed and were probably not in their original locations. Little or no dating evidence was forthcoming from any of the graves, or surrounding deposits, to help to date phases of use of the burial ground, and with the exception of a small amount of textile found on body [151] (burial 6), no evidence for clothing or winding sheets was seen (see Appendix B. for finds information and Appendix c. for textile report). Despite the lack of positive dating stratigraphic information has

identified possibly four different areas of activity.

Notwithstanding the relative lack of datable finds from this area, it is almost certain that this burial ground at one time belonged to the now demolished church of St. John the Baptist in Newport. This church appears to have been located in the centre, or immediately to the east of the present line of Newport, on, or near to the site now occupied by nos. 84-90 Newport. St. John's dated from at least the early 12th century, continuing in use probably until the 16th century (John Leland makes reference to the ruins of a parish church present in this area (probably St. John's) in 1546), by which time responsibility for the parish appears to have passed to the current parish church of St. Nicholas in Newport, located approximately 200m to the south. In view of the marked similarities between the majority of the graves uncovered, and to provide a more cohesive and coherent text, the following narrative will refer only to individual grave numbers, and not to the context numbers allocated to the separate elements of each grave. These contexts can be found in Appendix A. at the end of this report, which details the components of each grave.

The earliest deposits seen within this area consisted of [143], a mid orange brown sand containing frequent small pieces of limestone, approximately 800mm-1000mm thick to L.O.E., and [248]/[263] a dark orange-brown sandy earth with occasional small limestone inclusions.

[248]/[263] was seen at the southern end of this sub-area (immediately north of the Broadway/Newport junction) and was overlain by a linear limestone feature, [247]. This feature appeared to be part of a wall or foundations, oriented N-S, and lay at the southern extremity of the burial ground. It seems likely that this represents part of some form of boundary structure relating to the burial ground, although date and type of structure are unknown.

The aforementioned sandy layer [143] was present throughout the whole of the sub-area, and was sealed by two individual groups of burials, the first to the north of the area adjacent to no. 90 Newport, and the second towards the southern extremity of the burial ground, immediately to the north of the junction of Newport and Broadway.

The first group of burials consisted of eleven closely spaced graves (approximately 300mm - 500mm apart on average), numbered 1-10 and 13, all, with the exception of grave 13, consisting of stone built limestone cists. The burials were all approximately 700mm below the modern road surface and, in contrast to some of the burials uncovered at the southern end of the graveyard, were largely intact and undisturbed.

Graves 1-8, 10 and 13 all appeared to contain the

remains of adults, but grave 9 was almost certainly the grave of a child. The majority of this group was contained largely within the sections of the trench, and thereby avoided the worst of the destruction during machining, and consequently no further excavation or removal was deemed necessary. It was however noted that decay was quite advanced, with several skeletons in an extremely fragile condition with up to 50-60% of the visible bones being heavily crystallized. Only the feet of burial 6 (body 151) were visible within the trench, but unlike the rest of this group, remnants of textile were present around the bones of the feet, which form the basis of the textile report in Appendix B.

This first series of burials was sealed by a layer of grey-brown fine sandy earth containing pebbles, shell and limestone pieces, [136], which was in turn overlain by layer [120]/[171] as seen previously in Area 5, sub-area (i). This deposit was then sealed, adjacent to the northern boundary of no. 88 Newport by [169], a dump of irregularly shaped limestone pieces.

The second group of burials, seen to seal layer [143] at the southern extreme of the burial site, comprised seven graves, including three cist burials (50, 52 and 55), and four simple earth graves (51, 53, 54, and 56). Burials 50, 52 and 55 consisted of quite substantial stone-built cists, which in the case of 50 and 52 contained adult remains. The cist of burial 55, however, was seen to be empty, although the reason for this is not known. The earth graves uncovered were, as before, all very similar, and indistinct. The remains were more extensively disturbed than those contained within the stone cists, but whether this is due to deliberate disturbance and/or reburial is not clear. It was noted, however, that the earth around the bases of the majority of the cist burials was discoloured (being in the main a mid grey colour), possibly as a result of the process, and by-products, of decay, but in the case of the earth graves, no such staining was present, probably indicating that the earth graves were not in their original positions. In addition to the seven formal graves, as described above, a random scatter of human remains [249] was also seen at the southern end of the burial ground sealing layer [143].

This second series of burials (graves 50-56), together with remains [249], and the previously mentioned wall/boundary structure [247] were all overlain by a layer of mid grey-brown sandy earth containing small limestone pieces, [246], which in turn lay immediately beneath the modern hardcore, [106], and the associated road surface [107].

In addition to the burials seen to seal layer [143], as described above, this deposit was also overlain by a layer of grey clayey earth [173], seen adjacent to no. 88 Newport, which was subsequently sealed by a 500mm thick layer of orange sandy earth, [172]. This layer was

sealed by layer [120]/ [171] as described previously, and a large phase of burials, consisting of a total of twenty-six individual graves (nos.12, 15-20, 22, 25-27, 30, 33-44 and 46-48).

Of these burials, eighteen were contained within stone-built cists, as seen previously, with the remainder made up of earth graves, although in the cases of burials 19 and 48 the remains were seen to lay directly on top of the cist lids of burials 20 and 47. The majority of the graves were very tightly spaced with only 100mm-200mm of earth between the individual grave cuts, although an interval of approximately 4.0m was present between burials 37 and 38 (see attached plans), and all graves were between 600mm and 700mm below the modern road.

This central part of the graveyard appeared to have been subjected to the most intense usage with the fills of several of the earth graves, being themselves cut by subsequent inhumations (graves 33 and 34, together with 42 and 43). Most, if not all, of the burials appeared to be of adult subjects, although several of the heavily disturbed earth graves could not be accurately identified.

This series of burials was sealed by a layer of mid slightly orange-brown sandy earth containing frequent small pieces of limestone, [170], which was approximately 600mm thick, and was present across most of the central area of the site, and was also seen to seal the dump of limestone pieces, [169], as described earlier. [170] was itself sealed by eleven burials (graves 11, 14, 21, 23-24, 28-29, 31-32, 45 and 49), all very heavily disturbed, and all contained within earth graves (in several cases remains were so heavily disturbed that identification of distinct graves was almost impossible). Some of the "graves" appeared to contain the remains of more than one individual, and all had been damaged, most probably during the construction of the modern road ([106]/[107]), which was seen directly to overlay all of this series of burials. In addition to this final group of burials, [170] was also cut by a small, seemingly circular pit, [165], which was in turn filled with a grey-brown sandy earth containing fragments of pot, limestone and a piece of worked bone later identified as part of a tuning peg from a stringed instrument (see appendix B - finds assessment). This fill was also sealed by the modern hardcore and road surface.

Sub-area (iii): The stratigraphy of this area was primarily made up of overlying dumps and layers, with very little evidence for occupation seen anywhere along the route. Owing to the intermittent nature of the archaeological recording for this project, a full stratigraphic record of the many layers of accumulated material was not possible. As a result, the following descriptions are based on a series of "snapshots"

recorded along this portion of the pipeline route.

The most northerly deposit revealed in this area was seen directly opposite the junction of Newport and Broadway, and consisted of [248], an orange-brown sandy earth as detailed in the previous sub-area description. Approximately 100mm to the south of Broadway, opposite St.John's Road, a further deposit, [265], was seen. This took the form of a layer of greenish-grey clay containing small pieces of limestone. Both [248] and [265] were overlain by [246], a layer of grey-brown sandy earth as seen previously to the north of Broadway.

Adjacent to Vere Street, the earliest deposits seen were [271], a layer of orange-brown sandy earth (mortar?) mixed with medium-large irregularly shaped pieces of limestone, and [273], a very light grey sandy, clayey earth mixed with limestone pieces. The above two layers were then overlain by [269], a dark brown-grey sandy earth mixed with limestone pieces, which was in turn overlain by two isolated features. Opposite Vere Street, it was sealed by a small shallow pit cut [336], while slightly further to the south a small concentration of limestone [274] was seen in the south facing section of an inspection chamber. This limestone feature was made up of several pieces of irregularly shaped limestone mixed with clay and possibly small pieces of yellow sandy mortar, and was only seen within the section. It appeared to be at least 1.0m thick, and possibly represents the remains of a N-S boundary wall of a structure/enclosure fronting on to an earlier street. The previously mentioned cut [336] was only seen in the east facing section, with shape in plan and orientation not apparent. It was approximately 400mm deep and filled by [270], a sandy dark brown-black earth with no obvious inclusions, which was in turn overlain by a 200mm thick layer of grey-brown sandy earth mixed with medium-large sized pieces of limestone, [268]. [268] was then sealed by [267], a grey sandy earth, which itself lay beneath [266], a very light grey/white clay layer containing occasional small rounded pebbles.

Slightly further south, adjacent to entrance to the Newport cemetery, a layer of dark grey earth [276] was seen at L.O.E., which was overlain by a 1.2m thick layer of red/orange-brown sandy earth, mixed with patches of clay and limestone pieces [275]. This layer, together with deposit [266], limestone concentration [274] and the aforementioned layer [246] (seen to the north of Broadway), were all sealed by the hardcore for the modern road [106], and the associated tarmac surface [107].

The final change in stratigraphy recorded in this area was seen adjacent to the church of St.Nicholas in Newport, with the earliest deposit being a layer of grey sandy earth containing occasional limestone pieces,

[293]. This layer was overlain by a dark grey sandy earth [291], containing frequent limestone pieces and occasional lenses of orange-brown sandy clay and limestone, [292] and [294]. Sealing [291] was a layer of irregularly shaped limestone pieces mixed with light grey-brown sandy, clayey earth [290], which was then overlain by [289], a layer of light brownish-grey clayey, sandy earth containing no inclusions. As with all the other deposits in this sub-area, layer [289] was then sealed by the hardcore for the modern road, [106], which, adjacent to the front of St.Nicholas' church, lay beneath a thin (c.100mm) layer of small limestone cobbles [297], which were in turn sealed by the modern tarmac road surface [107].

Area 6 (see fig.6) 700911

This area encompasses all the work done along Rasen Lane, between the junctions with Burton Road and Newport. The two earliest deposits recorded in this area were found towards the western end of Rasen Lane, [322] at the junction with Burton Road and [337] adjacent to Cecil Street. [322] appeared to be natural, consisting of a large, irregular, unbroken limestone surface lying horizontally at L.O.E., approximately 2.0m below the modern road surface, while [337] appeared to be some form of foundations lying approximately 1.8 - 2.0m below the modern road. This feature measured almost 3.0m E-W (although no clear orientation was noted), and was made up of medium-large sized pieces of limestone, some roughly squared, with no obvious pattern or bonding. Limestone deposit [322] was overlain by [326], a layer of light yellow-brown (cream) sandy clay containing small limestone pieces. This layer and the previously described limestone feature [337], were then both sealed by a layer of dark grey sandy earth mixed with limestone pieces, [291], which was visible along the entire length of Area 6.

Layer [291] was sealed by three layers, and at least four modern service trenches. Of the layers, [331] was seen at the Newport end of Rasen Lane and consisted of a layer of dark brown, well compacted sandy, clayey earth, [334] was an orange-brown sandy clay mixed with limestone and ironstone pieces, seen adjacent to Saxon Street, and [335] was a yellow-brown sandy clay layer revealed close to Rasen House. The services included two brick built culverts [338] and [339], probably Victorian or later in date, and a gas pipe [340], all overlain by [333], a layer of mid-dark brown clay which was in turn sealed by [332], a light grey sandy clay containing small-medium sized limestone pieces. Part of a brick built drain/inspection chamber was also seen sealing [291], consisting of steep sided cut [329], concrete base [328], brick chamber [327] and trench fill [330]. This

modern feature, together with layers [331], [332], [334] and [335] lay beneath the modern road layers [106] and [107] as seen previously in Areas 4 and 5.

Conclusions

With the notable exception of the large number of burials unearthed during work in Area 5 (Newport), very little definite evidence of past occupation along the route of the pipeline was revealed. This at first may appear to be surprising in view of the remains present in many other nearby areas of the City, but when consideration is given to the extensive development that has taken place along the route, both in the form of housing estates and roads, this apparent dearth of surviving remains may be a little more understandable.

Of the remains that were unearthed during the project, very little can be inferred from the isolated concentrations of much disturbed stonework uncovered in the south part of Newport, and along Rasen Lane, other than to say that they may represent roadside or other structures of indeterminate age. The limestone wall revealed immediately to the south of the burial ground would, however, appear to be connected with some form of structure marking either the south or east boundary of the graveyard.

Of far greater value than the structural remains was the discovery of a total of 56 graves within approximately 30m of linear trench, probably marking the location of part of the medieval burial ground of St.John the Baptist in Newport. Because of the confined nature of the trench only limited investigation could take place, and although the state of preservation of some of the remains was not good, osteoarchaeologists from the Calvin Wells Laboratory at Bradford University have judged the group as worthy of further study and this is underway at the time of writing. It is hoped that important demographic information about the medieval population of Lincoln will be revealed by this study, further increasing our understanding of previous generations.

Acknowledgements

The Unit would like to thank Anglian Water Services Limited, and their contractors, Stamford Construction, for their support and assistance during this project.

APPENDIX A

Context listing for burials 1-56, Newport, Lincoln

Grave no.	Sealed by/ grave fill.	Cist lid.	Body.	Cist.	Grave cut.	Sealing	Depth.	Excav?
1	[136]	[297]	[135]	[134]	[144]	[143]	700mm	No
2	[136]	[298]	[138]	[137]	[145]	[143]	700mm	No
3	[136]	[299]	[140]	[139]	[146]	[143]	700mm	No
4	[136]	[300]	[142]	[141]	[147]	[143]	700mm	No
5	[136]	[301]	[149]	[148]	-	[143]	700mm	No
6	[136]	[302]	[151]	[150]	[152]	[143]	700mm	No
7	[136]	-	-	[153]	-	[143]	700mm	No
8	[136]	[303]	[155]	[154]	-	[143]	700mm	No
9	[136]	[304]	[157]	[156]	[158]	[143]	700mm	No
10	[136]	[305]	[160]	[159]	-	[143]	700mm	No
11	[106]	-	[162]	-	[163]	[170]	550mm	No
12	[170]/[174]	[306]	[168]	[167]	[175]	[172]	900mm	No
13	[136]	-	[161]	-	-	[143]	700mm	No
14	[106]	-	[164]	-	-	[170]	550mm	No
15	[170]	-	[177]	[176]	-	[172]	700mm	No
16	[170]	[307]	[179]	[178]	[296]	[172]	700mm	No
17	[170]	-	[182]	[181]	[180]	[172]	700mm	No
18	[170]	-	[183]	-	-	[172]	700mm	No
19	[170]	-	[184]	-	-	[308]	640mm	No
20	[184]	[308]	[186]	[185]	[187]	[172]	700mm	No
21	[106]	-	[188]	-	-	[170]	570mm	Yes
22	[170]	[309]	[192]	[191]	-	[172]	800mm	No
23	[106]	-	[189]	-	-	[190]	570mm	Yes
24	[189]	-	[190]	-	-	[170]	590mm	Yes
25	[170]	[310]	[194]	[193]	-	[172]	800mm	No
26	[170]/[278]	[311]	[195]	[277]	[196]	[172]	700mm	No
27	[170]/[279]	[312]	[198]	[197]	[199]	[172]	700mm	No
28	[280]	-	[200]	-	[281]	[170]	500mm	Yes
29	[106]	-	[201]	-	-	[170]	500mm	Yes
30	[170]	-	[203]	[202]	-	[172]	900mm	No
31	[106]	-	[204]	-	-	[280]	400mm	Yes
32	[106]	-	[205]	-	-	[170]	500mm	Yes
33	[170]/[282]	-	[206]	-	[283]	[208]	500mm	Yes
34	[208]	-	[207]	-	-	[172]	600mm	Yes
35	[170]/[211]	[313]	[210]	[209]	-	[172]	700mm	No
36	[170]	[314]	[212]	[213]	-	[172]	700mm	No
37	[170]	-	[215]	[214]	-	[172]	800mm	No
38	[170]/[284]	-	[216]	-	-	[172]	650mm	Yes

CLAU Report No 87: Welton - Lincoln Trunk Main (Lincoln Section)

Grave no.	Sealed by/ grave fill.	Cist lid.	Body.	Cist.	Grave cut.	Sealing	Depth.	Excav?
39	[170]/[285]	[315]	[218]	[217]	[219]	[172]	800mm	Yes
40	[170]	-	[220]	-	-	[172]	700mm	Yes
41	[170]/[287]	[316]	[222]	[221]	[223]	[172]	800mm	No
42	[170]/[286]	-	[224]	-	-	[225]	650mm	Yes
43	[224]	-	[225]	-	-	[172]	700mm	Yes
44	[170]	[317]	[227]	[226]	-	[172]	750mm	Yes
45	[106]/[288]	-	[228]	-	-	[170]	300mm	Yes
46	[170]	[318]	[230]	[229]	-	[172]	700mm	Yes
47	[233]	[319]	[232]	[231]	-	[172]	800mm	Yes
48	[170]	-	[233]	-	-	[319]	700mm	Yes
49	[106]	-	[234]	-	-	[170]	400mm	Yes
50	[246]	[320]	[236]	[235]	[237]	[143]	900mm	No
51	[246]	-	[238]	-	-	[143]	800mm	Yes
52	[246]/[272]	[321]	[240]	[239]	[241]	[143]	700mm	Yes
53	[246]	-	[242]	-	-	[143]	800mm	Yes
54	[246]	-	[243]	-	-	[143]	800mm	Yes
55	[246]	-	-	[244]	-	[143]	700mm	No
56	[246]	-	[245]	-	-	[143]	1200mm	Yes

APPENDIX B

The Finds

Only a small quantity of non-ceramic material was recovered during the watching brief, virtually all from burials within Area 5. There are 7 registered items; the only other finds are several iron nails, and a very small quantity of shell (largely mussels) from within the fill (272) of grave 52.

Graves 33 (282) <4>, 34 (208) <2>, and 39 (285) <5>, each contained a single undatable iron fragment. An iron nail was recovered from grave 27 (279) together with part of a small copper alloy coin <3>, probably of 3rd- or 4th-century date, while a small piece of vessel (?prismatic bottle) glass <6> from grave 38 is almost certainly Roman. Both this and the coin must be residual pieces derived from earlier occupation in the area, if the burials are part of the graveyard of the medieval church of St John the Baptist.

The only other finds recovered from a burial were three small textile fragments <1> from the fill (151) of a cist, grave 6. The skeleton was greatly disturbed and only part of it was recovered; although the textile fragments were associated with a number of small bones, these could represent the remains of either the feet or the hands of the skeleton. Specialist examination of the textile by Penelope Walton Rogers (Appendix C) suggests that this is of considerable significance in view of its association with the burial.

One other broadly datable piece, a bone tuning peg <7>, was recovered from the fill of a small pit (166) in Area 5. It appears to have been broken, possibly during manufacture, but is clearly of a type (Lawson 1990, Type A: 713 & Fig 201, III) used on stringed musical instruments such as harps, lyres and fiddles etc, from medieval to post-medieval times (c. 1300 - 17th century and possibly later). Closer dating than this is not possible; although the pit itself is later than the burials, it had been truncated by modern activity.

Bibliography

- Lawson, G, 1990 Pieces from stringed instruments, in Biddle, M, *Object and Economy in Medieval Winchester*, Winchester Stud, 7, ii, 711-8.

APPENDIX C

Archive Deposition

The archive consists of:

No.	Description
1	Site diary
1	Report
241	Context records
40	Scale drawings
1 set	Photographic records - Colour slides
1	Stratigraphic matrix

The primary archive material, as detailed above, is currently held by :

The City of Lincoln Archaeology Unit,

Charlotte House, The Lawn, Union Road, Lincoln,
Lincolnshire, LN1 3BL.

It is intended that transfer to the City and County Museum, Friars Lane, Lincoln, in accordance with current published requirements, will be undertaken within approximately six months of completion of this project.

TEXTILE RESEARCH ASSOCIATES

12 Bootham Terrace, York YO3 7DH, England
tel & fax (same line): 0904-634585

**A FRAGMENT OF A HAIR SHIRT FROM CLAU'S WATCHING BRIEF ON
THE WELTON-LINCOLN TRUNK WATER MAIN, WLM 92**

by
P. Walton Rogers
15 January 1994

on behalf of
City of Lincoln Archaeology Unit

*This report is provided on the understanding that, if used for publication, proofs will
be supplied; and any editorial changes will be checked with the author*

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A FRAGMENT OF A HAIR SHIRT FROM CLAU'S WATCHING BRIEF ON THE WELTON-LINCOLN TRUNK WATER MAIN, WLM 92

P. Walton Rogers
Textile Research Associates
15 January 1994

Description

Three fragments of textile were found in association with the foot bones (metapodials) of a skeleton in the trench for the new Welton-Lincoln water main. Only the lower part of the skeleton was visible in the side of the trench and it is therefore not known how far up the body the textile extended. The burial is likely to belong to the graveyard of the church of St John the Baptist, Newport, which was in use from the early 12th to the 16th century. There were no other dateable artefacts in the vicinity of the burial (archaeological data from J.Mann, CLAU).

The three pieces measure 60 x 60 mm, 50 x 45 mm and 30 x 20 mm and are clearly all part of the same textile, an extremely heavy fabric made from a thick cord-like yarn. The weave is tabby (plain weave) and the yarn is plied, S2Z, and 6 mm thick; there are only 2 x 1.5 threads per cm. The fibre has been identified by H.M.Appleyard, a specialist in animal coat fibres, as cow body hair.

Discussion

This is a well-known medieval textile-type, the coarsest fabric of the period. Most examples come from quayside and warehouse sites in ports around the North Sea (Bennett 1987, Schjøberg 1984, Walton 1989), where they are regarded as wrapping cloths for merchandise. These dockland textiles may be made from cattle hair, goat hair or hairy wool and the yarn, always plied, can be twisted in the Z or the S direction. As yet, no convincing chronological or geographic pattern has been established for the distribution of the different types and it is possible that the direction of twist is simply a reflection of the method of spinning (Schjøberg 1984 p88) and the fibre represents any low-grade animal fibre readily available.

Away from ports the textile-type is rare, although there is a scattering of finds from burials in monastic foundations and cathedrals. Here they are believed to represent the hair shirt, or *cilicium*, worn by penitents. Two examples in a hairy type of sheep's wool come from the Cluniac Priory at Thetford, Norfolk (Carter & Henshall 1957); and there are two more the same from Wymondham Abbey, Norfolk (Crowfoot 1976 p273) and Worcester Cathedral (Walton unpublished). Goat hair was used for at least one of the two examples from burials in the Cathedral precincts at Winchester, but the fibre of another two, one from a stone coffin on the site of St Budoc's church, Oxford (Crowfoot *ibid*) and the other from a long cist near Kelso Abbey, Roxburghshire (Henshall 1952 p17), is not known. None of these garments has survived as anything other than patches of textile, but it is quite likely that these medieval 'shirts' originally reached to the feet, as in the WLM 92 burial.

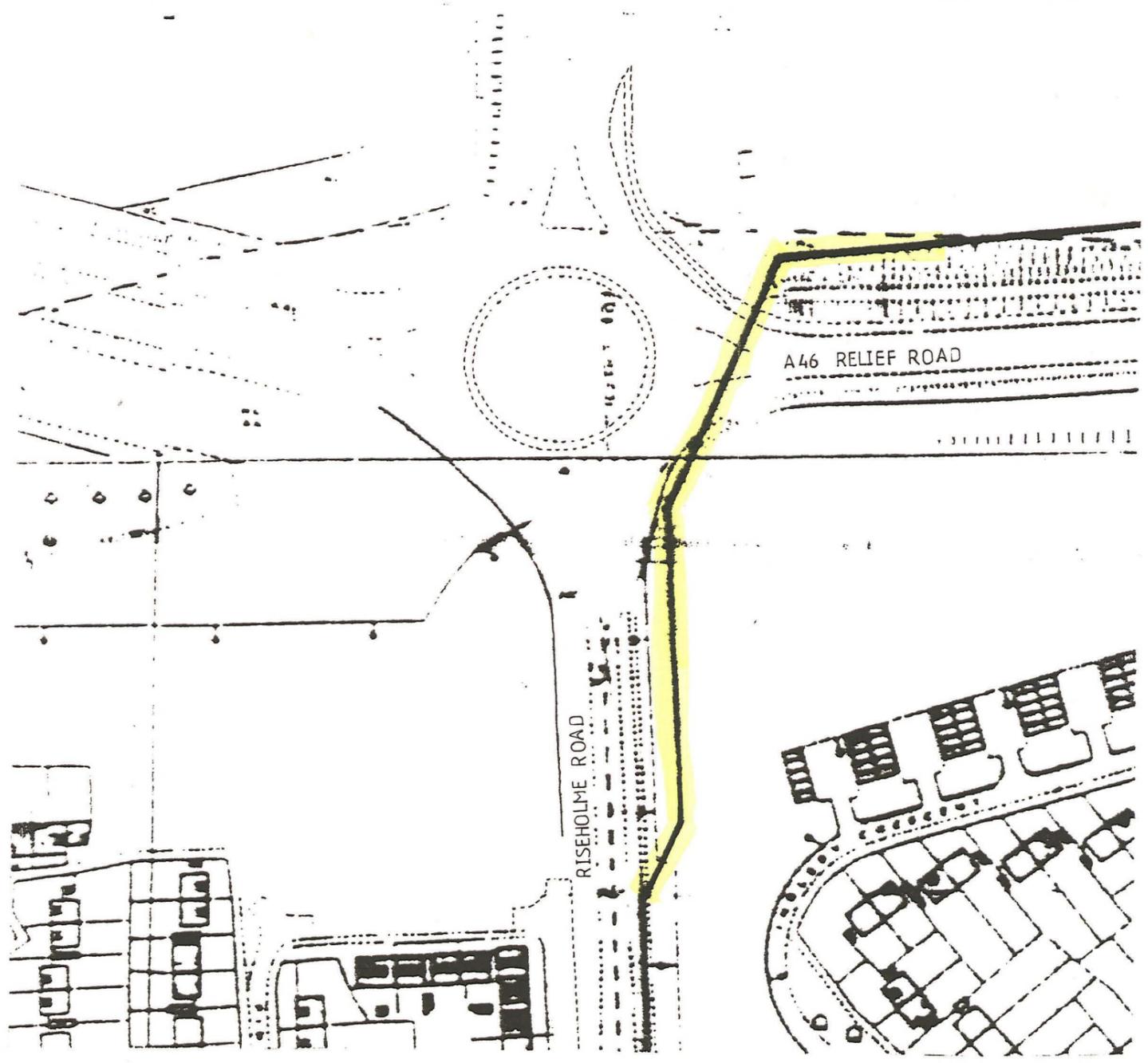
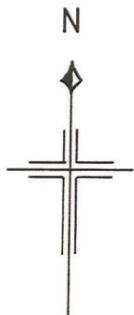
The association of these burials with abbeys and cathedrals suggested that the hair shirts belonged to monks and clergymen, a notion supported by records that Thomas à Beckett wore hair cloth next to his skin. However, the will of a 14th-century London weaver, John

Atte Bataylle, includes a request that he, too, be buried *in cilicio*, 'in a hair shirt' (Crowfoot et al 1992 p79). The church of St John the Baptist at Newport is not a monastic foundation and it seems likely that the burial under discussion is the first surviving example of a lay person buried, like John Atte Bataylle, in a hair shirt. The use of cattle hair for the hair shirt is also new, although not surprising in view of the port/dockland examples.

There is little evidence for the date of this burial, as the fabric-type occurs from the 11th to the 16th century. In burials hair cloths are recorded from the 11th to the 13th century (Schjøberg op.cit.p88, Crowfoot 1976), although it is clear from the documentary evidence cited above that the practice continued into the 14th century at least. Anywhere within the date-range of the church itself, that is, between the 12th and the 16th century is feasible for the dating of this find.

References

- Bennett, H., 1987, 'Textiles' in P.Holdsworth, *Excavations in the Medieval Burgh of Perth 1979-1981 (Soc.Antiq.Scot.Monograph Series No.1)*, Edinburgh, pp159-166
- Carter, H.B., & Henshall, A.S., 1957, 'The fabric from Burial Q' [with a footnote on Burial P] in R.Robertson-Mackay 'Recent excavations at the Cluniac Priory of St Mary, Thetford, Norfolk' *Med.Arch* 1, pp102-3
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- Walton unpublished: 'Textile, embroidery and fibre from Worcester Cathedral', unpublished report on textiles from the 1983 and 1985 excavations, 27 February 1990

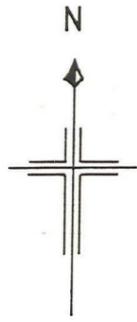


CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 1	
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: GROUND PLAN OF ROUTE, AREA 1.		
SCALE: 1:1250	ARCHIVE NO:	
DRAWN BY: —	CHECKED:	DATE: 04/08/93

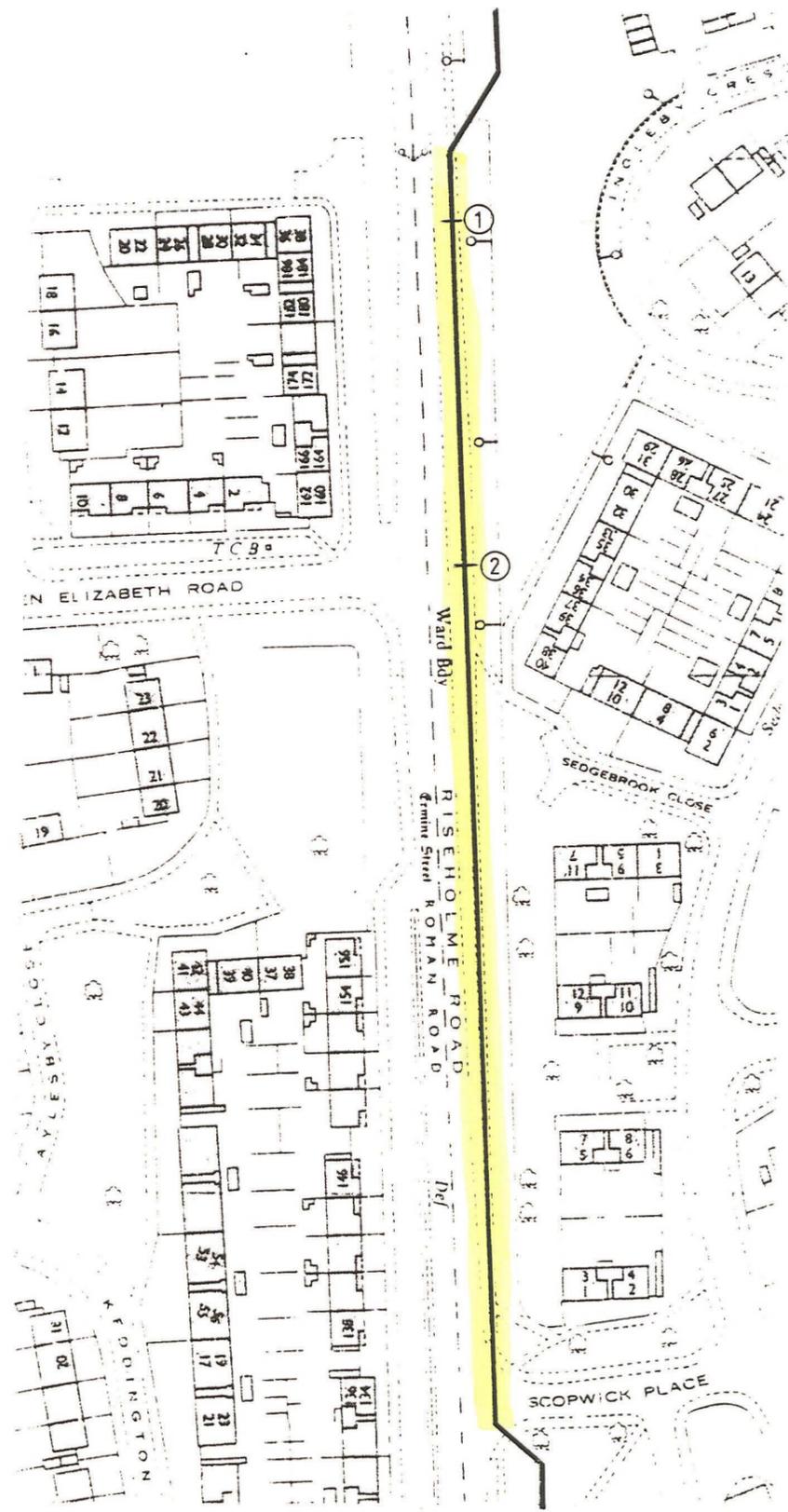
KEY:

 PIPELINE ROUTE

Fig.1



CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 2	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: GROUND PLAN OF ROUTE, AREA 2, SHOWING SECTION LOCATION		
SCALE: 1:1250	ARCHIVE NO:	
DRAWN BY: —	CHECKED:	DATE: 04/08/93



KEY:



PIPELINE ROUTE



SECTION LOCATION



SECTION NUMBER

Fig.2

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 3	
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: GROUND PLAN OF ROUTE, AREA 3, SHOWING SECTION LOCATION		
SCALE: 1:500	ARCHIVE NO:	
DRAWN BY:	CHECKED:	DATE: 04/08/93

KEY:

 PIPELINE ROUTE

 SECTION LOCATION

 SECTION NUMBER

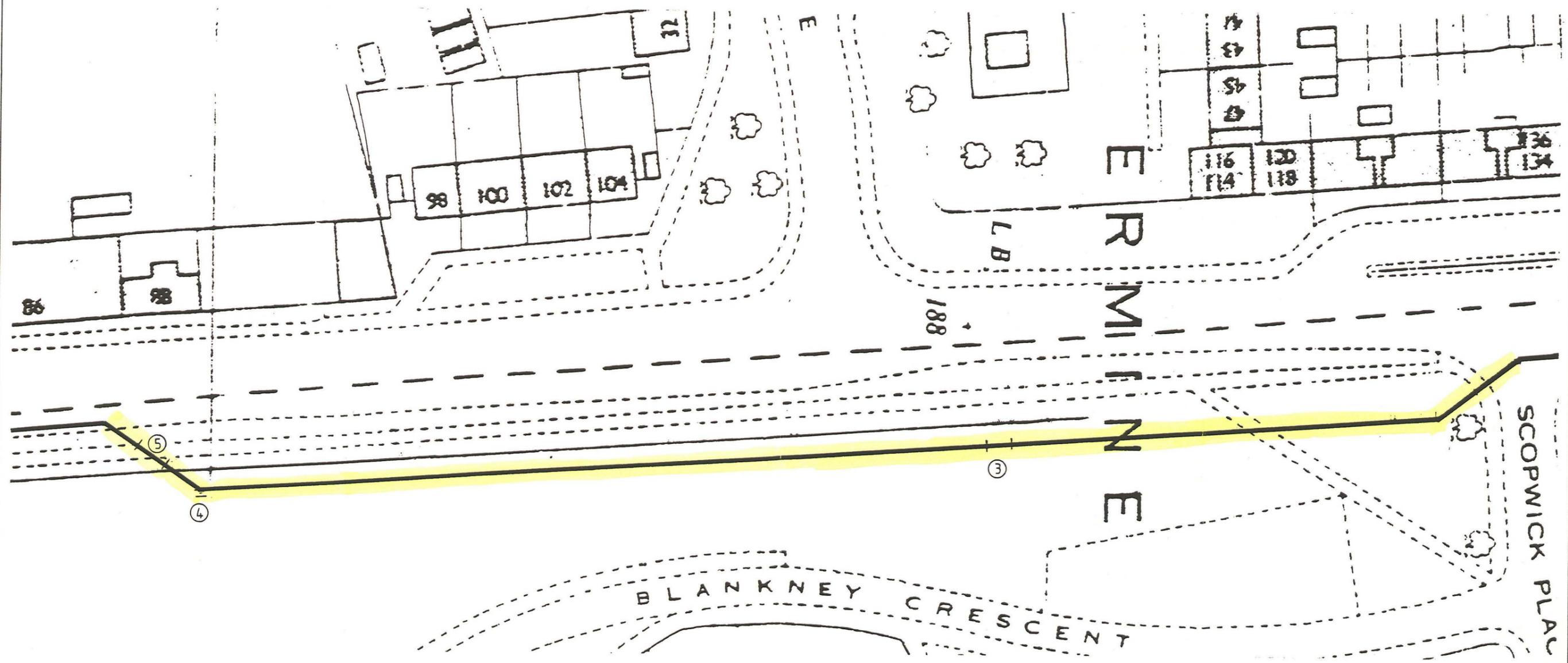
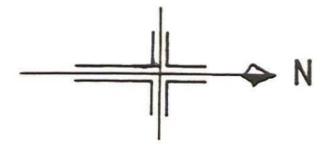
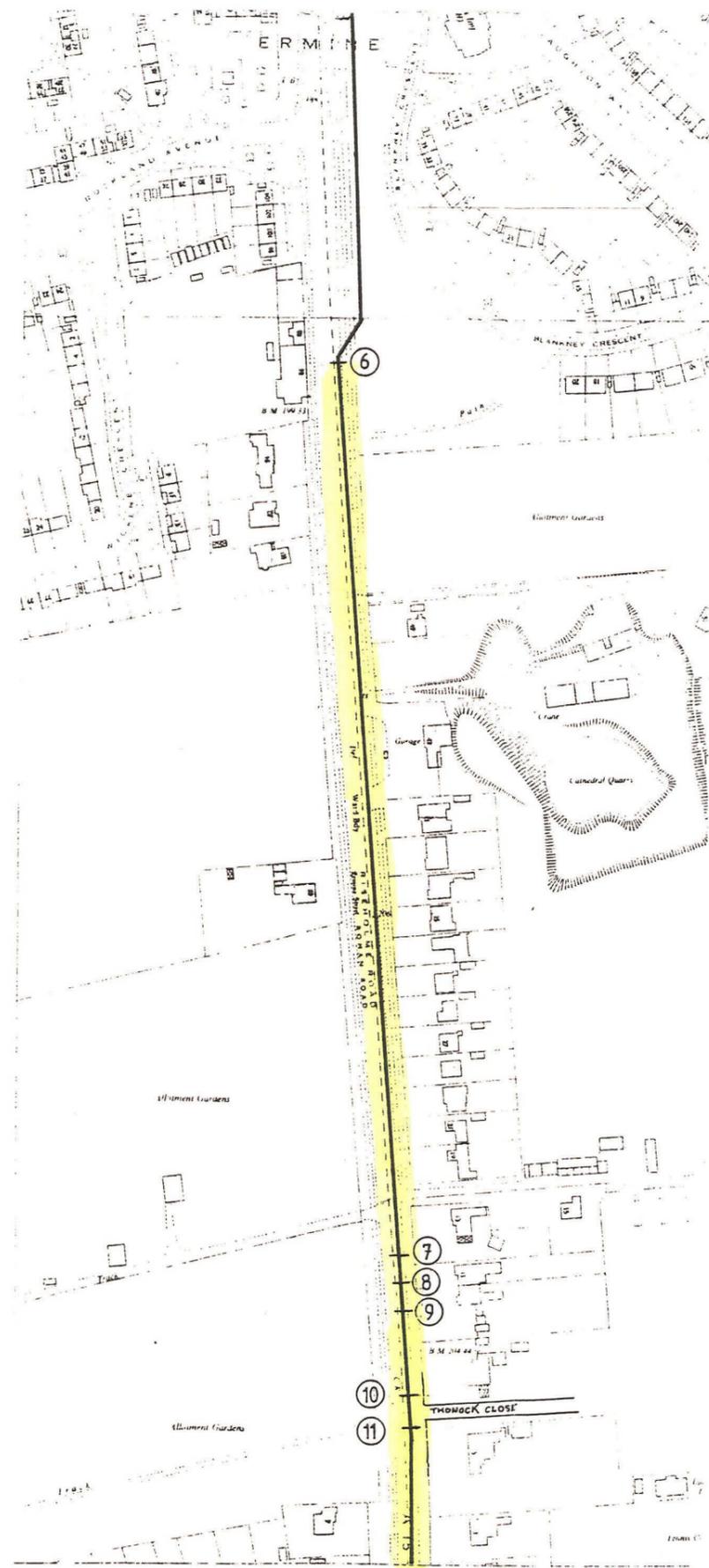
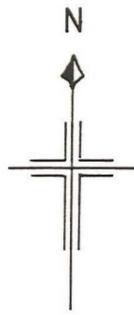


Fig.3



CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO:	4
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: GROUND PLAN OF ROUTE, AREA 4, SHOWING SECTION LOCATION		
SCALE: 1:2500	ARCHIVE NO:	
DRAWN BY: —	CHECKED:	DATE: 04/08/93

KEY:



PIPELINE ROUTE



SECTION LOCATION



SECTION NUMBER

Fig.4

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: WLM 92 | PLAN/ELEV/SECTION NO: 5

CLIENT: ANGLIAN WATER SERVICES LTD.

DESCRIPTION: GROUND. PLAN OF ROUTE, AREA 5,
SHOWING SECTION LOCATION

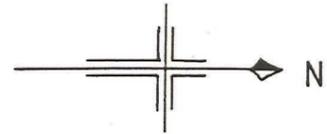
SCALE: 1:2500

ARCHIVE NO:

DRAWN BY: —

CHECKED:

DATE: 28 / 07 / 93



 PIPELINE ROUTE

 SECTION LOCATION

 SECTION NUMBER

 LOCATION OF PLANS 7A-7E

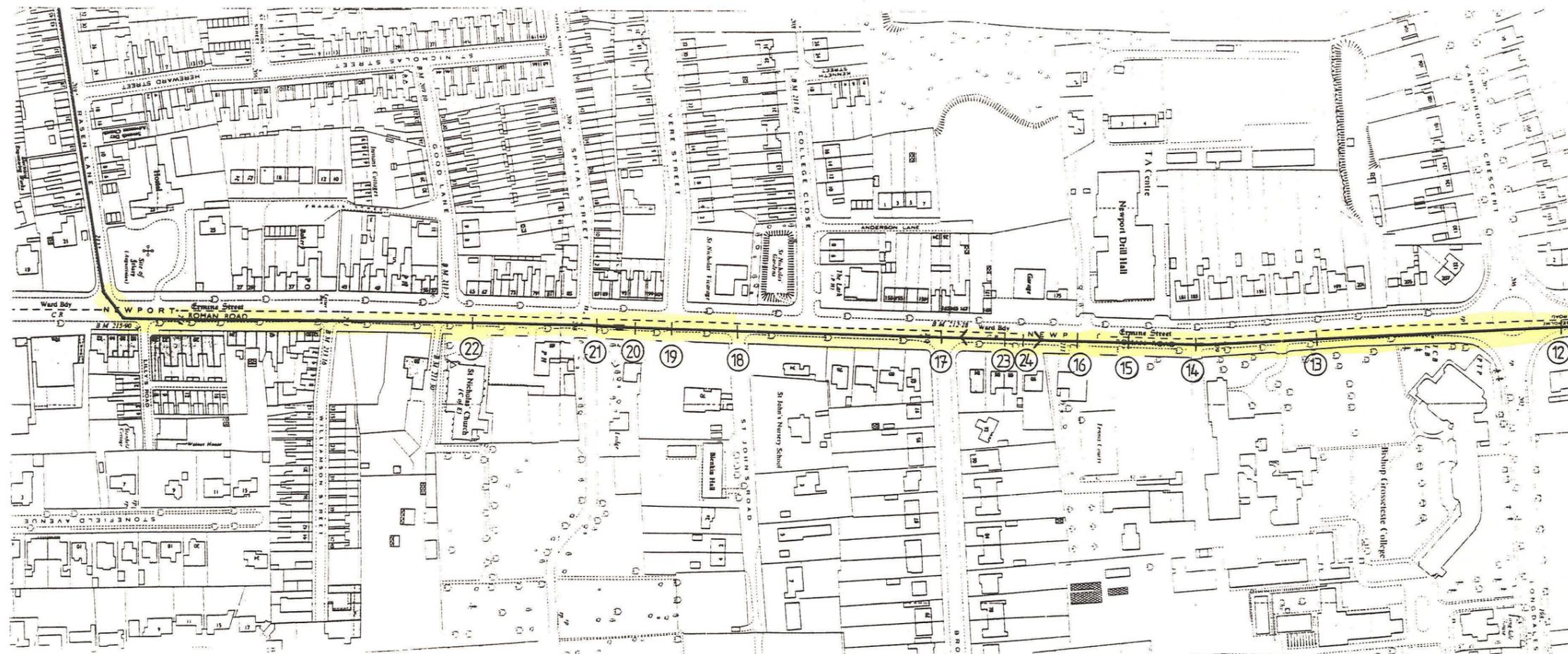
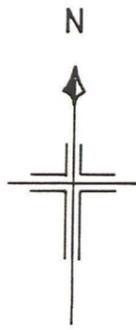


Fig.5



KEY:

-  PIPELINE ROUTE
-  SECTION LOCATION
-  SECTION NUMBER

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 6	
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: GROUND PLAN OF ROUTE, AREA 6, SHOWING SECTION LOCATION		
SCALE: 1:1250	ARCHIVE NO:	
DRAWN BY: —	CHECKED:	DATE: 04/08/93

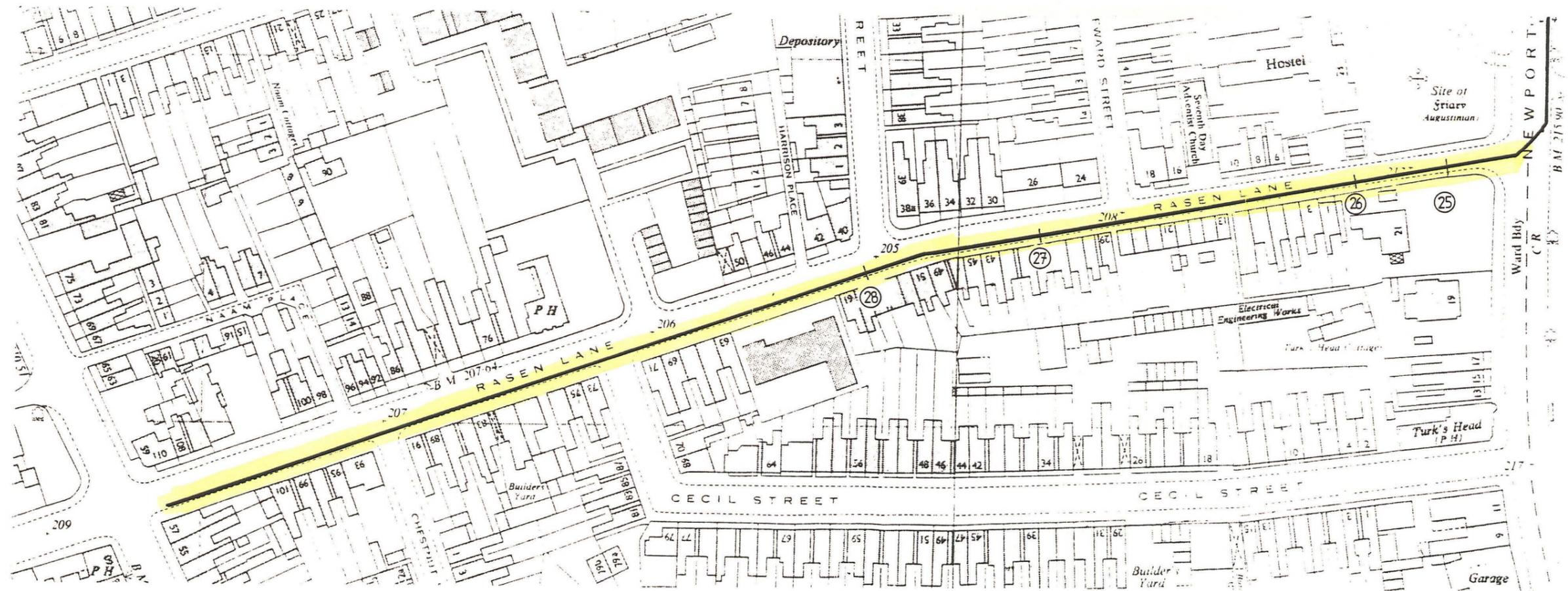


Fig.6

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: WLM 92 | PLAN/ELEV/SECTION NO: 7A

CLIENT: ANGLIAN WATER SERVICES LTD.

DESCRIPTION: PLAN SHOWING BURIALS 1-7,
NEWPORT

SCALE: 1:20

ARCHIVE NO:

DRAWN BY: Y.R.

CHECKED:

DATE: 17-18/02/93

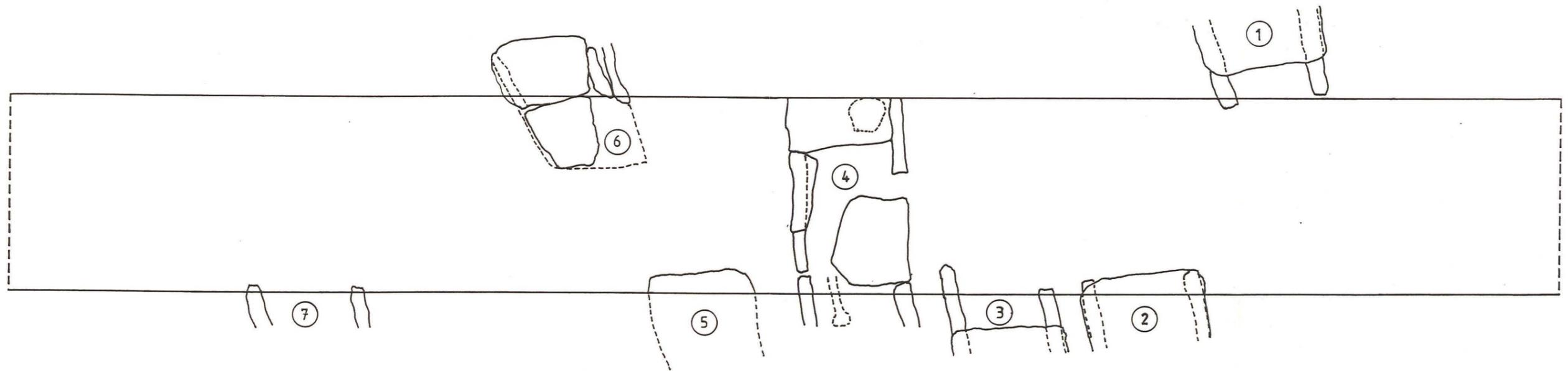
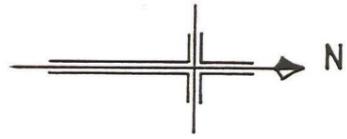


Fig.7

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: WLM 92 | PLAN/ELEV/SECTION NO: 7B

CLIENT: ANGLIAN WATER SERVICES LTD.

DESCRIPTION: PLAN SHOWING BURIALS 8-14,
NEWPORT

SCALE: 1:20 | ARCHIVE NO:

DRAWN BY: Y.R. | CHECKED: | DATE: 18-19/02/93

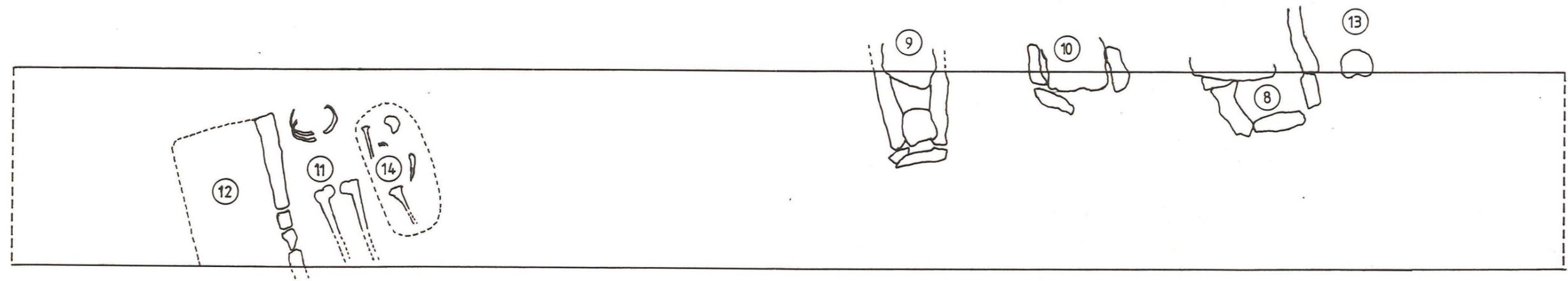
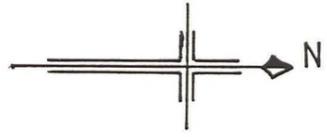


Fig.8

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: WLM92 | PLAN/ELEV/SECTION NO: 7C

CLIENT: ANGLIAN WATER SERVICES LTD.

DESCRIPTION: PLAN SHOWING BURIALS 15-27,
NEWPORT

SCALE: 1:20 | ARCHIVE NO:

DRAWN BY: Y.R. | CHECKED: | DATE: 19/02/93

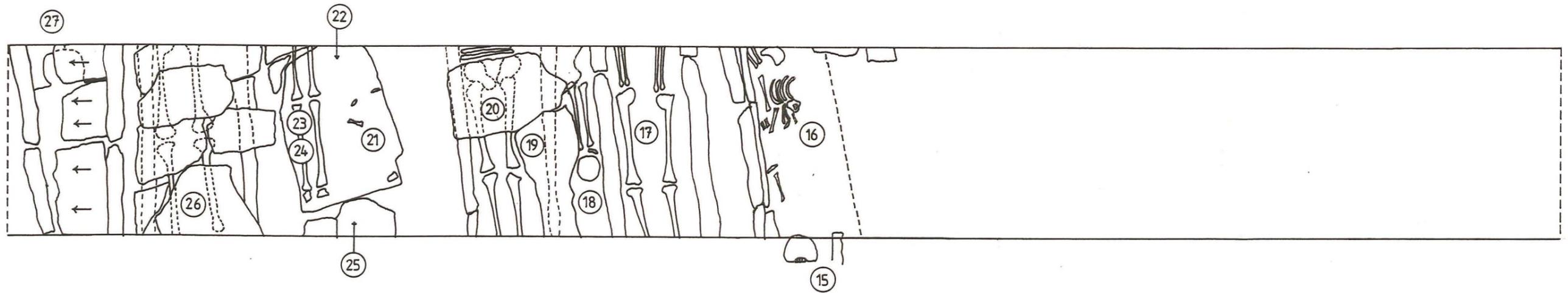
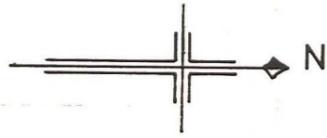


Fig.9

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: WLM92 | PLAN/ELEV/SECTION NO: 7D

CLIENT: ANGLIAN WATER SERVICES LTD

DESCRIPTION: PLAN SHOWING BURIALS 28-39,
NEWPORT

SCALE: 1:20

ARCHIVE NO:

DRAWN BY: Y.R.

CHECKED:

DATE: 19-20/02/93

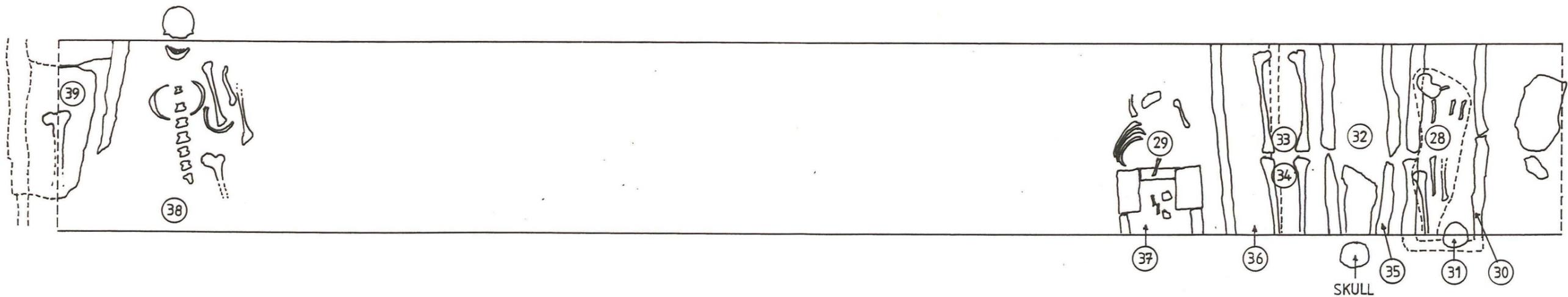
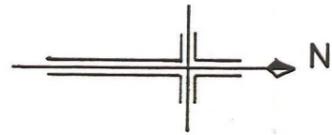


Fig.10

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 7E	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: PLAN SHOWING BURIALS 39-56, NEWPORT		
SCALE: 1:20	ARCHIVE NO:	
DRAWN BY: Y.R.	CHECKED:	DATE: 20&22/02/93

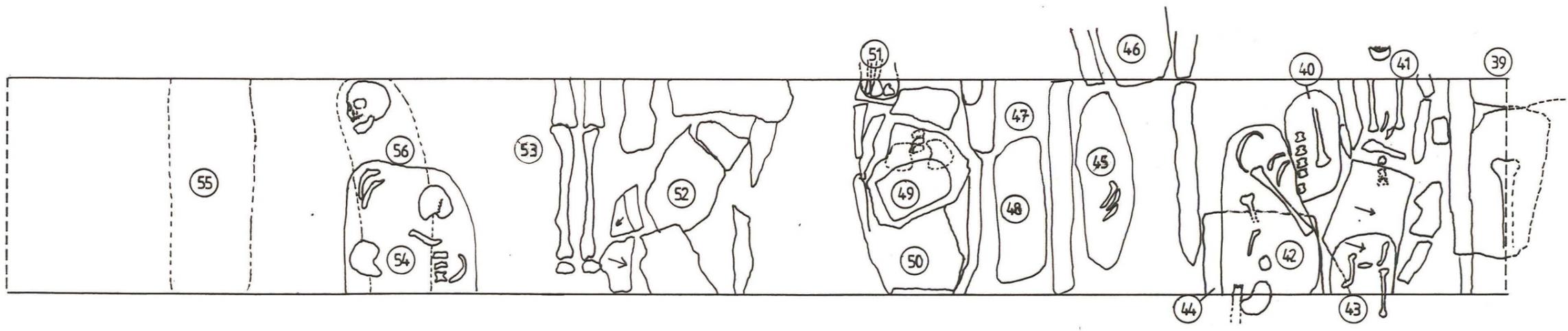
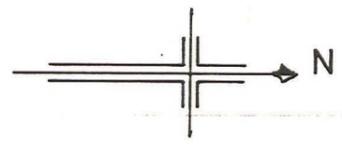


Fig.11

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLANE/LEVEL/SECTION NO: 1	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST-FACING SECTION — AREA 2		
SCALE: 1:20	ARCHIVE NO:	
DRAWN BY: K.W.	CHECKED:	DATE: 04/11/92

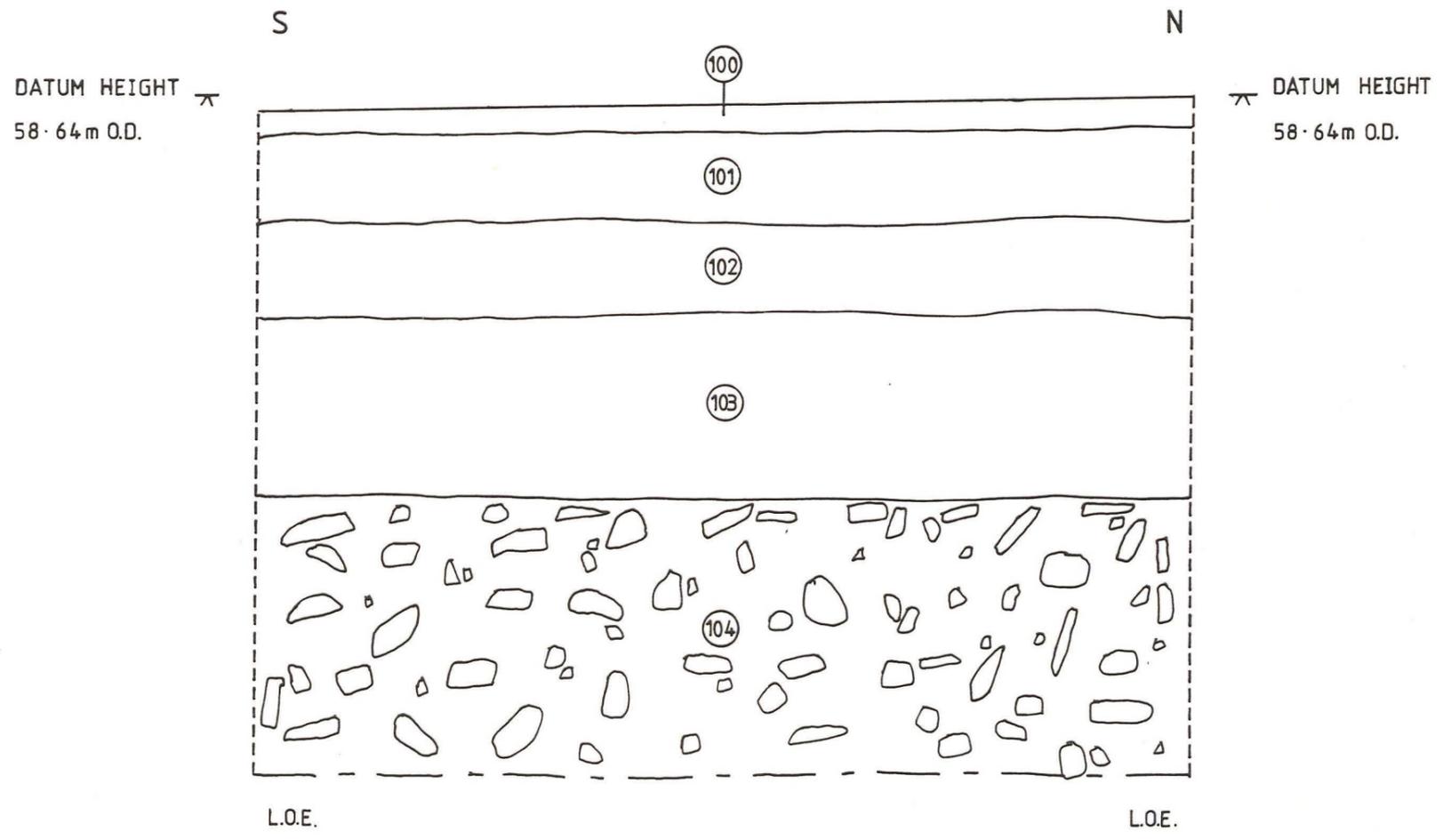


Fig.12

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: WLM 92 ~~PLAN/ELEV/SECTION NO:~~ 2

CLIENT: ANGLIAN WATER SERVICES LTD

DESCRIPTION: EAST-FACING SECTION —
AREA 2

SCALE: 1:20

ARCHIVE NO:

DRAWN BY: K.W.

CHECKED:

DATE: 05/11/92

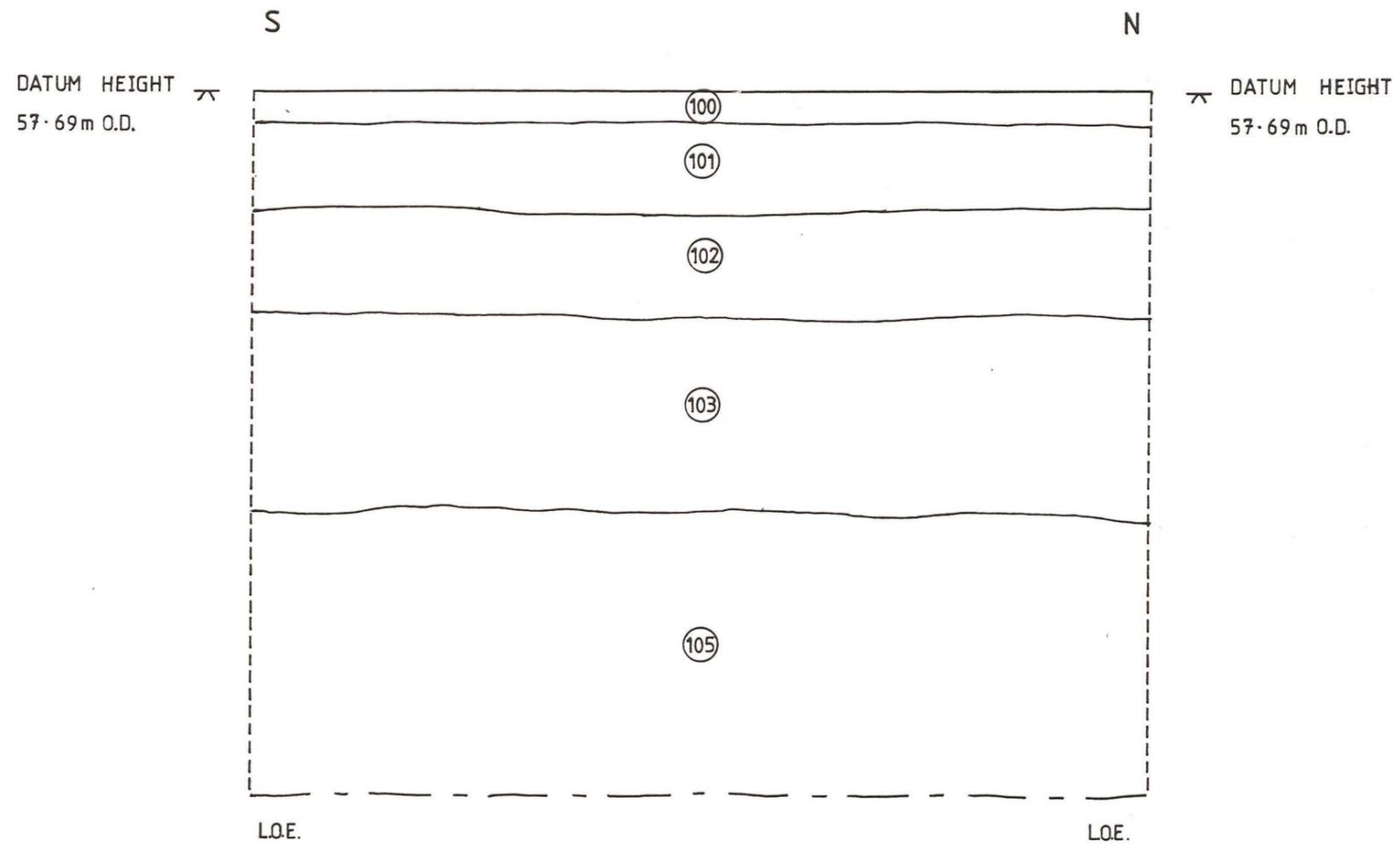


Fig.13

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 3	
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: EAST-FACING SECTION — AREA 3		
SCALE: 1:20	ARCHIVE NO:	
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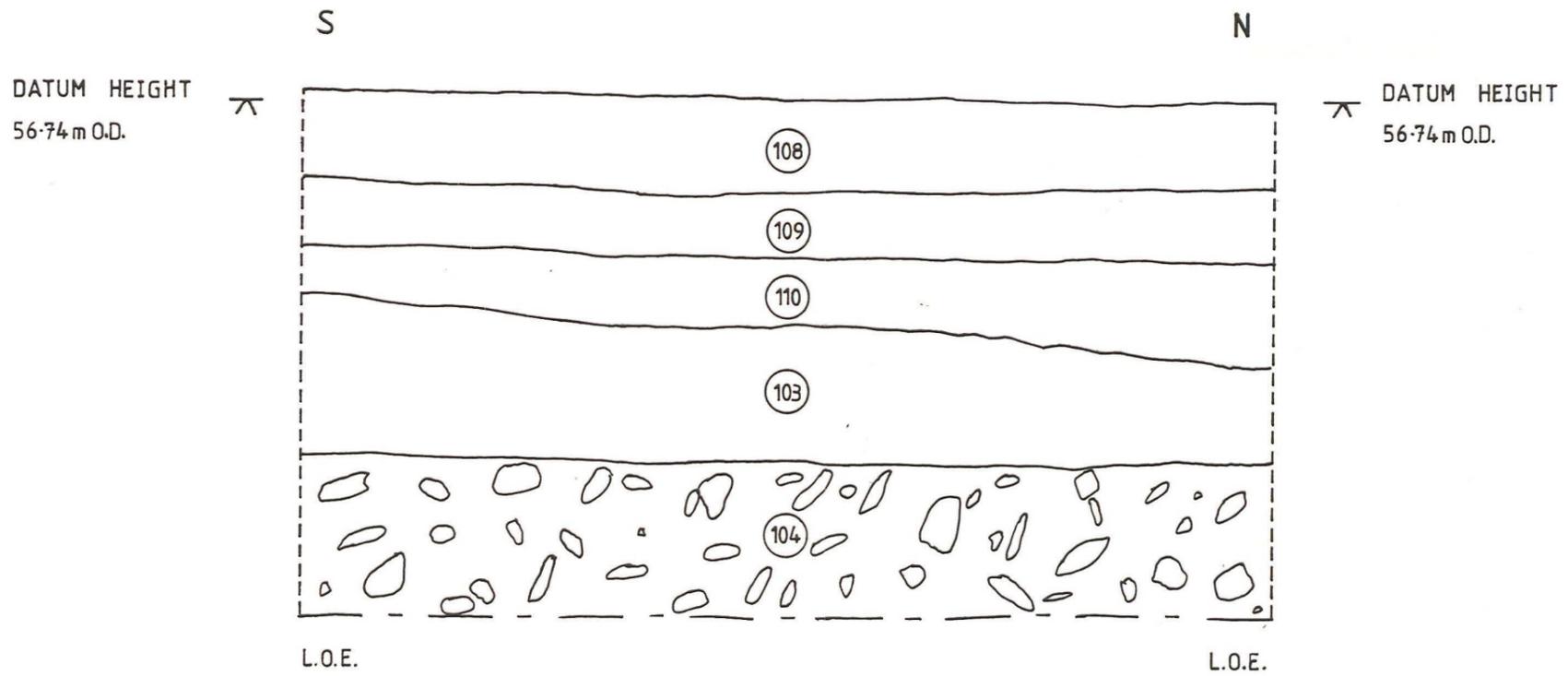


Fig.14

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 4	
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: SOUTH-FACING SECTION — AREA 3		
SCALE: 1:10	ARCHIVE NO:	
DRAWN BY: K.W.	CHECKED:	DATE: 26/11/92

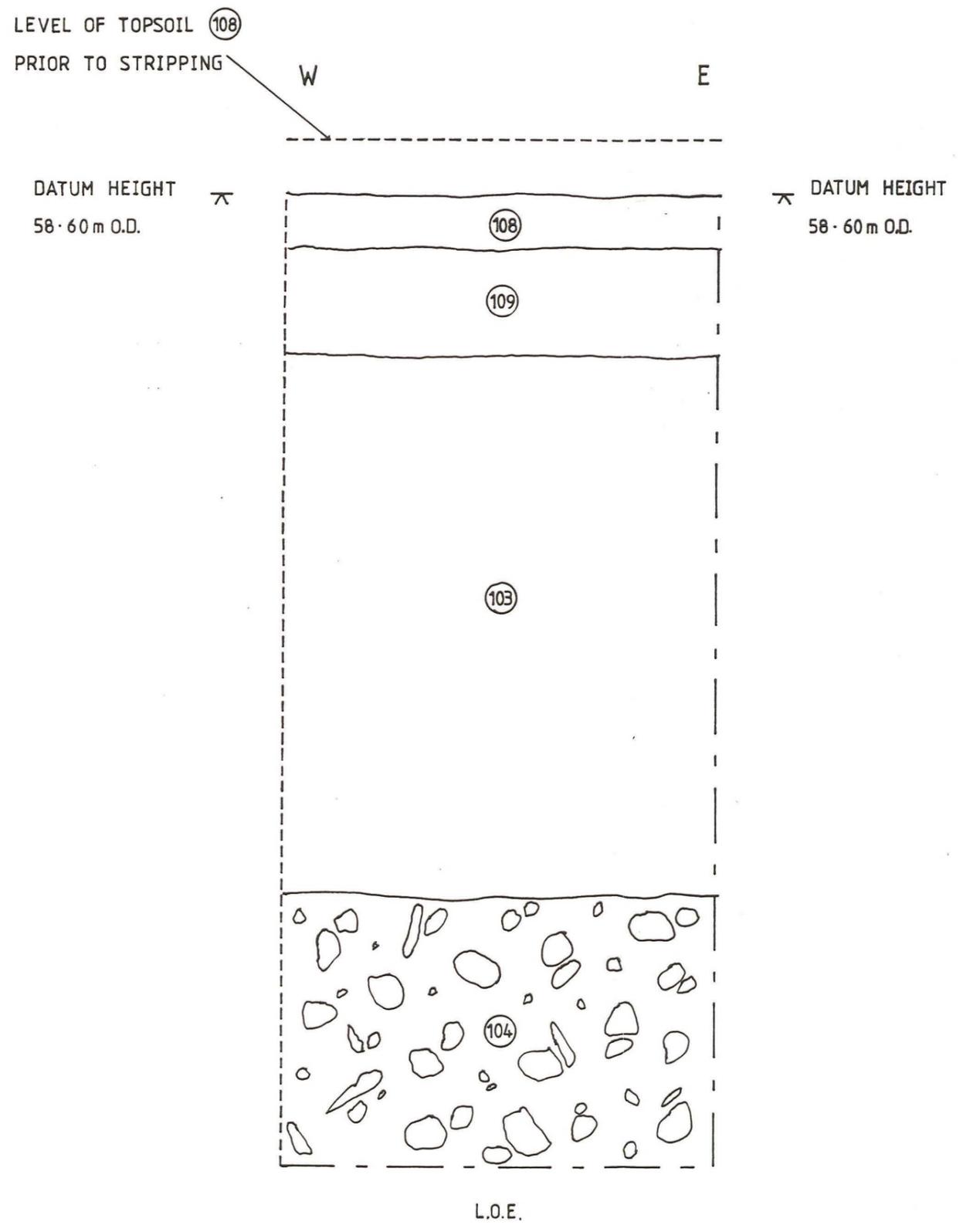


Fig.15

CITY OF LINCOLN ARCHAEOLOGY UNIT		
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CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: SOUTH-EAST-FACING SECTION — AREA 3		
SCALE: 1:20	ARCHIVE NO:	
DRAWN BY: K.W.	CHECKED:	DATE: 26/11/92

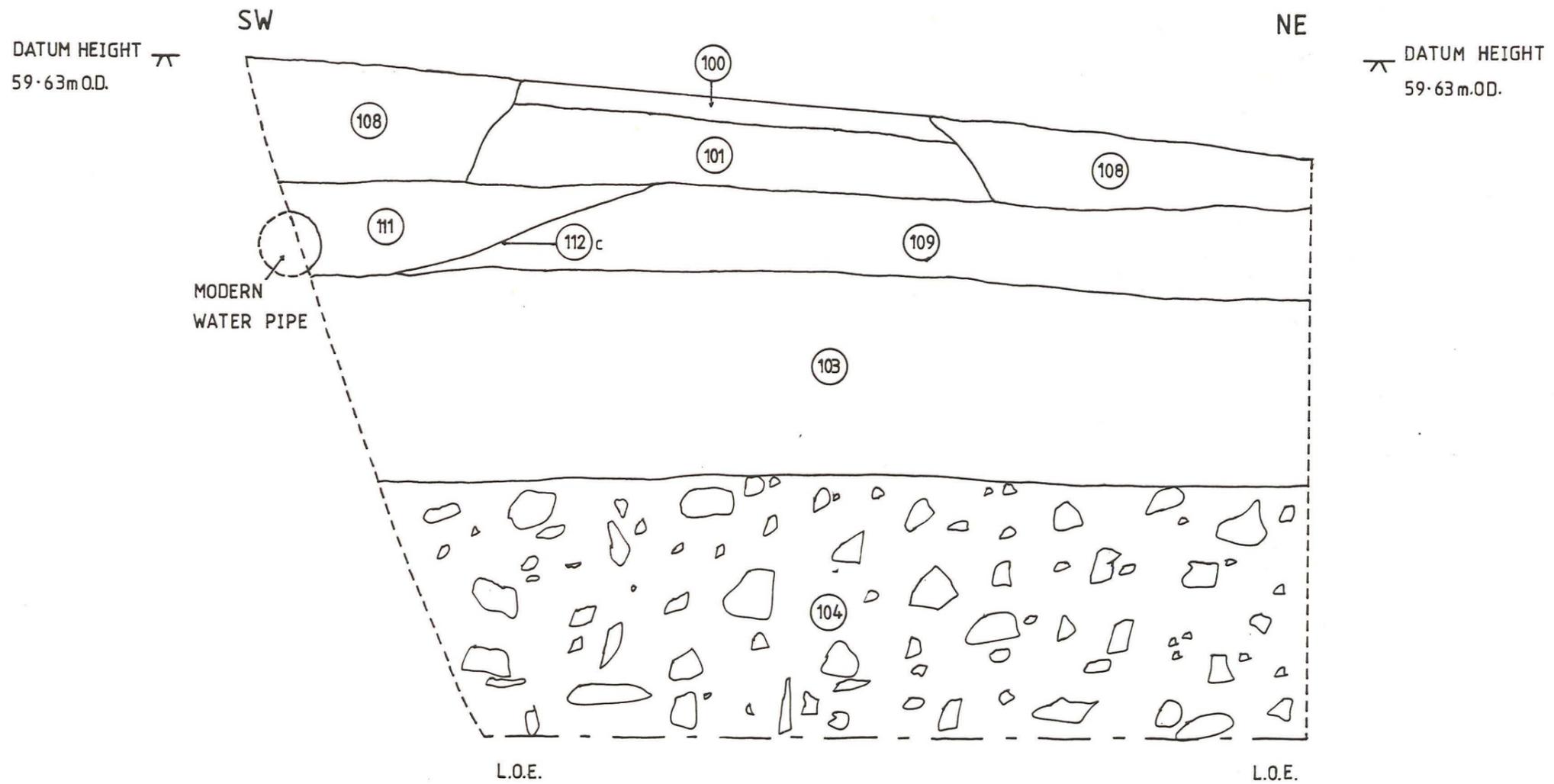


Fig.16

CITY OF LINCOLN ARCHAEOLOGY UNIT		
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CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: EAST-FACING SECTION — AREA 4		
SCALE: 1:20	ARCHIVE NO:	
DRAWN BY: K.W.	CHECKED:	DATE: 27/11/92

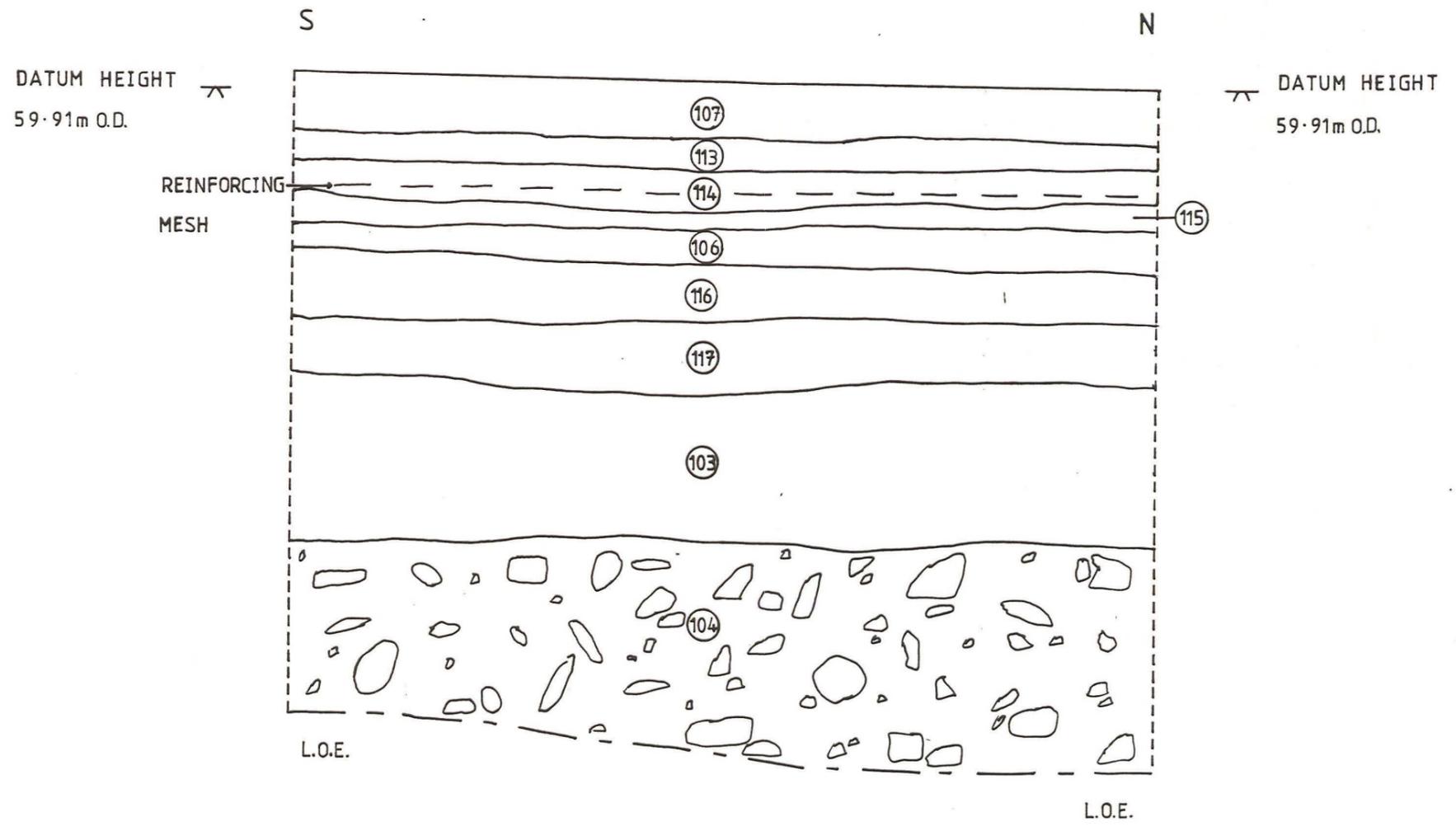


Fig.17

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 7	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST - FACING SECTION - AREA 4		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B	CHECKED:	DATE: 25 / 01 / 93

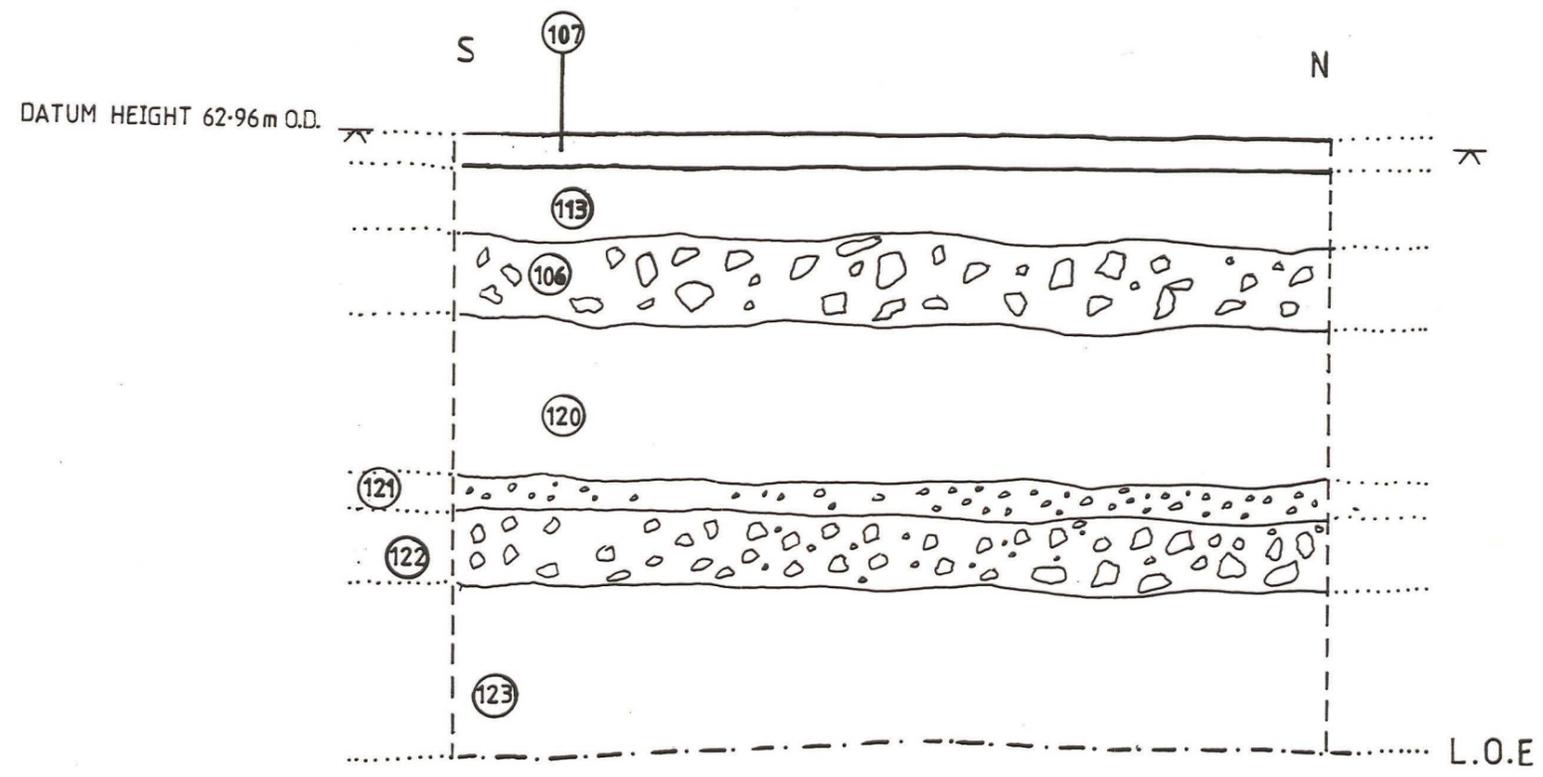


Fig.18

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 8	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST — FACING SECTION — AREA 4		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B	CHECKED:	DATE: 27 / 01 / 93

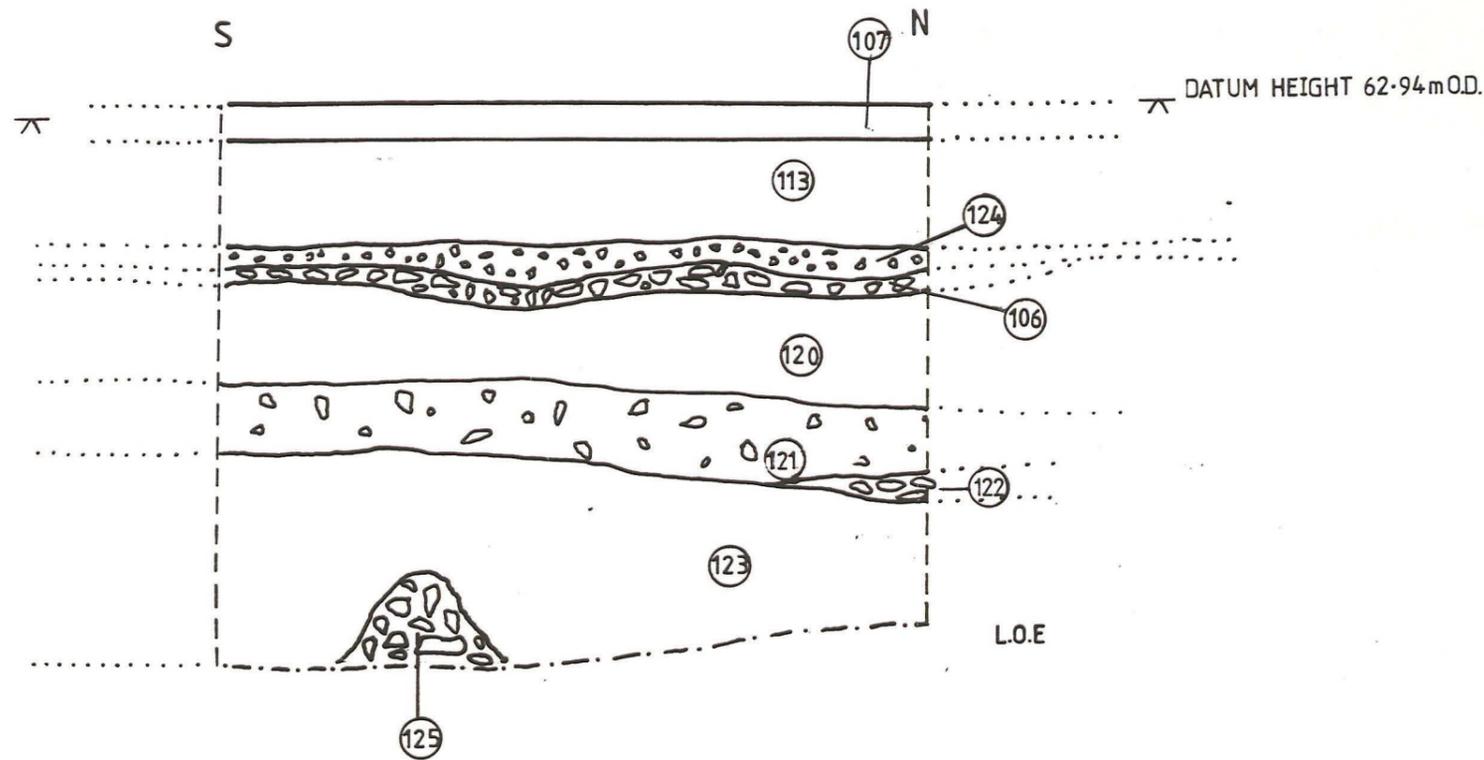


Fig.19

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 9	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST — FACING SECTION — AREA 4		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B.	CHECKED:	DATE: 28 / 01 / 93

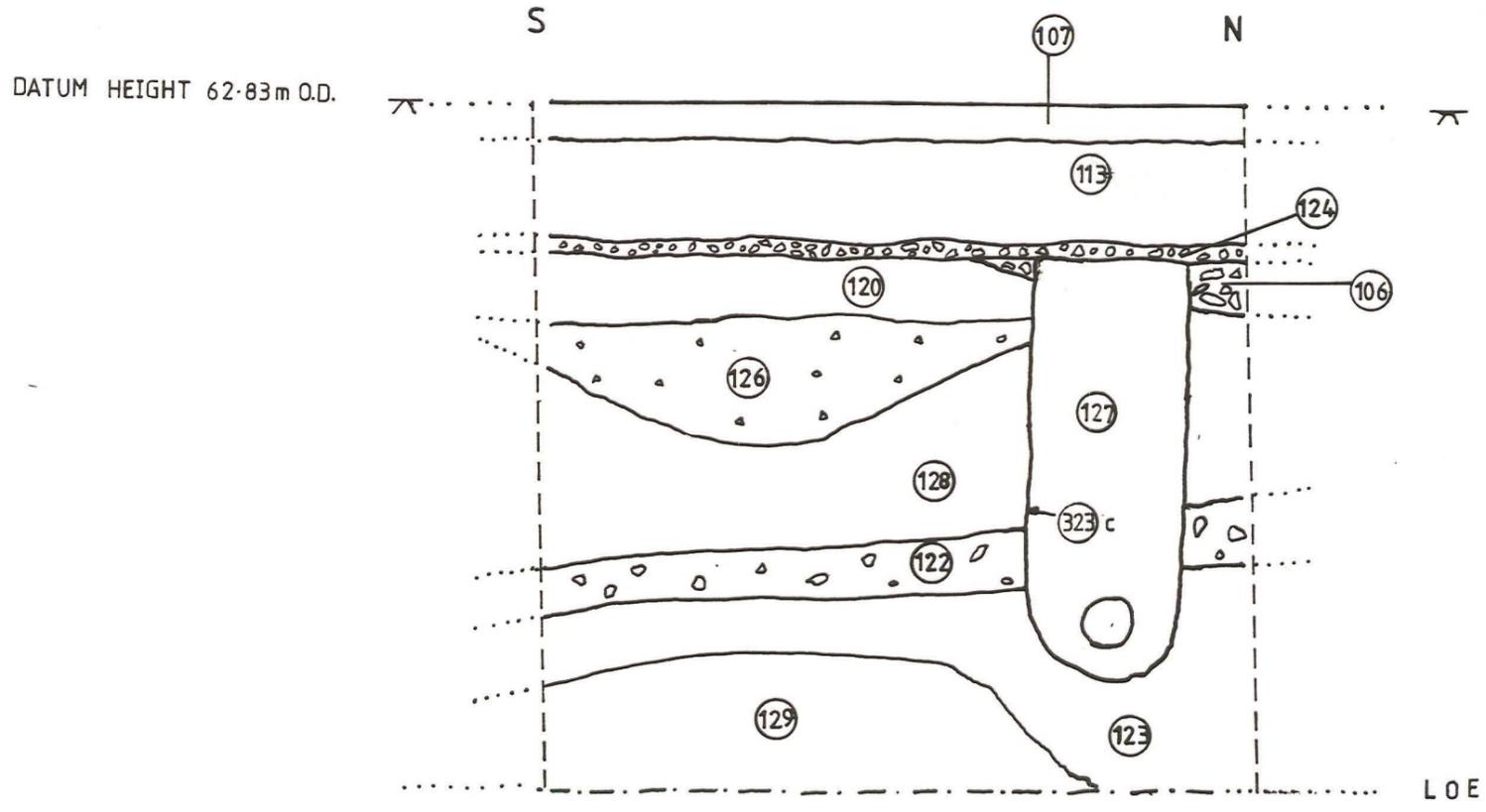


Fig.20

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 10	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST FACING SECTION AREA 4		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B.	CHECKED:	DATE: 29 / 01 / 93

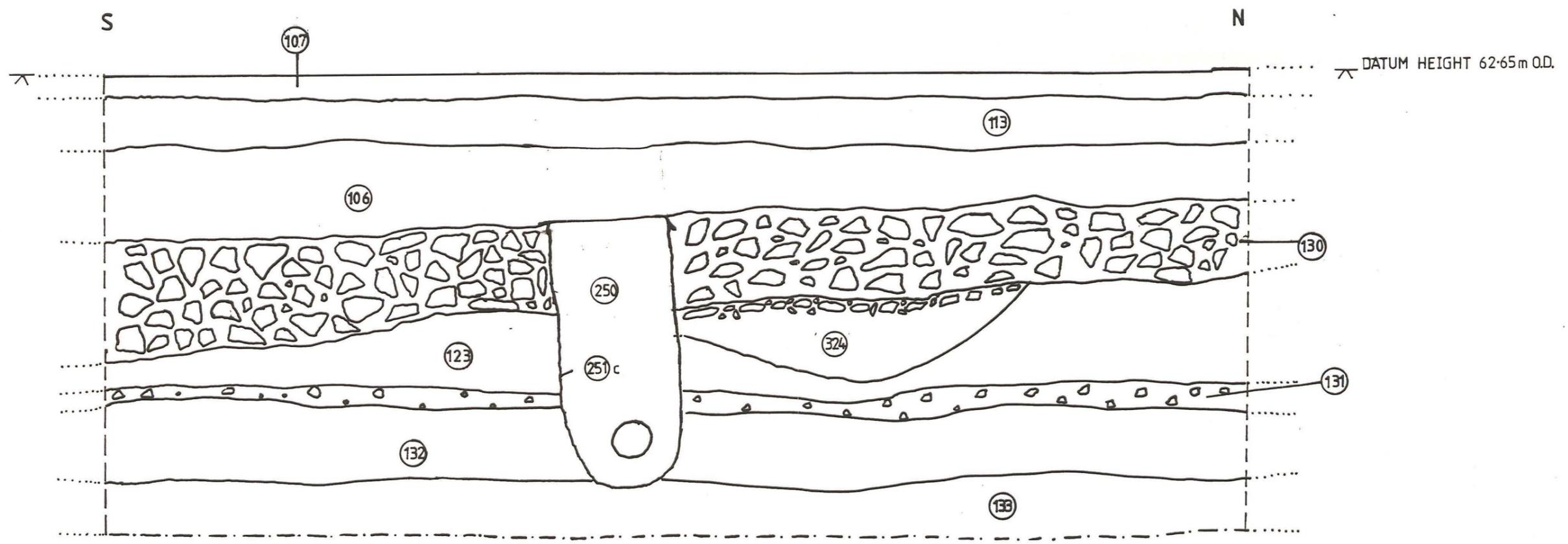


Fig. 21

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 11	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST — FACING SECTION — AREA 4		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B.	CHECKED:	DATE: 01 / 02 / 93

DATUM HEIGHT 62.65m O.D.

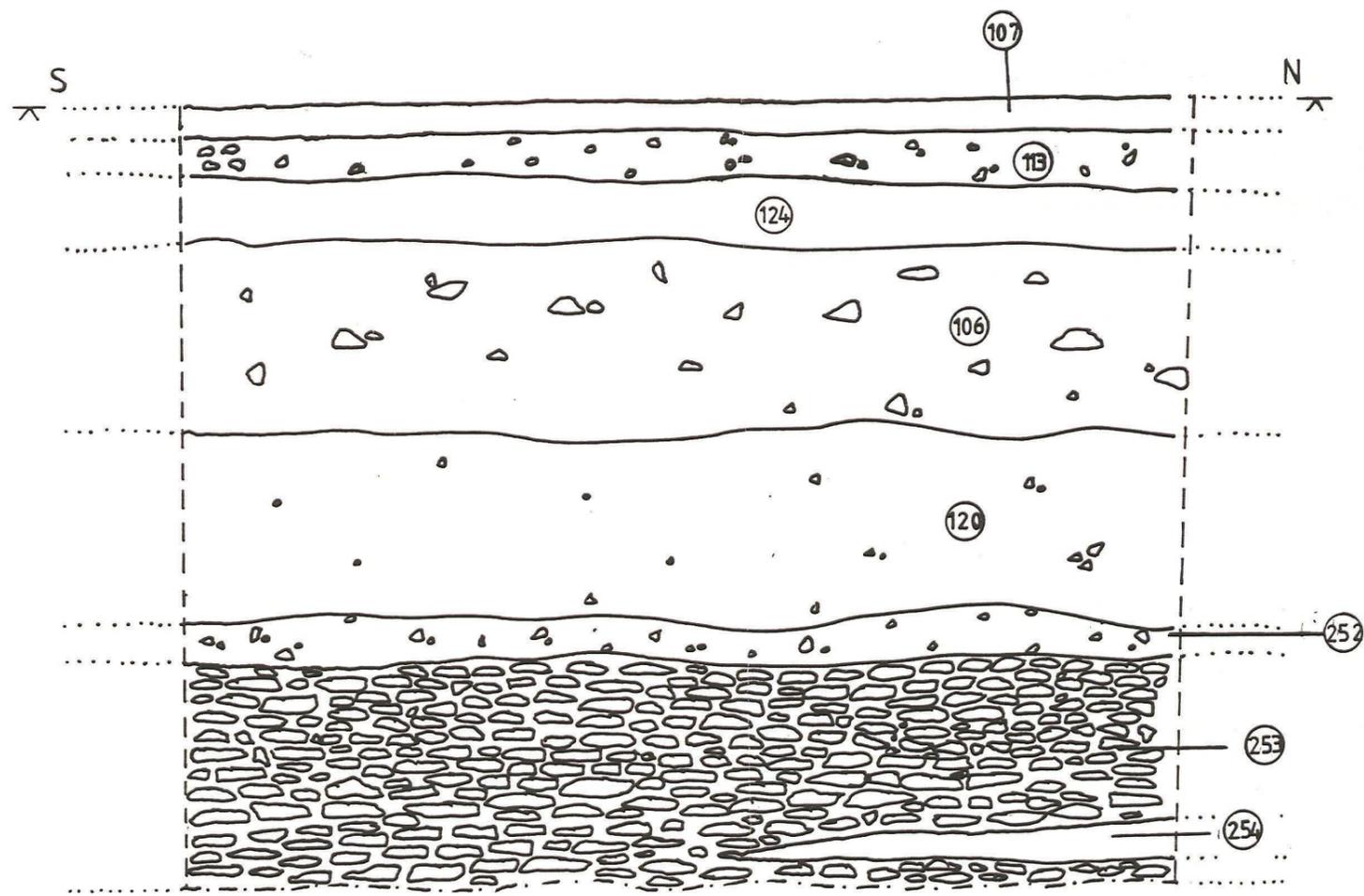


Fig.22

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 15	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST-FACING SECTION - AREA 5		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B	CHECKED:	DATE: 16 / 02 / 93

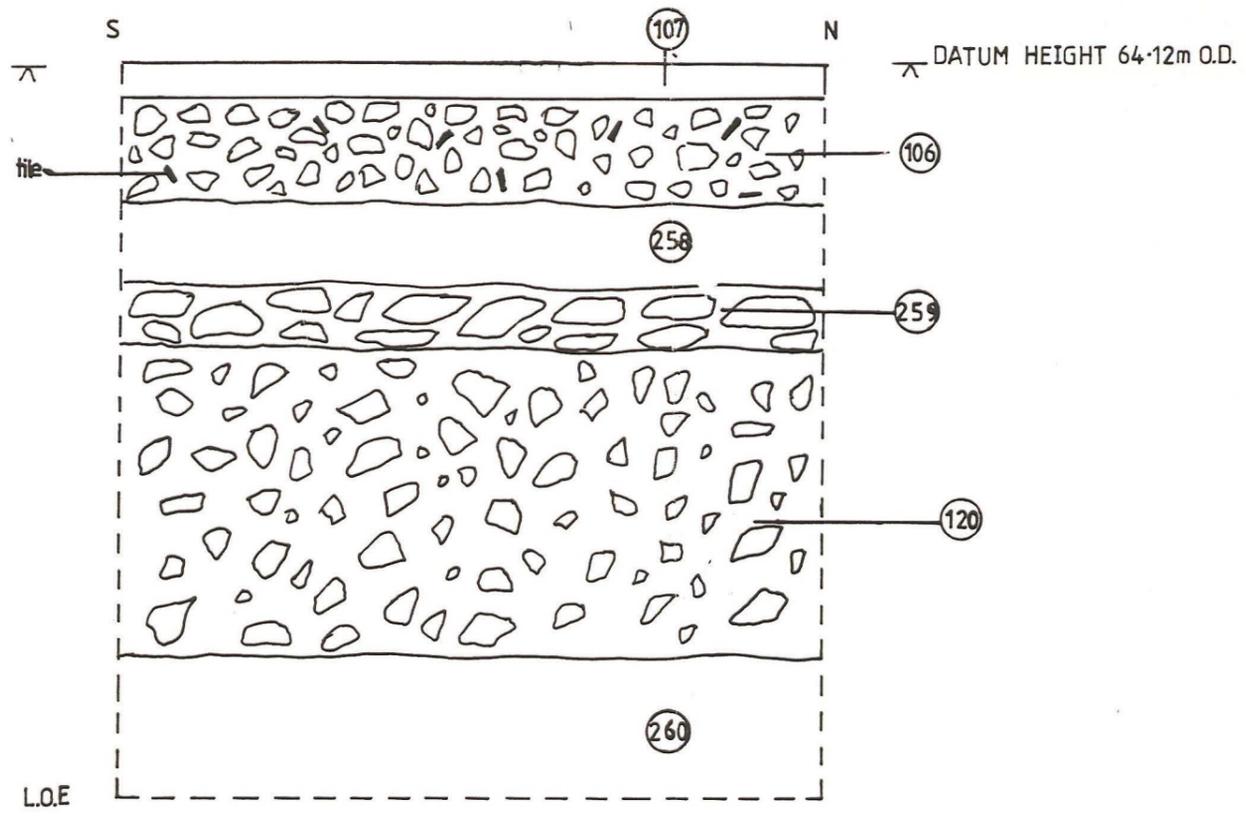


Fig. 23

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 16	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST-FACING SECTION — AREA 5		
SCALE: 1/20	ARCHIVE NO:	
DRAWN BY: A.B	CHECKED:	DATE: 17/02/93

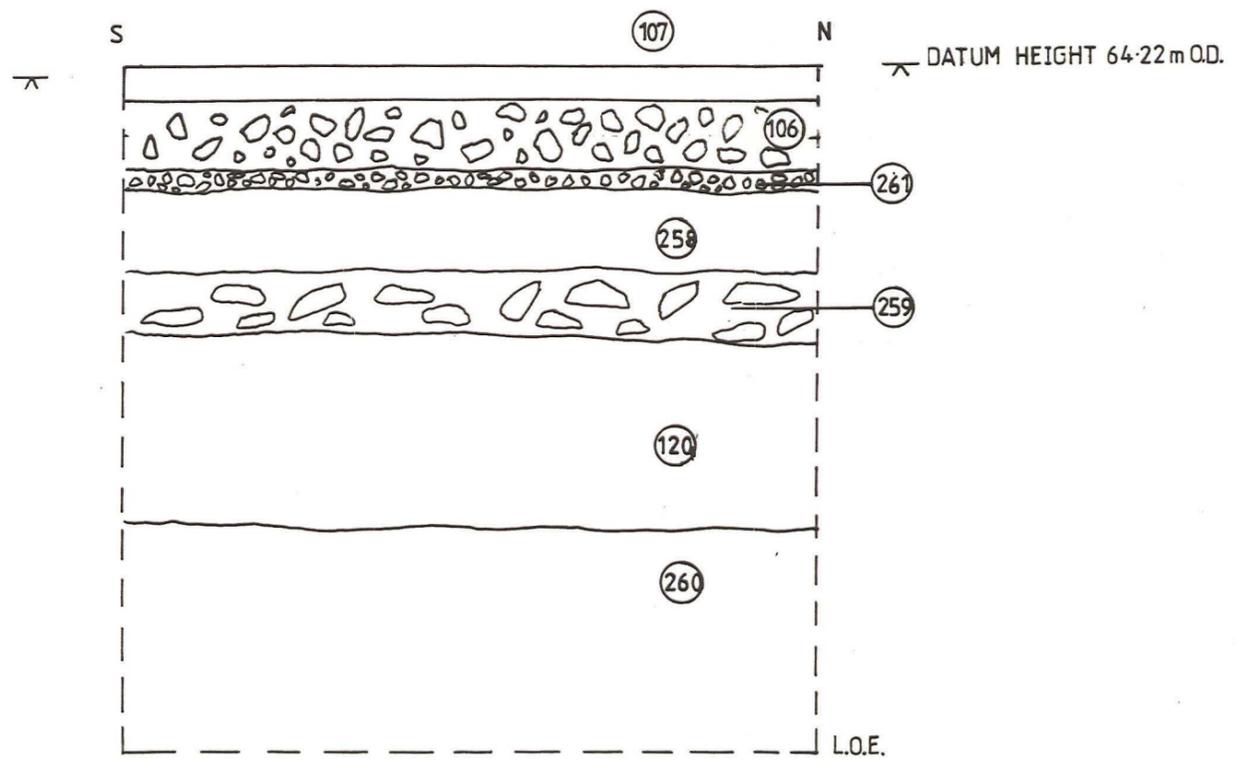


Fig.24

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 17	
CLIENT: ANGLIAN	WATER	SERVICES L.T.D
DESCRIPTION: EAST — FACING SECTION — AREA 5		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B	CHECKED:	DATE: 23/02/93

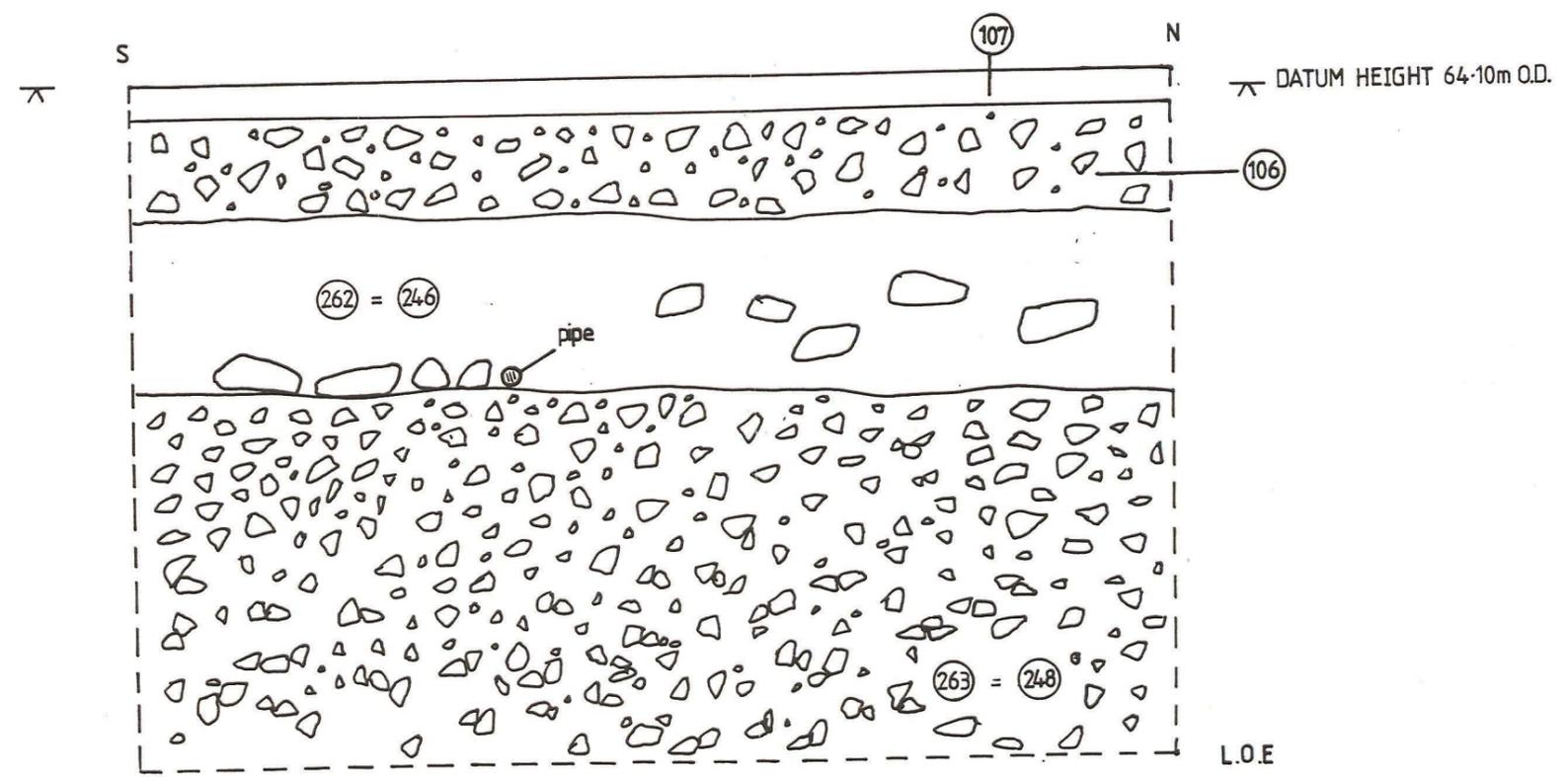


Fig.25

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 18	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST — FACING SECTION — AREA 5		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B.	CHECKED:	DATE: 01 / 03 / 93

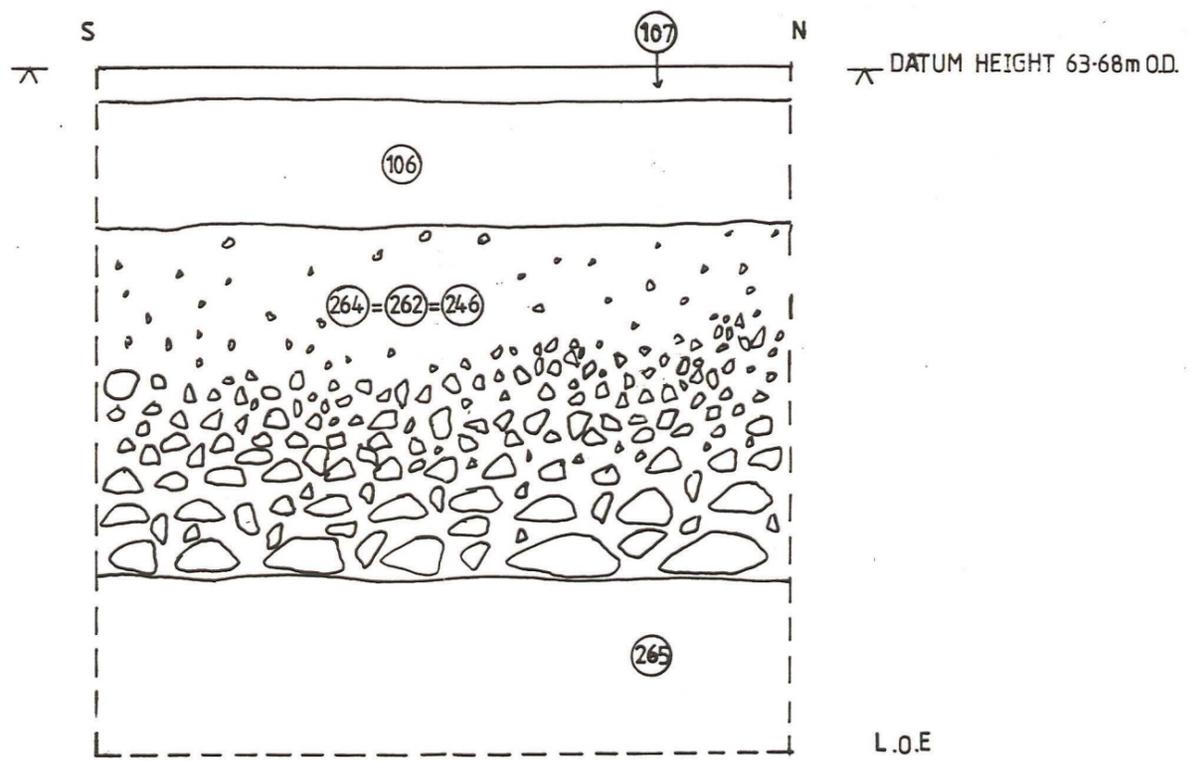


Fig.26

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 19	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST — FACING SECTION — AREA 5		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B.	CHECKED:	DATE: 02 / 03 / 93

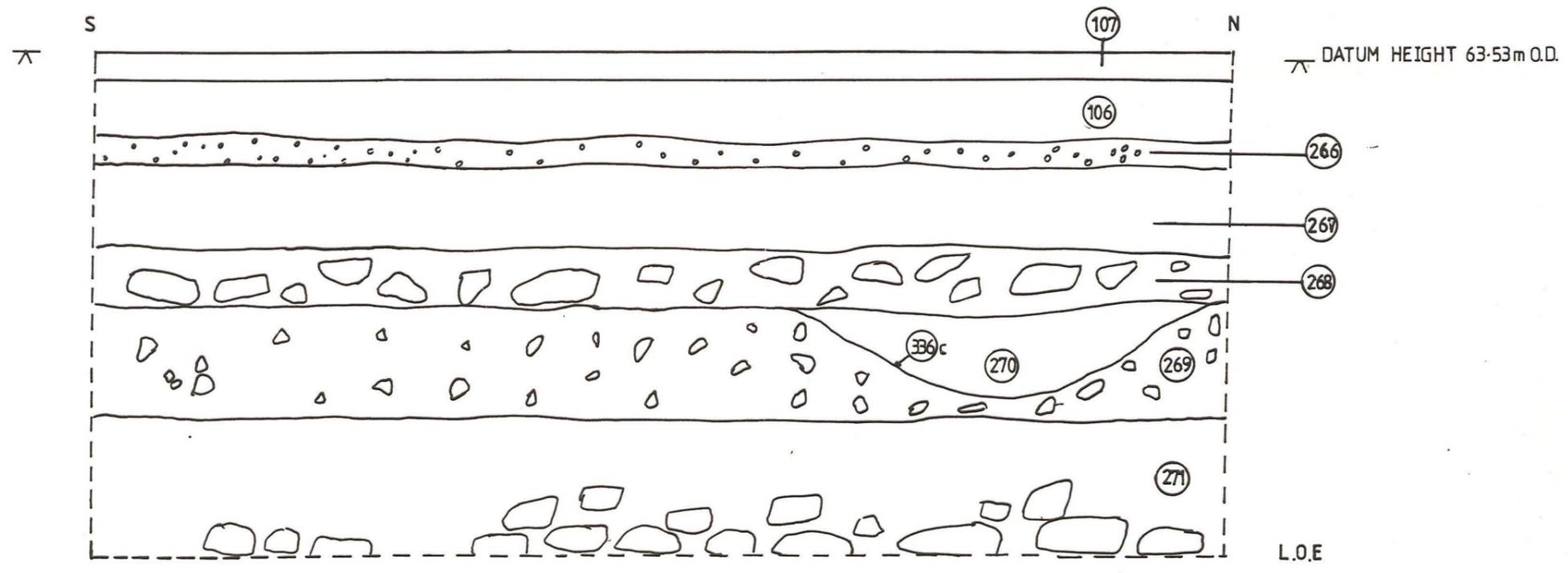


Fig.27

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 20	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST — FACING SECTION — AREA 5		
SCALE: 1 / 20	ARCHIVE NO:	
DRAWN BY: A.B.	CHECKED:	DATE: 03 / 03 / 93

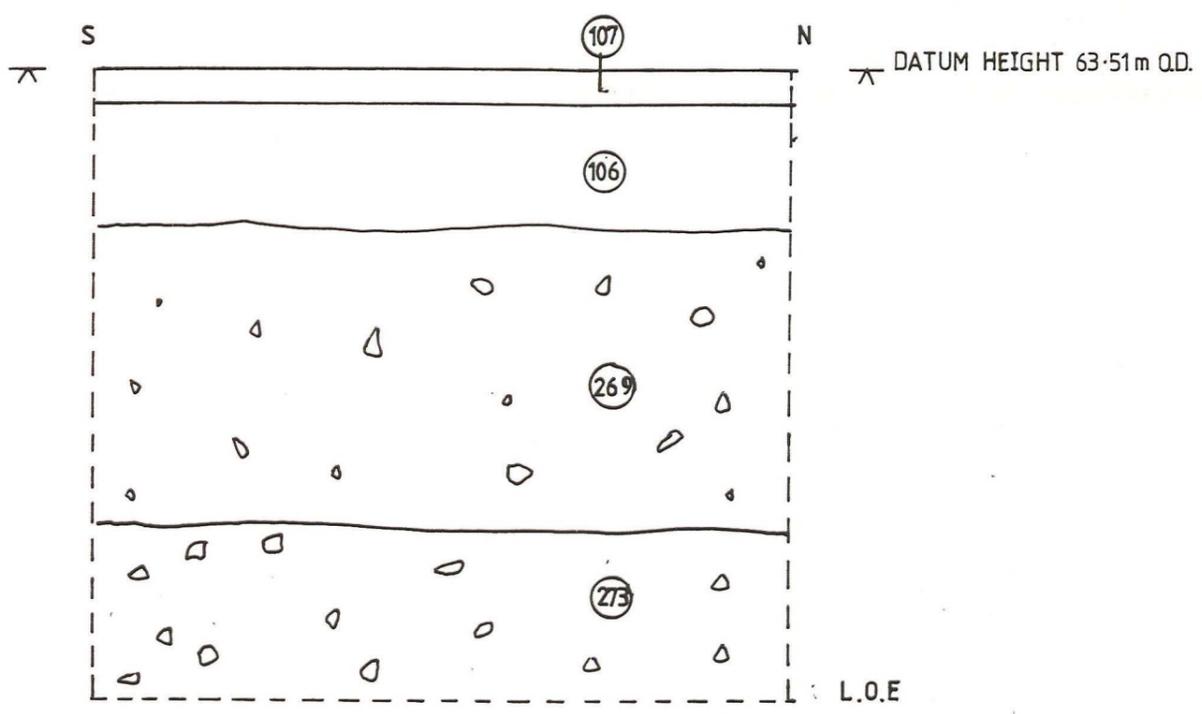


Fig.28

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 21	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST - FACING SECTION - AREA 5		
SCALE: 1/20	ARCHIVE NO:	
DRAWN BY: A.B.	CHECKED:	DATE: 05/03/93

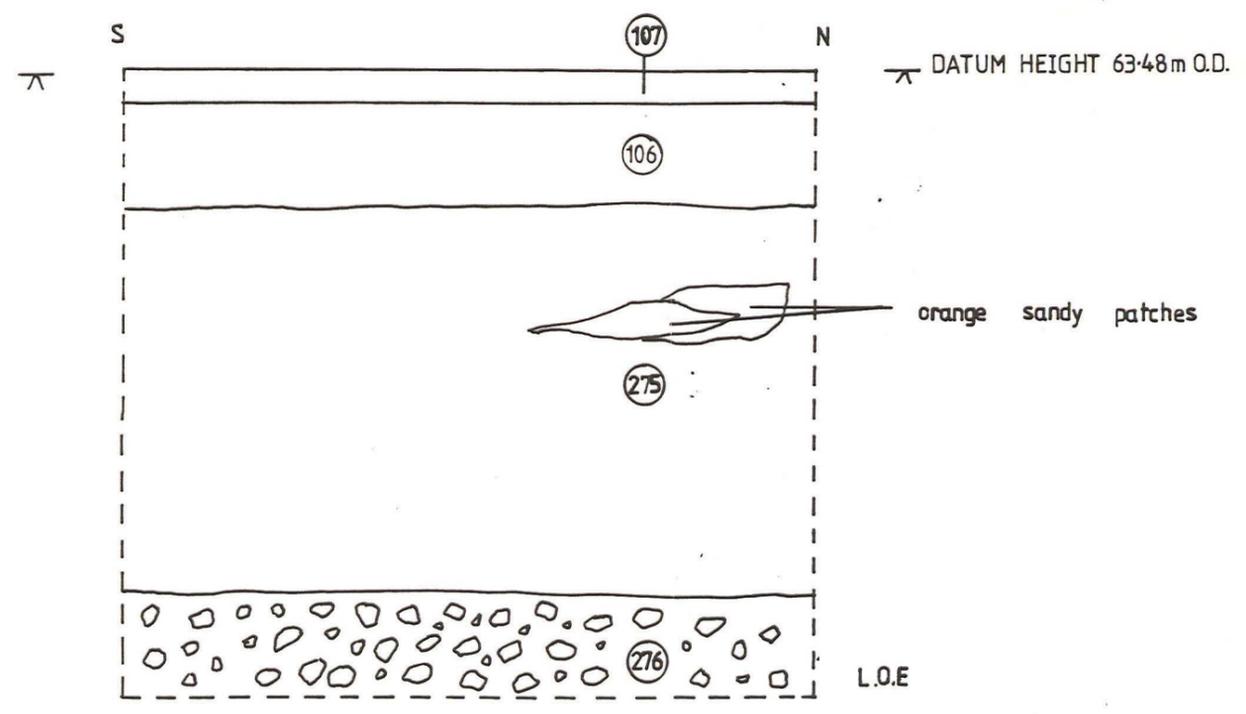


Fig. 29

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 22	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: EAST-FACING SECTION - AREA 5		
SCALE: 1/20	ARCHIVE NO:	
DRAWN BY: A.B.	CHECKED:	DATE: 08/03/93

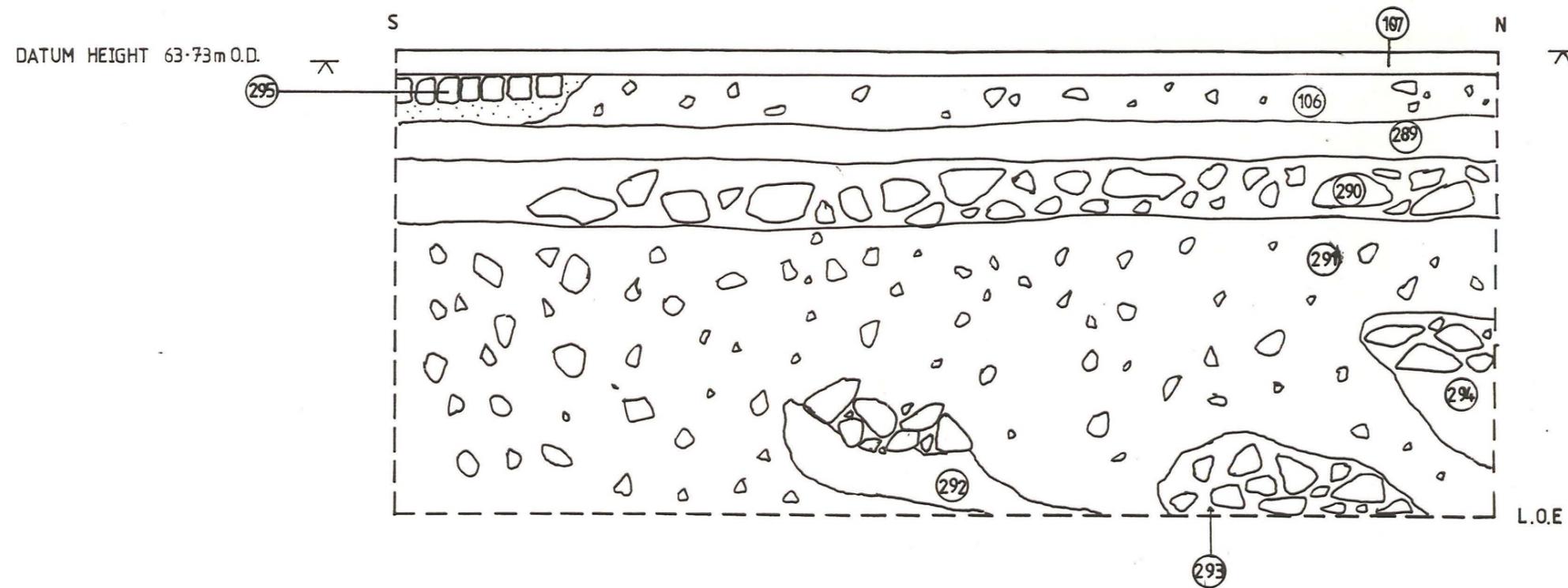


Fig. 30

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 23	
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: WEST-FACING SECTION, NEWPORT, AREA 5		
SCALE: 1:10	ARCHIVE NO:	
DRAWN BY: K.W.	CHECKED:	DATE: 17/02/93

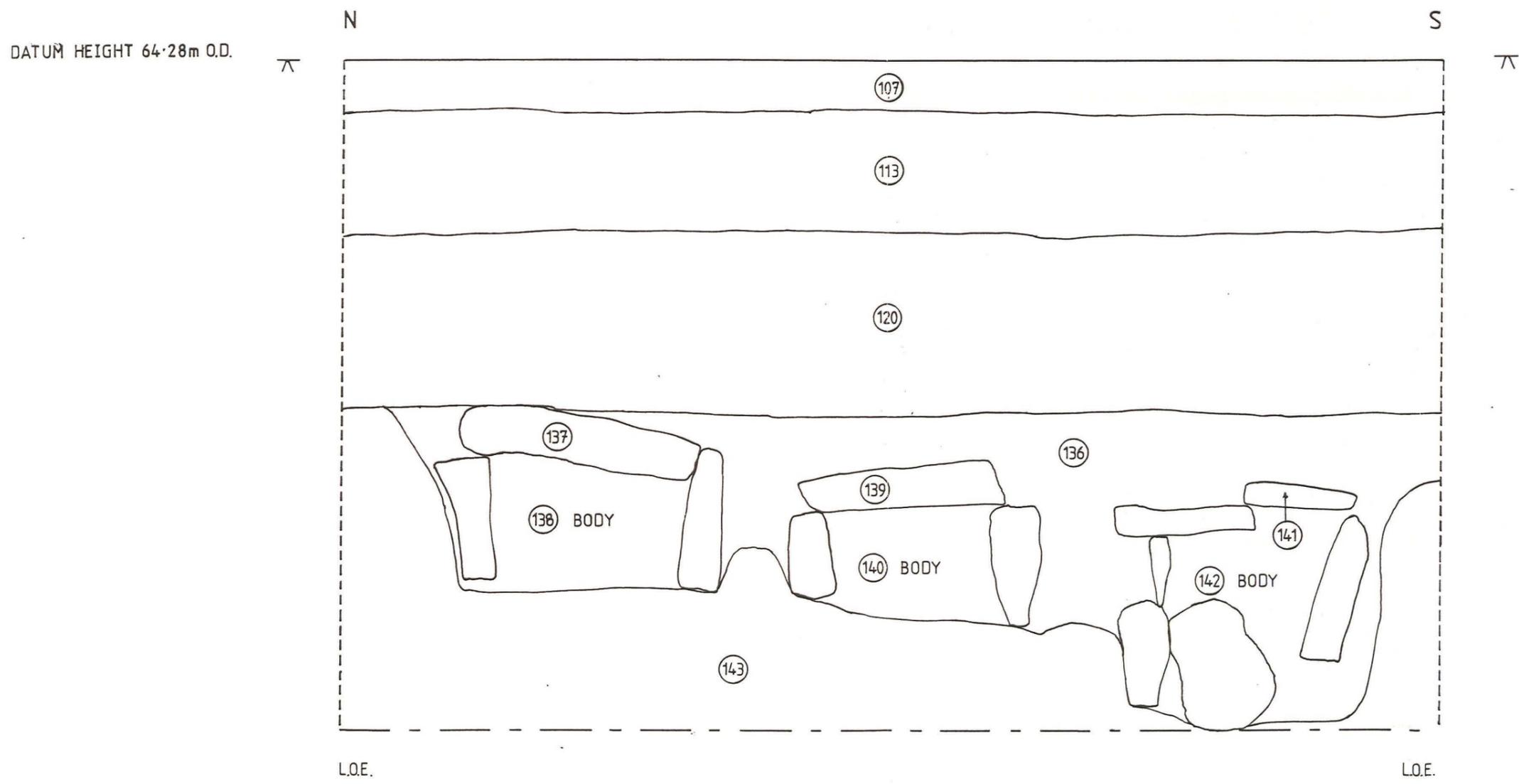


Fig. 31

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	-PLAN/ELEV/SECTION NO: 23A	
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: NORTH-FACING SECTION, NEWPORT AREA 5		
SCALE: 1:10	ARCHIVE NO:	
DRAWN BY: K.W.	CHECKED:	DATE: 18/02/93

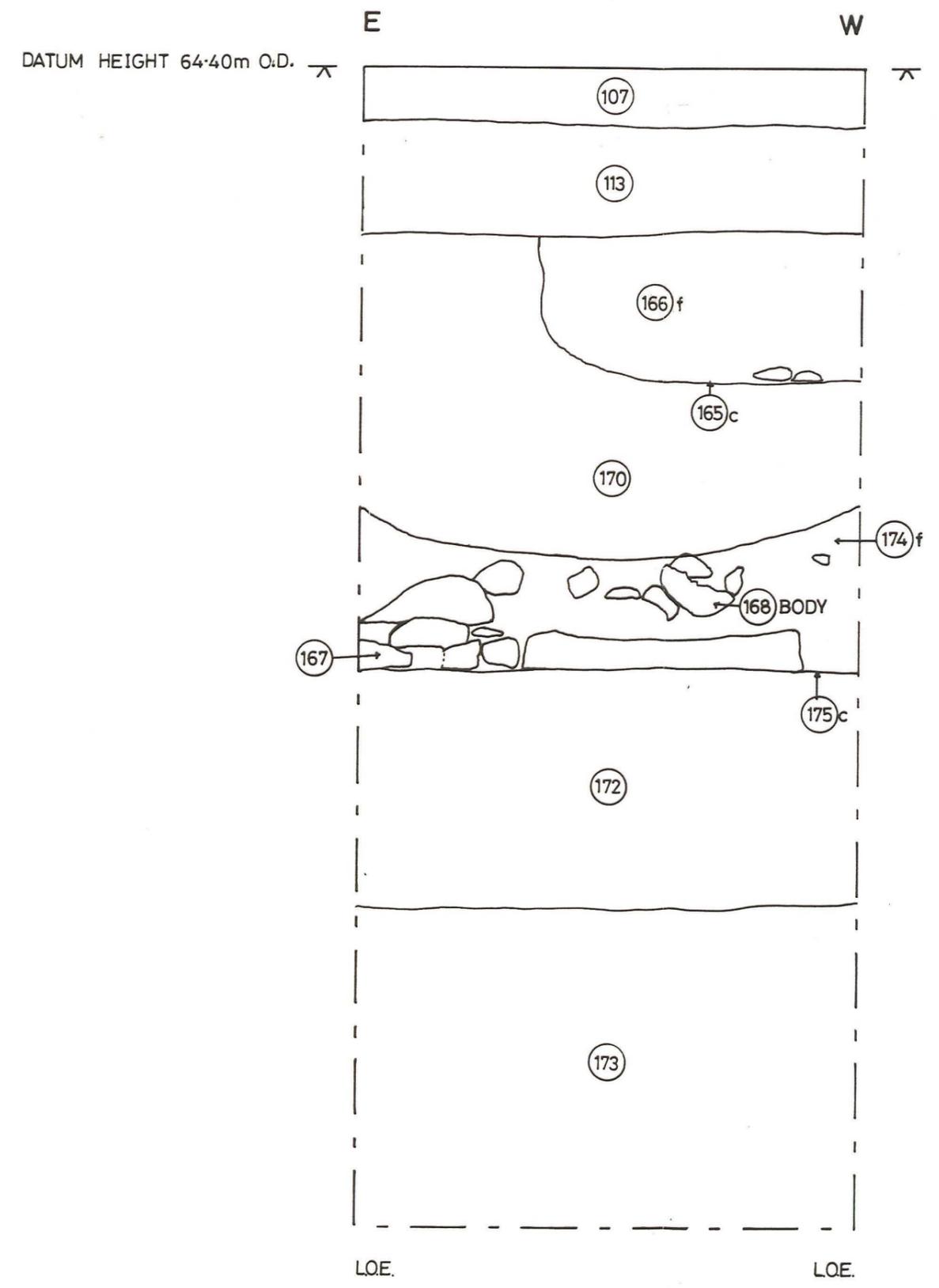


Fig.32

CITY OF LINCOLN ARCHAEOLOGY UNIT

SITE CODE: WLM 92-PLAN/ELEV/SECTION NO: 24

CLIENT: ANGLIAN WATER SERVICES LTD.

DESCRIPTION: EAST-FACING SECTION SHOWING
L/S DUMP, NEWPORT. AREA 5

SCALE: 1:10

ARCHIVE NO:

DRAWN BY: Y.R.

CHECKED:

DATE: 18/02/93

DATUM HEIGHT 64.43m O.D. 7x

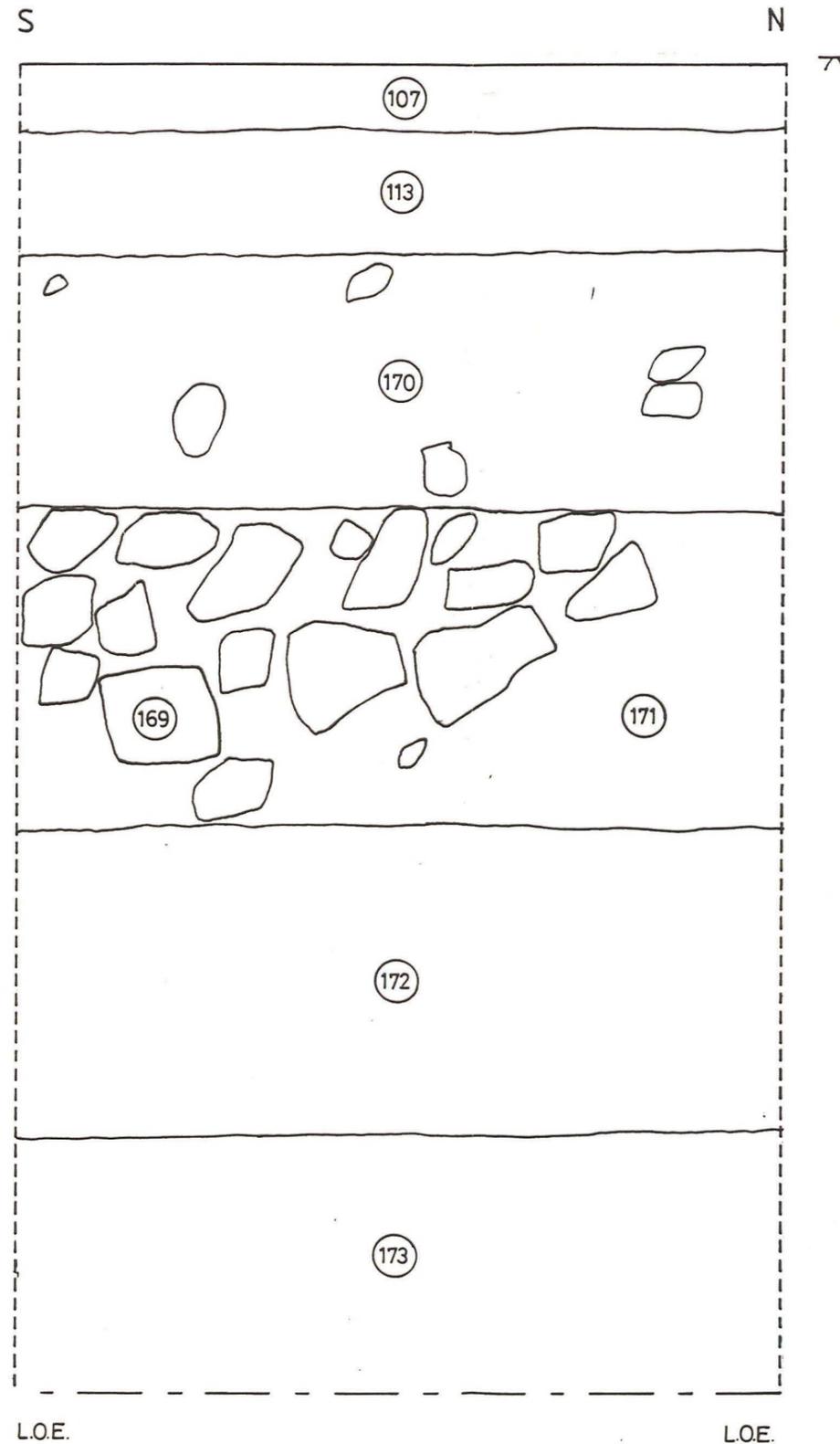
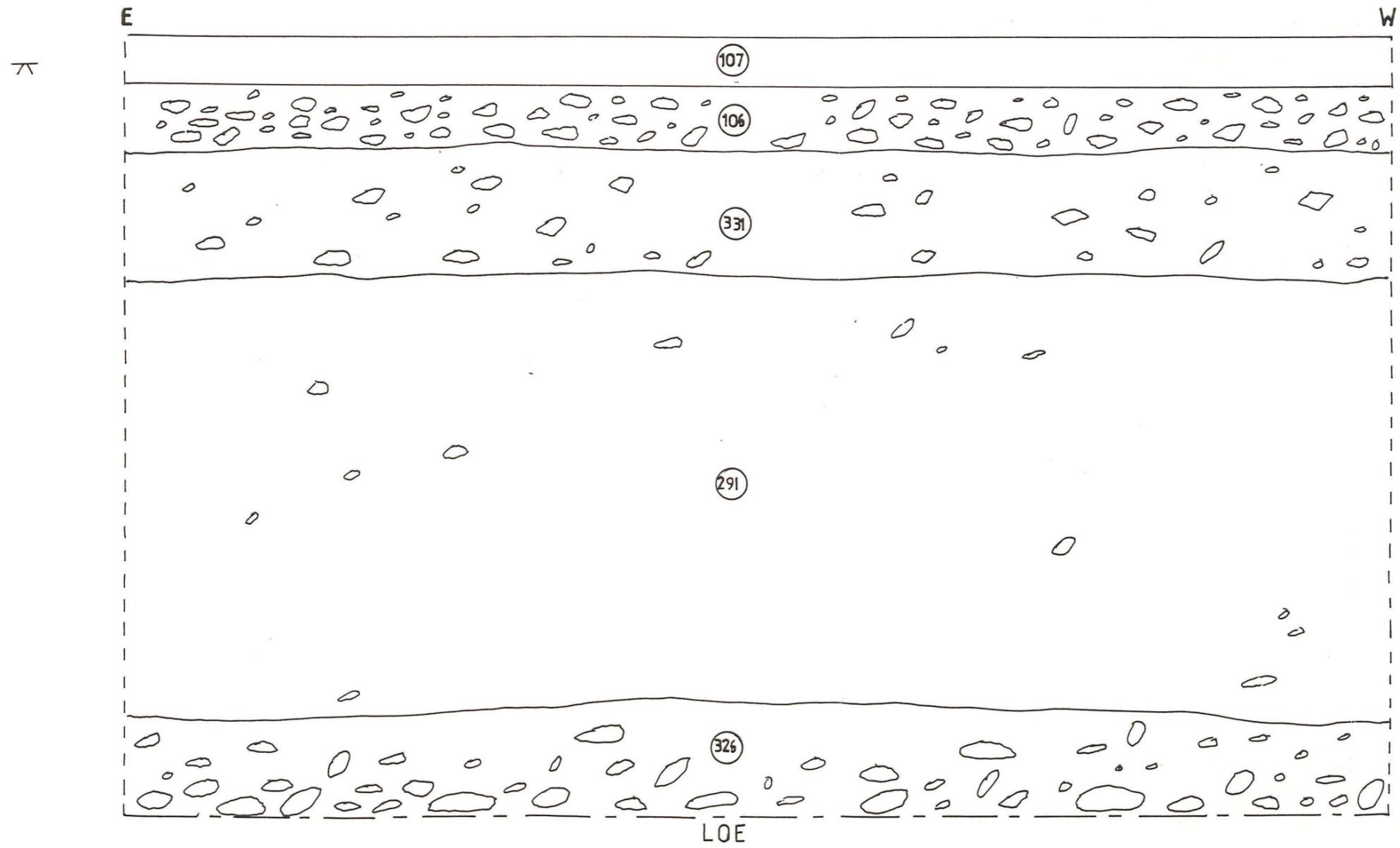


Fig.33

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 25	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: SOUTH FACING SECTION, AREA 6		
SCALE: 1:10	ARCHIVE NO:	
DRAWN BY: Y.R.	CHECKED:	DATE: 19:03:93



DATUM HEIGHT 64.69m O.D.

Fig. 34

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLAN/ELEV/SECTION NO: 26	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: SOUTH FACING SECTION, AREA 6		
SCALE: 1:10	ARCHIVE NO:	
DRAWN BY: Y.R.	CHECKED:	DATE: 22/04/93

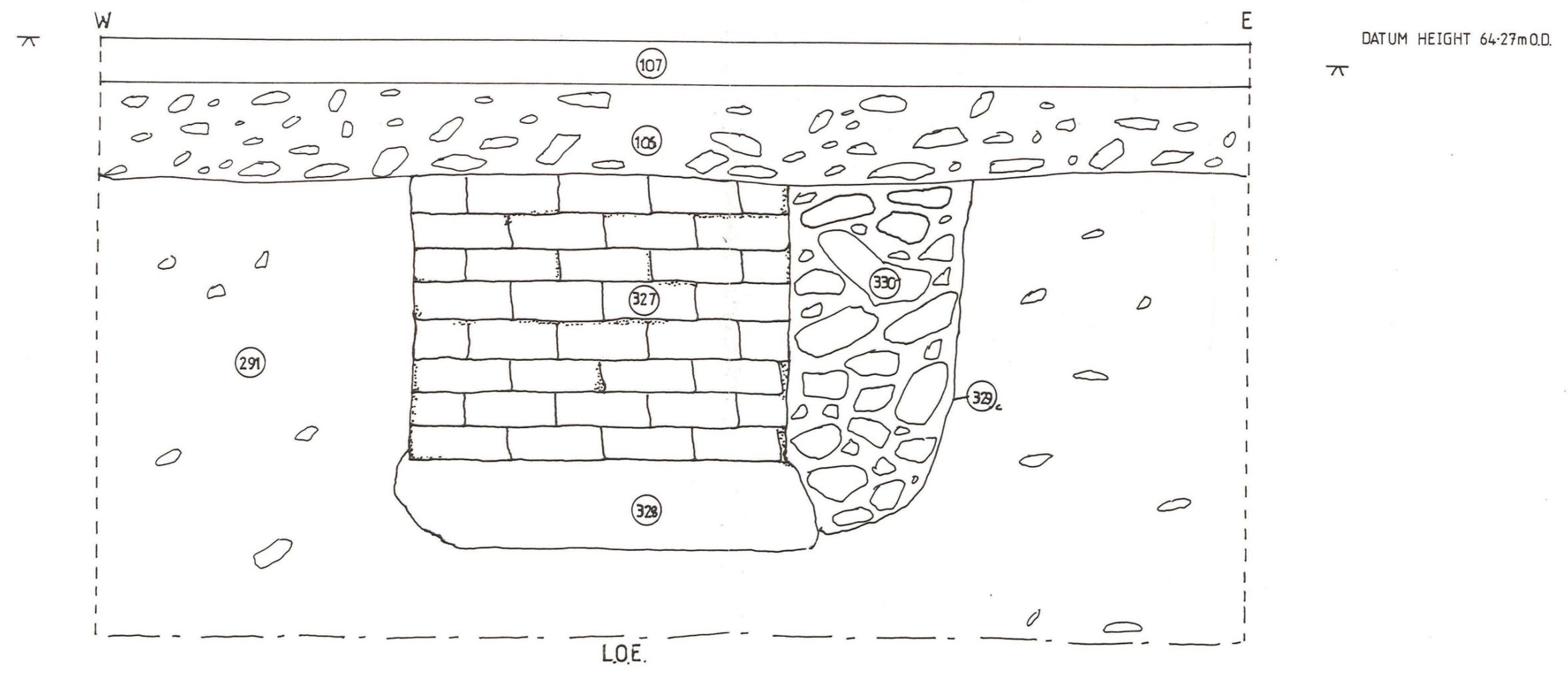


Fig.35

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLANE/LEV/SECTION NO: 27	
CLIENT: ANGLIAN WATER SERVICES LTD		
DESCRIPTION: NORTH FACING SECTION, AREA 6		
SCALE: 1:10	ARCHIVE NO:	
DRAWN BY: J.E.H.	CHECKED:	DATE: 06/05/93

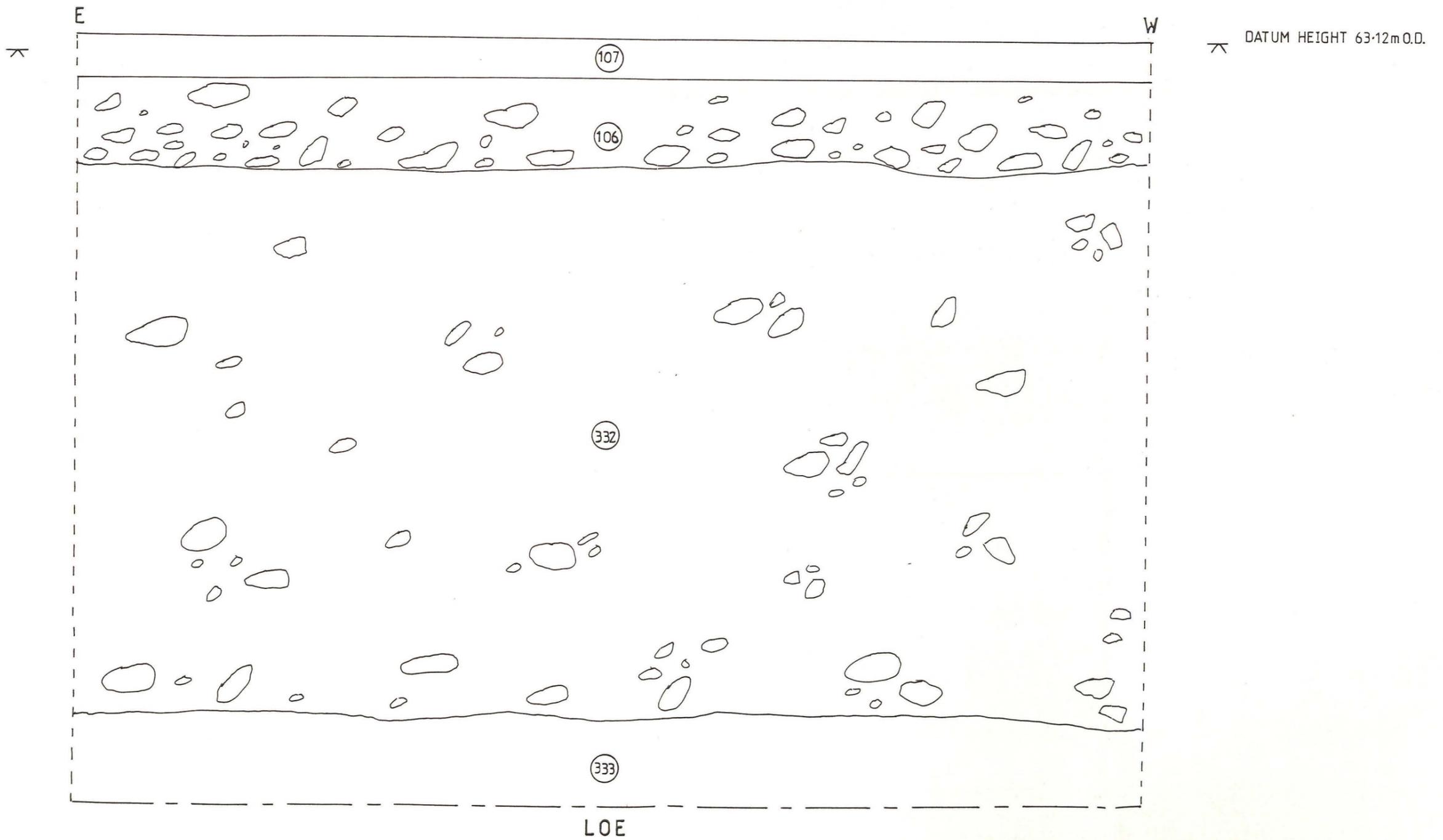


Fig. 36

CITY OF LINCOLN ARCHAEOLOGY UNIT		
SITE CODE: WLM 92	PLANE/SECTION NO: 28	
CLIENT: ANGLIAN WATER SERVICES LTD.		
DESCRIPTION: SOUTH FACING SECTION, AREA 6		
SCALE: 1:10	ARCHIVE NO:	
DRAWN BY: J.E.H.	CHECKED:	DATE: 10/05/93

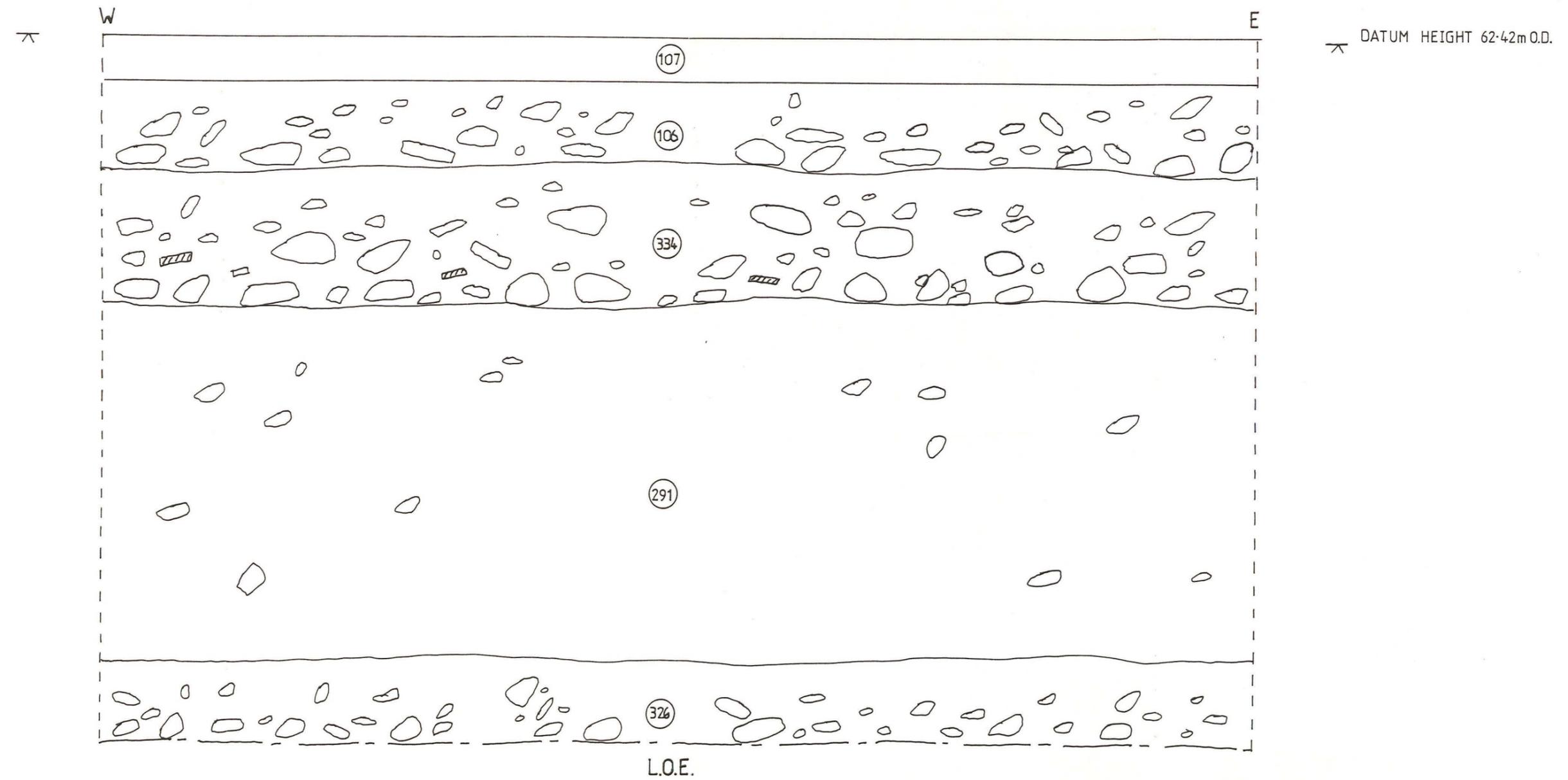


Fig.37