

ELI 34585LI 1852

34863 - Roman
34864 - Med
34865 - Post Med
34866 - Early Med
60706 - Car Dyke

91/1

49

Excavations at Manor Pit, Baston,

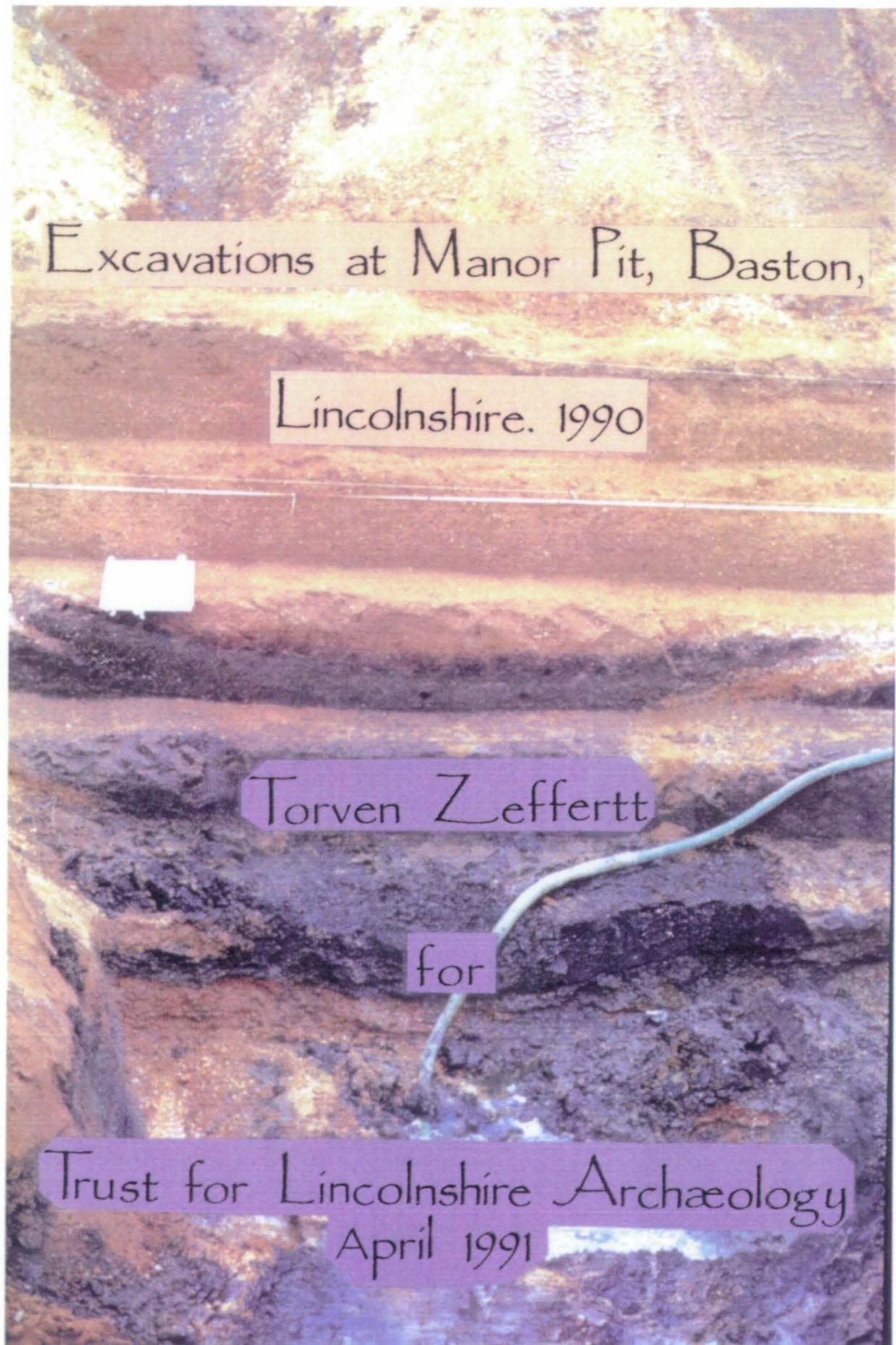
Lincolnshire. 1990

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for

Trust for Lincolnshire Archaeology

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EXCAVATIONS AT MANOR PIT, BASTON,
LINCOLNSHIRE. 1990.

INTRODUCTION

An archaeological excavation of a section of the Car Dyke and two other ditches was undertaken by the Trust for Lincolnshire Archaeology during September and October 1990 prior to gravel extraction. The work was on behalf of F.B.Gibbons & Sons who provided all the funding.

The excavation followed recommendations made after an assessment was undertaken by the Trust for Lincolnshire Archaeology in advance of the application for Planning Permission to extract gravel. This assessment took the form of a search of the Sites and Monuments Records (based at the City and County Museum, Broadgate, Lincoln LN2 1HQ), a fieldwalking survey and a search of aerial photographs held in the Cambridge University Collection of Aerial Photographs and is included here as Appendix III.

The most significant archaeological feature in the area is the Car Dyke which, in the area of gravel extraction, coincides with field boundaries running south-east to Langtoft, north of where the Dyke is utilised as part of a moated site. A recent excavation of the Car Dyke took place on the north side of the village of Baston which is discussed below (Thorpe & Zeffertt, 1989).

Cropmarks show traces of a droveway running east of the Car Dyke into the Fens. An area already restored after gravel extraction had two enclosures butting up to the droveway. To the west of the Car Dyke a number of rectangular enclosures lie outside the excavation area, but are of significance to the excavation results. The fieldwalking revealed a general background scatter of Roman greyware and Saxo-Norman, Medieval and, Post Medieval pottery. (Appendix III, TLA, 1989).

THE SITES

Manor Pit lies to the south-east of the village of Baston, some six kilometres south of Bourne. The sites lie on western fen edge gravels at a height of 6.5 metres above ordnance datum. From the results of the assessment it was decided to add an investigation of the droveway to the Car Dyke excavation which had already been agreed. The first area (BCD 90), on the line of the Car Dyke was trapezoidal in shape and roughly 35 metres x 45 metres. A 35 metre length of the Car Dyke was revealed by the removal of topsoil and an 11 metre length was excavated to natural. A second smaller ditch was also excavated. The second area of excavation (BAS 90) to the north east of the Car Dyke excavation was designed to investigate the droveway (Trenches 1 to 7) and an area of building rubble and Roman finds (Area A). In both cases it was hoped that the sites would reveal something of their date, extent, and nature. A summary list of all the contexts from the excavation of the Car Dyke area is included here as Appendix I, and from the Droveway as Appendix III, which include a list of soil descriptions, maximum depth, finds and descriptive notes. A Harris matrix of the Car Dyke's stratigraphy is included in Appendix II. It was

felt unnecessary to make a matrix for ditch [Ø17] which contained straight forward stratigraphy.

THE CAR DYKE EXCAVATION. (BCD90)

The stretch of Car Dyke between Baston and Langtoft could only be seen on the ground as an alignment with recent field boundaries. It appears that in the fields south of Baston some effort has been put into levelling the Dyke since medieval times. Edward Trollope gives a useful Nineteenth Century description of this length; 'After crossing the Langtoft Outgang Road, the Car-Dike has been forced to do service in connexion with a moat surrounding an old mansion there, and also as a small fishpond. Hence it runs as a ditch, accompanied by slight signs of the ancient banks to Baston'. (1872, 74). More ominously C.W. Phillips records in 1934 that, 'From Baston to Market Deeping is the worst preserved section of the work'. (1934, 121). Nottingham University undertook a survey of the southern end of the Lincolnshire Car Dyke in 1970 and record in their notes for the Baston - Langtoft section that it is, 'Not clear on the ground immediately south of Baston. More work is needed in this village. At Langtoft, east of village, clearly visible in pasture close to modern road: c. 25 feet wide and 3 deep. Dimly visible as a depression in the field to the north of this, thereafter being represented by a field drain. Then the channel manifests itself very clearly as a broad ditch, 25-30' across, much overgrown with weed and rushes. This stretch continues northward for some 70-80 yards, and the Dyke then continues as a drain'. (Gore et al. 1970)

The area of the Car Dyke stripped of topsoil [001] was 35 metres in length and 13-17 metres wide. A machine trench was excavated to natural which was 11 metres along the length of the Car Dyke and 15 metres on its width (Section 4). The top of the profile was at a height of 5.61 metres O.D. while the base was 1.81 metres O.D., giving a depth to the Dyke of 3.80 metres. The Dyke was 15 metres wide at the buried ground level, while the bed was 5.50 metres wide. A comparison with the measurements from other excavated Car Dyke sections is included in the discussion. Soil samples were collected from three contexts [025], [039] and, [042] which at the time of excavation were thought to hold most potential for yielding good environmental remains. Little environmental information is included here as the samples have yet to be have yet to be completed. As the finds are fairly minimal they are described in the main bulk of the text.

Three profiles were recorded of the Car Dyke. Sections two and three are part of the same excavated face, which was not completely taken down to the base of the Dyke. Section four provides a complete north facing profile of the Car Dyke giving good data for comparison with previous excavations. A fourth section is of the ditch [017], which was cut by the Car Dyke [050]/ [051]. During the excavation the cut of the Car Dyke was given two context numbers; [050] to the Dyke as a whole and [051] where the Dyke cuts ditch [017].

The sides of the Dyke have a fairly gentle slope with a gradient of 30° - 40° from the horizontal. The break of slope at the top was sharp to gradual. There are a number of areas of the sides which appear in the section to have collapsed, probably due to stress or instability causing

rotational slip in the natural gravel layers. If this is the case then it would account for the gradual slope and the original cut to the edges can only be reconstructed. Some collapsing of the sides is to be expected and from this many of the layers contain gravel and sand from the local natural. Alternatively, the original excavators may have dug gentle slopes to overcome any problems they may have had with the sides collapsing. At its base the Dyke was almost flat, though slightly concave, and the break of slope was gradual to imperceptible.

The initial ditch fills consist of a 0.20 metre thick organic silt layer [049] and a band of clay [052] on the base of the Dyke, possibly resulting from the initial weathering of the contemporary land surface. Also at this level was an inexplicable ovoid greenish brown clay lump [047] slightly to the east of the Dyke's centre.

Above the lowest organic and clay layers are further primary deposits from the initial weathering and collapse of the Dyke edges [037], [040], [041], [042], [044], [045] and, [046]. Layer [029] may have been deposited at this time, but its stratigraphic relationship is unclear so it may belong with the layers above [039]. These layers consist almost entirely of redeposited natural gravel which makes up about 90% of the layers (except [037] and [040]). Although together these layers are shallow (c.0.60m.) they continue for some 3 metres up the Dyke edges. An intriguing aspect of these layers is provided by [043] which runs westwards from the top of the clay lump [047]. From these layers one sample was taken [042]. No dateable finds were recovered from the lower layers.

Above the primary deposits are two organic layers [030] and [039] which probably represent the stage at which the Car Dyke was first

abandoned and the water it contained became slow moving, stagnant and began to be choked with plant material. Frequent snail shells and occasional wood fragments were observed in these layers.

A second sequence of gravel and silty-sand deposits [026], [027], [028], [031], [032], [033], [034] and [036] lie on top of the organic layers. As mentioned above layer [029] may be part of this sequence. In these layers gravel represents between 20% and 50% of the deposits, except for [027], [029] and [034] which contained occasional to moderate quantities. These layers represent the continued deposition of the banks, which could have been deliberate slighting of the banks to fill the Dyke. Whether it was deliberate filling or natural agencies that created this stage cannot be proven. The lower percentage of gravel seems to indicate a slower rate of deposition. The colour and frequent shell content of [026] indicates a high organic content. The lowest stratified dateable find was contained in these levels [029], a sherd of Early Saxon pottery. This does create a problem as the layer does not fit happily into the stratigraphical sequence. It may belong to the lower or to the higher gravel deposits, which could make one or the other of these deposits Early Saxon. This could be used to argue for either: 1. the Car Dykes continued use into the immediate Post-Roman period and Early-Mid Saxon abandonment (as represented by [039]) if the sherd in [029] was deposited at the same time as the earliest phase, or; 2. a Late Roman or Early Saxon abandonment if the deposition is associated with the later phase. It has been assumed that [029] was deposited at the same period from which the pottery sherd originates, which may not be the case. What can be deduced with certainty is that [029] and the layers above were deposited at or after the Early Saxon period.

Next in the sequence are three organic deposits [024], [025] and [048]. Layer [026] although included with the lower phase, may represent the start of these organic layers. As with the lower organic deposits what is represented here is a period when the Dyke contained very slow moving stagnating water allowing a build up of plant material and silts in anaerobic conditions. The shape of the lower edge of [025] suggests that it could have been cut through the lower gravel layers to partly dredge the Dyke so it could again be used for drainage. This seems particularly likely as there are none of the gravel deposits at the central part of the base of [025] where it penetrates through to the lower silty organic deposit [039]. One pottery sherd of Roman date was recovered from [024], but as this layer lies above [029] with its Saxon sherd, the Roman piece is of little use for dating the deposits. From this sequence layer [025] was sampled for environmental material.

Above the organic deposits an almost 2 metre thick mix of silty sands and gravel was recorded. The lowest of these deposits contain between 20% and 40% gravel [021], [022] and [023] with the rest made up of silty sands. The sharp dip that is apparent in the upper part of the layers could have resulted from the Dyke being recut to be used as a ditch with [022] forming the east bank and [021] and [023] forming the west bank. If this is so then [020] forms the primary deposit of the resulting ditch and certainly contains much less gravel than the layers above and below. The excavator thought at the time that [020] represented a silt deposit. A second recut for a final ditch seems to have been undertaken between [018] and [019] on the east bank and [021] on the west bank with a flat base lying on [020]. This recut was filled in by [004], the uppermost fill of the Car Dyke. These layers represent the final gradual accumulation of deposits from the

Medieval period until recently resulting from both natural and human agencies. Layer [004] contained one sherd of Medieval Bourne ware pottery. Finds only stratified to the upper layers include 3 Early Saxon sherds, 4 sherds of Medieval Bourne ware and Northamptonshire ware, 1 sherd of 13th Century Stamford ware and various pieces of modern tile/ flower pot.

Although the original Car Dyke bank deposits were not extant in the complete profile provided by Section 4 evidence of them could be seen in Section 2 as layers [003], [006], [007] and [009], which altogether are greater than 8 metres wide on the western bank.

The Smaller Ditch.

In plan the smaller ditch [017] was visible as a linear feature running up to and connecting with the Car Dyke from the North-east. A section cut where the two joined seemed to indicate that the Car Dyke cut this ditch. A 15 metre length of the ditch was revealed when the ploughsoil [001] was removed, of which 1.50 metres were excavated. The excavated section was 2 metres wide at the top and 1.50 metres deep with gradually sloping sides and a rounded base. The pottery finds, 1 prehistoric sherd and 1 Late Saxon, from [016] indicate some contemporaneity of [017] and [050]. This would suggest that [017] was filled in not much earlier than the Dyke and was in use at the same time. The ditch fills all seem to be variations on silty sands, being redeposited natural deposits. The only exception to this is [016], the primary ditch fill. The most likely use for this ditch would seem to be as a secondary field drain leading water into the Car Dyke.

DISCUSSION

It was William Stukeley who first put forward the theory that the Car Dyke was a Roman Canal running from the River Cam at Waterbeach, Cambridgeshire to the River Witham at Washingborough, south of Lincoln. Initially in use to supply the Roman armies on the northern frontier with grain from the agriculturally rich Fenland with a secondary use to drain the Fens was also suggested. This in general remained the prevailing view of the use to which the Car Dyke was put until relatively recently.

A number of sections have been excavated through the Car Dyke. J.G.D. Clark reported of his excavations in 1948 of the Cambridgeshire Car Dyke at Cottenham from which he concluded that its main function was a canal, in use in the early part of Roman occupation. (Clark 1949). Clark's dating of the Dyke to A.D. 50-60 was subsequently given a *terminus post quem* of A.D. 100. (Salway 1970, 9; Hartley 1970, 126). Fieldwork by the Car Dyke Research Group did much to contradict the perceived view of the Car Dyke as primarily for transportation and threw weight behind the argument for it being primarily a catchwater drain (Simmons 1975, 1979). Work on a smaller scale in Cambridgeshire on the Car Dyke between the Welland and the Nene has suggested a similarity in design and use. (Pryor, 1978). An excavation at Billingborough has shown that the Car Dyke has substantial breaks along its course and cannot have been used for transport from end to end. (Simmons 1979, 189).

The pottery recovered from the Baston Car Dyke does not help in dating the construction and could not be used to contradict the Hadrianic date

suggested by Hartley (1970). However it does seem likely that it was still useable and relatively clear upto the Late Roman period and at least into Early Saxon times. Whether this means the Romans occasionally cleaned out or dredged the Dyke remains unanswered.

Between King Street (on the line of the Roman Road) and the Car Dyke an Anglo-Saxon cemetery was excavated in 1966 which, could be earlier than the mid Fifth Century. Myres has argued that the placing of the cemetery (and presumed settlement) relevant to the Roman use of the Fens which a Saxon settlement could control from there (Myres 1976, 51). The sherds of Early Saxon pottery found from the Car Dyke can go towards the case for some form of Early Saxon exploitation of the Fenlands in this area.

With the environmental data not yet prepared the most important aspect of the Car Dyke excavation is the chance to compare with previously reported sections and this is provided in Table 1;

TABLE 1; COMPARISON OF CAR DYKE MEASUREMENTS:

SITE:	TOP O. D.:	BASE O. D.	DEPTH	WIDTH
COTTENHAM 1948 ¹	n. d.	n. d.	2.00m.	13.68m.
BILLINGBOROUGH 1974 -1975 ²	2.69m.	-0.94m.	≥3.90m.	13.30m.
HORBLING 1976 ³	n. d.	n. d.	≥2.80m.	n. d.
BASTON 1989 ⁴	5.97 m.	2.37 m.	3.60 m.	12m.
BASTON 1990 ⁵	5.61 m.	1.81 m.	3.80 m.	15m.

¹ data from Clark, 1949.

² data from Simmons 1975, 1979. Section 2.

³ data from Chowne 1980.

⁴ data from Thorpe & Zeffertt 1989.

⁵ see Section 4.

Some of these Car Dyke measurements show close similarities over some distance. The greatest difference of width is between the two Baston sections. The difference provided by the two basal ordnance datum levels taken at Baston shows a drop in height of 0.50 metres from north to south, indicating that the southern part of the Lincolnshire Car Dyke drains into the river Welland from at least as far north as Baston. If the Cambridgeshire excavation at Cottenham is ignored then all the Lincolnshire excavations are at least 2.8 metres deep and the Billingborough excavation may be much deeper.

The profiles provided by all but the Horbling section also show great similarity of the apparently fairly wide, flat bases and gently sloping sides. Whether the gentle slopes to the edges are a result of the original design or from erosion of the sides (or resulting from both) is a matter for debate and conjecture.

Unlike the 1989 excavation there are some hints of the Dyke being recut, or dredged for later medieval use as a drainage ditch. The 1989 section did provide better evidence of the original banks in both of its profiles, although heavy ploughing seems to have flattened the banks in both cases. The best evidence of banking and buried land surfaces was provided in the Billingborough excavation.

The Baston Car Dyke gives a picture of being a Roman work possibly in use until the Early Saxon period or later. At a time which cannot happily be dated the water in the Dyke became slow moving and stagnant, allowing the build up of organic material. At various times the Dyke was recut as a drainage ditch but was eventually levelled off with the ground surface.

THE DROVEWAY. (BAS90)

Eight trenches were opened within the area, one to investigate what was thought to be a Roman building, Area A, and seven to investigate the course of the droveway, Trenches 1 to 7. The sites were investigated over a three week period. Appendix II is a list of all the recorded contexts from BAS90.

Area A.

The first area within BAS90 to be opened was Area A. The 1989 archaeological assessment had pinpointed a concentration of stone and pottery, a tegulae, and possible column base. At the time it was thought that the concentration was located upon a low mound and the site was interpreted as containing a building of Roman date.

It was soon apparent once the topsoil [001] was removed that there was no building, Roman or otherwise, within Area A. A modern brick built culvert [005] was discovered, which had been topped with stone. It was probably [005] which had produced the stone concentration. Ordnance Survey maps shows the area to lie at the junction of four fields, indicating that the stones may have been ploughed up and dumped on the site. A south west to north east ridge was visible on a field boundary which probably explains what was originally interpreted as a 'low mound'. As the site had no significant archaeological features it was not investigated in detail and a site plan and section are not included here.

The Droveway.

The droveway was originally located from aerial photographs held by the Cambridge University Collection. The two ditches can be followed from just east of the Car Dyke to the present site of the Manor Pit, where a number of enclosures can be seen on the north side. A much wider drove heads off south east from the main droveway. Neither the enclosures nor the wider droveway could be investigated. There is no visible continuation of the droveway to the west of the Car Dyke. The seven trenches, numbered from East to West, were laid across the droveway and the topsoil was removed by mechanical excavator. Trenches 1, 2 and 7 produced complete profiles of the droveway and its ditches. Trenches 4 and 5 produced profiles of the droveway ditches. In trenches 3 and 6 it proved impossible to locate the droveway ditches in the time available. The fills of the ditches are not described in detail within the text, but further details are given in Appendix II. A comparison of the measurements from the droveway sections is included here in Table II. Scale drawings are included in the appendixes. Environmental samples were not collected for analysis.

Trench 1. Both the droveway ditches were located (see Section 1). The ditches were 4.80 metres apart and the droveway was 9.35 metres from outside edge to outside edge. In the centre of the droveway were two shallow depressions 1.10 metres apart. These 0.10 metre deep, depressions are tentatively interpreted as wheel ruts and are similar to those found in trenches 2 and 4. The only finds from Trench 1 were a fragment of quernstone and some bones from [061].

Overall, the northern ditch was 3.00 metres wide at the top and 0.60

to 0.70 metres deep. The earliest cut of the ditch is [067], which contains two fills, [069] and [066]. [067] is 0.45 metres deep and at least 1.00 metre wide, although the south edge has been truncated by [065]. The first recut of the northern driveway is [065] contains fills [068] and [064] and is at least 2.15 metres wide and 0.70 to 0.80 metres deep. The second recut [063] is visible in the southern side of [065] and contains four fills [059], [060], [061] and [062]. [063] is 1.30 to 1.40 metres wide and 0.55 metres deep.

The southern driveway ditch of Trench 1 was 1.65 metres wide at the top, 0.70 to 0.80 metres deep and contained two or three cuts. The earliest cut [058] contains two fills [057] and [056], or three if [054] is included, and was at least 1.25 metres wide and either 0.35 metres deep or up to 0.80 metres deep. Uncertainty about the number of fills within [058] is because the first recut of the southern ditch [055] is fairly dubious and the fill [054] may simply be part of the original cut [058]. The first more definite recut of the south ditch is provided by [053] on the northern side of [058]. [053] is 1.25 metres wide and its only fill [052] is 0.45 to 0.50 metres deep.

Trench 2. Both driveway ditches were located within the trench (see Section 2). The ditches were 5.00 metres apart and overall the driveway was at least 9.10 metres between the most northerly and the most southerly edges of the ditches. Towards the centre of the driveway were two shallow depressions 0.05 to 0.10 metres deep and 1.45 metres apart. As with Trench 1 these depressions have been interpreted as wheel ruts. Some Romano-British pottery was recovered from fill [105].

The northern driveway ditch [104] had a single fill [103]. The ditch

was 1.30 metres wide and 0.45 metres deep. This ditch had no apparent recuts. Cut by, and to the north of, [104] was an earlier and shallower ditch [102], with a single fill [101]. [102] was at least 0.75 metres wide and 0.20 metres deep. This earlier ditch has been interpreted as a 'marker' ditch. This and the other ditch markers are looked at further in the discussion. Both ditches [102] and [104] are sealed by a layer of silty sand [107].

The southern driveway ditch [106] had a single fill [105]. The ditch was 1.27 metres wide and 0.52 metres in depth. There are no recuts visible in [105]. Some Roman pottery was recovered from [105].

Trench 3. It was not possible to locate the driveway ditches within the trench. This may have been because the trench missed the ditches or because the adverse hot and dry weather during the excavation made the ditches impossible to see. It seems unlikely that the ditches do not exist anymore as the aerial photographs did show them.

Trench 4. Both driveway ditches were located within the trench (see Sections 3 and 4, and Plan 4). The ditches were 4.60 metres apart and overall the driveway was about 10.30 metres between the outer edges of the two ditches. Towards the centre of the driveway were two shallow depressions 0.05 to 0.10 metres deep and 1.00 metre apart (see section 4). These depressions are thought to be wheel ruts similar to those seen in Trenches 1 and 2. Below the depressions were two earlier depressions [160] and [163], which both had a single fill [159] and [162] respectively. Whether [160] and [163] were earlier wheel ruts or a marker ditches is uncertain. No finds were recovered from Trench 4.

The northern driveway ditch [176] was 3.00 metres wide at the top and 0.60 to 0.70 metres deep overall (see Section 3). The original cut [168] for the ditch contained one definite fill [167] and possibly two other fills [164] and [165]. The ditch cut was either greater than 1.00 metre or 3.00 metres wide, the width varies depending on which fills are included, and the depth was 0.65 metres. [168] was truncated by the first possible recut [166] of the ditch, which contains two fills [164] and [165]. The recut was 2.70 metres wide at the top and 0.60 metres deep. It was not certain at the time of excavation if recut [168] actually existed or was really part of the original cut for the ditch. It does appear from the drawn section that [166] is a genuine recut of the ditch. The final recut of the northern driveway ditch was [152] containing a single fill [154].

The southern driveway ditch [175] was 1.90 metres wide and up to 0.70 metres deep overall and contained at least three cuts. The original cut [174] of the driveway ditch had two fills [172] and [173]. The ditch cut was at least 0.90 metres wide and 0.70 metres deep. [174] was partly truncated on its southern edge by the first recut [171], a ditch cut that was greater than 1.10 metres wide and 0.55 metres deep and had two fills [169] and [170]. Both [171] and [174] have been truncated by the second recut [151] which is filled by [153]. This final phase of the driveway ditch was 1.30 metres wide and 0.48 metres deep.

Trench 5. Although it was possible to locate both of the driveway ditches due to insufficient time it was only possible to record the northern ditch in plan, while the southern ditch was drawn in both section and plan (see Section 6 and Plan 5). Roman pottery was recorded from [302] and [306] and bone was recovered from [306] and [315].

The northern driveway ditch [316] was only recorded in plan and the fills were not described due to the excavators running out of time. The ditch was 2.00 metres wide. Animal bones were recovered from the ditch fill [315]

The southern driveway ditch was completely recorded (see Section 6). Overall the ditch was 2.15 metres wide and up to 0.60 metres deep. It is uncertain if [312] or [311] provide the initial cut to the ditch. They may even be contemporary and as their fills are fairly similar this seems quite likely. The northern cut of [311] is greater than 0.45 metres wide and 0.45 metres deep and its single fill is [310]. The southern cut of [312] is greater than 0.90 metres wide and 0.50 metres deep and is filled by [308] and [309]. Both [311] and [312] have been truncated by recut [307] which is 1.50 metres wide and 0.60 metres deep. The recut contained six fills, [302], [303], [304], [305], [306] and [313]. Roman pottery was recovered from [302] and [306], while animal bone was recovered from [306].

Trench 6. It was not possible to locate the driveway ditches within trench 6. This may have been due to the trench missing the ditches or the adverse hot and dry weather during the excavation making the ditches impossible to see. It seems unlikely that the ditches do not exist anymore as the aerial photographs did show them.

Trench 7. Both driveway ditches were located within the trench but again, due to a lack of time, it was not possible to finish the context records which are incomplete for the northern driveway ditch (see Section 7 and Plan 3). The driveway ditches were 4.70 metres apart and the driveway was 10.20 metres wide from the most northerly to the most southerly ditch

edges. This was the only trench that had a complete profile without any evidence of wheel ruts. Roman pottery was recovered from context [357].

Although the northern ditch was drawn in both plan and section it was not possible to finish the context records, due to a lack of time so all the records above [364] were not completed. Overall the northern ditch was 3.10 to 3.40 metres wide, up to 0.80 metres in depth and contained two or three cuts. The original cut of the ditch is [367] with a single fill [366] and was 1.00 metre wide and 0.20metres deep. It is uncertain if [367] is separate from the first recut [366] or if the two cuts are part of the same first cut of the ditch. [365] contains two fills [363] and [364], is greater than 1.60 metres wide and is 0.55 metres deep. The only definite recut of the northern driveway ditch was [368] which had six fills [357], [358], [359], [360], [361] and [362]. The recut [368] was 1.90 metres wide at the top and 0.80 metres in depth. Roman pottery was recovered from the top layer [357] of ditch cut [368].

The southern driveway ditch was 2.40 to 2.60 metres wide and 0.60 metres deep overall. The original cut for the ditch was [355] which had a single fill [354]. The ditch cut was greater than 1.15 metres wide and 0.60 metres deep. The original cut was truncated on its northern side by a recut [353]. The recut was 1.50 metres wide, 0.65 metres deep and contained two fills [351] and [352]. No finds were recovered from the southern ditch.

DISCUSSION

Of the seven trenches excavated it was possible in five to reveal complete sections across the driveway. Were the driveway was located it appeared as two ditches 4.5 to 5 metres apart. Possible wheel ruts appear on three

sections and these are 1 to 1.5 metres apart. (almost British Standard Gauge of 4' 8½") It seems that nearly all the ditches were recut at least once. The driveway may only have been recut along certain sections of its length. The depth of the possible wheel ruts and the number of ditch recuts implies that the site was in agricultural use for some considerable time. Stratified Roman pottery was found in trenches five and seven.

TABLE II: COMPARISON OF MEASUREMENTS OF DROVEWAY SECTIONS. BASTON 1990.

Trench Number	(P)lan/ (S)ection	Drove Width ¹	South Ditch		North Ditch		Recuts ²	
			Width	Depth	Width	Depth	S'	N'
1	S. 1	4.70m	1.65m	0.70m	3.00m	0.75m	1/2+	2+
2	S. 2	4.80m	1.50m	0.55m	≥3.15m	0.60m	0	2+
3								
4	S. 4/6; P. 4	4.70m	1.85m	0.70m	4.90m	0.75m	1+	3+
5	P. 5	4.10m	2.00m	0.60m	2.00m	n. d	1/2	n. d.
6								
7	S. 7; P. 3	4.70m	2.60m	0.60m	3.50m	0.80m	1/2	1/2

¹ Measurements taken between the inner top edges of the two driveway ditches.

² The number of possible recuts visible in each section.

Although the evidence from Table II is by no means conclusive it does appear to show that there were generally more recuts in the northern driveway ditches and that the northern ditches were at least one metre wider than the southern ditches. The northern ditches were all fractionally deeper than the southern ditches but no real significance could be placed on such a minor measurement. It is possible that the northern ditches were considered to be more important as they were boundary ditches and were recut more regularly. This is backed up by the 'marker' ditches which were generally on the north side of the driveway.

Not enough good dating evidence was recovered from the excavation although a number of contexts [105], [302], [306] and [357] did contain Roman pottery. A Roman date for the driveway and associated cropmarks does seem most likely. The question then arises of when during the Roman period was the driveway first constructed and when did it go out of use?

Three possible 'marker' ditches were interpreted in Trench 2 and Trench 4. Only [102] in Trench 2 could be positively identified as being stratigraphically earlier than the main ditch. For [160] and [162] in Trench 4 any stratigraphical link with the main ditches had already been ploughed out, although [160] does lie below what is interpreted as wheel ruts. What cannot be ascertained is to what extent any later ditches have removed any evidence of the marker ditches. If the interpretation of these ditches as markers is correct then we are seeing evidence of the land being organised and set out by the Romans for agricultural use. Although none of the markers provided any dateable finds, it may be possible to surmise that they were laid out soon after the draining of the Fens by the construction of the Car Dyke and related works in the early Second Century.

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APPENDIX I BCD90- SUMMARY CONTEXT LIST:

CONTEXT	DESCRIPTION:	DEPTH:	FINDS:
001	Friable brown 40%silt 70%sand (TOPSOIL)	c. 0. 30m.	
002	Stiff brown 30%silt 70%sand <i>Only in main south section/ deliberate filling of dyke/ survives under farm track.</i>	c. 0. 25m.	
003	Brittle/friable greenish brown 40%silt 60%sand <i>Part of 'mound' to N of site/ ?Bank remnant?</i>	c. 0. 35m.	
004	Firm-stiff reddish brown 20%silt 80%sand <i>Upper Car Dyke fill- 'dome-shaped'</i>	n. d.	Ceramic 1Medieval
005	Firm/ friable brown 20%silt 50%sand <i>Car Dyke fill- band across complete length. ?levelled banks?</i>		
006	Firm/ friable yellow brown 10%silt 90%sand <i>1. W bank (unlikely); 2. disturbed natural.</i>	c. 0. 35m.	
007	Compacted reddish brown 10%silt 90%sand <i>1. W. bank 2. disturbed natural</i>	c. 0. 35m.	
008	Firm friable mottled sand <i>Natural sand - covers whole site.</i>		
009	Firm + friable reddy brown 20%silt 80%sand (with yellow patches) <i>?W. bank above natural?</i>	0. 30-0. 40m.	
010*	Loose yellowy brown 40%gravel 60%sandy silt <i>Upper ditch fill - redeposited natural</i>	c. 0. 30m.	
011*	Friable mottled 10%silt 90%sand <i>Redeposited natural - runs into Car Dyke W. side</i>	c. 0. 40m.	
012*	Friable reddy brown 30%silt 70%sand <i>Redeposited natural sand (similar to [007])</i>	Amorphous	
013*	Firm/friable mottled 80%fine sand and silt <i>Redeposited natural - runs into Car Dyke W. side</i>	n. d.	
014*	Firm/friable reddy brown 10%silt 90%sand <i>Redeposited natural.</i>	c. 0. 15m.	
015*	Friable brown yellow 90% medium sand + silt <i>Ditch fill; Soil particles larger than [014], [016] i. e. slower moving water.</i>	c. 0. 30m.	
016*	Cemented yellowy brown 20%silt 80%sand <i>Primary ditch fill.</i>	c. 0. 50m.	Ceramic: 1late Saxon 1Prehistoric Animal bone
017*	Ditch CUT <i>Rounded base; Runs SE- NW; Cut by Car Dyke [050/051].</i>	1. 50mdeep	x 2. 00mwide
018	Loose brown 5%silt 70%sand 15%gravel <i>?Redepositing of Car Dyke bank?</i>	c. 0. 30m.	
019	Loose brown 20%silt 70% sand 10%gravel <i>?Redepositing of bank?</i>	c. 0. 40m.	
020	Friable brown 30%silt 70%sand <i>Silting of Car Dyke? Less gravel than upper fills.</i>	c. 0. 34m.	
021	Friable yellowy brown 5%silt 70%sand 25%gravel <i>?Redepositing of bank?</i>	c. 0. 30m.	

APPENDIX I BCD90- SUMMARY CONTEXT LIST:

022	Loose brown 10%silt 50%sand 40%gravel <i>?Redepositing of bank?</i>	c. 0. 50m.	
023	Friable brown 20%silt 60%sand 20%gravel <i>?Redepositing of bank?</i>	c. 0. 50m.	
024	Plastic soft friable reddy brown 20%sand 80%silt (similar to [025]) <i>?Represents organic deposits in slow moving stagnant water?</i>	c. 0. 20m.	Ceramic: 1 Roman
025+0	Plastic mottled 10%sand 90%silt <i>Organic deposits in silty stagnant water.</i>	c. 0. 70m.	
026	Friable grey 20%silt 60%sand 20%gravel <i>Gravel indicates weathering of natural or redepositing of banks; some organic content, indicates still humid at deposition.</i>	c. 0. 20m.	
027	Friable grey 30%silt 70%sand <i>?Redepositing of E. bank?</i>	c. 0. 20m.	
028	Loose brown 10%silt 40%sand 50%gravel <i>?Redepositing of E. bank?</i>	c. 0. 30m.	
029	Friable yellowy brown 20%silt 80%sand <i>?Silting up of Dyke edges?</i>	c. 0. 30m.	Ceramic: 1Early Saxon
030	Spongy black 10%sand 90%silt <i>?Stagnant organic deposits?</i>	c. 0. 20m.	
031	Loose browny grey 30%silt 50%sand 20%gravel <i>Silting of Dyke, after 1st attempt at infilling [032].</i>	c. 0. 25m.	
032	Loose mottled 5%silt 45%sand 50%gravel <i>Dyke fill, Between 2 organic layers [031][039].</i>	c. 0. 25m.	
033	Friable yellowy brown 20%silt 40%sand 40%gravel <i>Thin Dyke fill, Between 2 organic layers [026][036].</i>	c. 0. 05m.	
034	Loose brown 20%silt 80%sand <i>Silting of W. Dyke edge.</i>	c. 0. 02m.	
035	Friable grey 20%sand 60%silt 20%gravel <i>Organic (including wood frags.) deposit in stagnant Dyke; Gravel indicates weathering of Dyke edge.</i>	c. 0. 20m.	
036	Loose grey (+ orange band) 10%silt 40%sand 50%gravel <i>Dyke fill(?deliberate?), between 2 organic phases.</i>	c. 0. 20m.	
037	Friable browny green 15%silt 70%sand 15%gravel (includes orange patches) <i>Deposit from initial weathering of Dyke sides.</i>	c. 0. 20m.	
038	NATURAL GRAVEL		
039+0	Plastic grey/black 10%sand 90%silt (organic) <i>?Initial abandonment + Dyke becoming stagnant?</i>	c. 0. 80m.	
040	Soft grey mottle 40%silt 60%sand <i>Part of primary silting of Dyke.</i>	c. 0. 30m.	
041	Loose reddy brown 20% sand 80%gravel 1. Layer of natural, or; 2. Redeposited/ <i>disturbed natural.</i>	n. d.	

APPENDIX I BCD90- SUMMARY CONTEXT LIST:

042+⊕	Loose grey 10% sandy silt 90% gravel <i>Primary Dyke fill - from initial weathering/ collapse of edges. Probably deposited at time of original Dyke excavation or soon after.</i>	c. 0.50m.	
043	Loose/ weakly cemented reddy brown 10% sand 90% gravel. <i>Collapse of Dyke edges. Probably soon after cutting of Car Dyke.</i>		
044	Loose brown 90% gravel <i>Part of initial weathering of Dyke edges - mostly natural gravel.</i>	c. 0.50m.	
045	SAME AS 042		
046	SAME AS 042		
047	Plastic greeny brown 10% silt 90% clay <i>Clay lump at Dyke base.</i>	n. d. below waterline	
048	Soft/friable mottled 20% silt 80% sand (organic) <i>Organic deposit in stagnant Dyke.</i>	c. 0.20m.	
049	Plastic black organic silt <i>Organic silt above primary deposit [048].</i>	c. 0.05m.	
050	Linear Car Dyke CUT <i>Car Dyke cut. Has gentle sloping regular sides. Break of slope v. near top after cut. Base slightly rounded, almost flat. Water flooded in c. 1m from base causing sides of excavation to collapse the natural. Cut of Car Dyke probably very gentle to avoid this. (Excavators notes)</i>	c. 3.80m.	
051	Same as 050; used for relationship with [017].		
052	Clay layer at base of Car Dyke <i>originally numbered [048]</i>	c. 0.10m.	

* = fill of Ditch [017].

+ = Environmental sample collected. (sample number given ⊕, ⊙, ⊗).

‡ = % (of Silt or Clay) increasing towards top of layer.

APPENDIX II BAS90- SUMMARY CONTEXT LIST:

CONTEXT/ AREA:	DESCRIPTION:	DEPTH:	FINDS:
001/A	TOPSOIL.		
002/A	Compact yellowish brown sandy silt. 50-60% gravel.	max 0.35m	
003/A	<i>Deposit above [003]. Fill of enclosure ditch.</i> Compact mottled sandy silt & 50% gravel. <i>Ditch fill.</i>		
004/A	Yellowish brown sand & 15% gravel. <i>Fill of cut for culvert.</i>		
005/A	Brick structure/ culvert.		
051/1	Loose friable brown 20% silt 80% sand TOPSOIL.	0.42m	
052/1	Firm friable greenish brown 20% silt 80% sand. <i>Fill of ?recut of s. driveway.</i>	max 0.48m	
053/1	Linear - possible recut of s. driveway ditch. <i>Sharp break of slope. Concave sides. Rounded base. Orientation SE to NW.</i>	0.50m deep x 1.15m wide ?	
054/1	Firm/friable greenish brown 30% silt 70% sand. <i>Primary fill of s. driveway ditch. Within the first of two recuts.</i>	0.50m	
055/1	Linear - possible cut of s. driveway ditch. <i>Cut by [053].</i>	0.50m	
056/1	Friable/firm brown silty sand & 40% gravel. <i>Fill of primary cut of s. driveway ditch.</i>	Variable	
057/1	Firm brown 30% clay 70% sand. <i>Fill of primary ditch to s. of driveway.</i>	0.20m	
058/1	Linear - First cut of s. driveway ditch. <i>Cut of first ditch on s. driveway. Differs to other ditches as has flat base.</i>	>0.22m	
059/1	Friable greenish brown 20% silt 80% sand. <i>Upper fill of final recut of n. driveway ditch.</i>	max 0.45m	
060/1	Friable greenish brown 20% silt 80% sand. <i>Fill of final recut of n. driveway ditch.</i>	max 0.40m	
061/1	Friable greenish brown 30% silt 70% sand. <i>Fill of n. driveway ditch.</i>		Quern frag Bone
062/1	Firm/friable greenish brown 20% silt 80% sand. <i>Appears to be primary fill of final recut of n. driveway ditch.</i>		
063/1	Linear - final recut of n. driveway ditch. <i>(very uncertain cut).</i>	0.55m deep x 1.30m wide	
064/1	firm/friable brown 20% clay 50% sand with 30% gravel. <i>?Primary fill of 2nd cut of n. driveway ditch or fill of earliest phase.</i>		
065/1	Linear - 1 st recut of n. driveway ditch. <i>Sharp break of slopes as truncated. Sides are concave & slopes 1:1. Base is rounded. Orientation SE to NW.</i>	0.80m	
066/1	Compact greenish brown 15% silt 25% sand with 60% gravel. <i>Fill of [067].</i>		

APPENDIX II BAS90- SUMMARY CONTEXT LIST:

067/122	Linear - First cut of N. driveway ditch or ?a marker ditch. <i>Truncated by [065]. Sharp break of slope. Sides are concave & regular. The base is gently rounded with a gradual break of slope. Orientation SE to NW.</i>	0.34mdeep x 0.56mwide	
068/1	Firm/friable yellowish brown 30%silt 70%sand. <i>Secondary fill of [065].</i>		
069/1	Firm/friable greenish brown 30%silt 70%sand. <i>Fill of [065].</i>		
101/2	Soft/friable mottled 30%silt 70%sand. <i>Fill of [102].</i>	0.30m	
102/2	Linear - cut of shallow feature parallel to N. driveway ditch (to N. side). ? marker ditch. <i>Sharp break of slope. Sides are straight, regular & even. Base is rounded with rounded break of slope. Orientation SE to NW.</i>	0.20mdeep x 0.66mwide	
103/2	Firm/friable greenish brown 30%silt 70%sand. <i>Primary fill of S. driveway ditch.</i>		
104/2	Linear - cut of N. driveway ditch. <i>?Cuts [101]. Sharp break of slope. Slightly concave sides. Base rounded with rounded break of slope. Orientation SE to NW.</i>	0.50mdeep x 1.26mwide	
105/2	Firm/friable greenish brown 40%silt 60%sand. <i>Primary & only fill of S. driveway ditch [106].</i>		Ceramics
106/2	Linear - S. driveway ditch. <i>Sharp break of slope. Sides slightly concave with regular & even slope. Base rounded. Orientation SE to NW. Has no apparent recuts.</i>	0.52mdeep x 1.27mwide	
107/2	Soft & friable greenish brown 30%silt 70%sand. <i>Layer sealing ditch [102] & [104]. Subsoil?.</i>		
151/4	Linear - Recut of S. driveway ditch. <i>Sharp break of slope. Sides slightly concave with smooth, regular slope. Flat base with gradual break of slope. Orientation SE to NW.</i>	0.48m	
152/4	Linear - Recut of N. driveway ditch. <i>Sharp break of slope. Sides slightly concave with smooth, regular slope. Base slightly rounded and is almost flat. Orientation SE to NW. Final recut on N. side of driveway.</i>	0.45m	
153/4	Firm greenish brown 40%sand 60%clay. <i>Only fill of [151]. Very similar to [154].</i>	max0.50m	
154/4	Firm greenish brown 40%sand 60%clay. <i>Only fill of [152]. Very similar to [153].</i>	max0.45m	
155/4	TOPSOIL.		
156/4	Soft yellowish brown 40%silt 60%sand. <i>Layer covering both driveway ditches after their abandonment.</i>	c. 0.15m	

APPENDIX II BAS90- SUMMARY CONTEXT LIST:

157/4	Friable yellowish brown banding 40%sand. 60%gravel and brown banding 40%silt 60%sand. <i>?redeposited natural gravel & silty sand. Tip lines rising N. to S. in section. Overlies [156]. ?Backfilling of ditches.</i>	Variable	
158/4	Loose brownish yellow with brown lenses 40%sand 60%gravel.	Variable	
159/4	Friable yellowish brown sand. <i>Fill of [160].</i>	max0. 15m	
160/4	Linear - cut of shallow ?ditch. <i>Gradual break of slope. Concave & rough sides. Rounded base. Orientation E. to W. Cut of poss' marker ditch or wheel rut.</i>	max0. 15m	
161/4	Friable brownish grey 50%sand 50%gravel. <i>Extends between driveway ditches. Very natural like but confined to 'driveway' area. Possibly driveway surface.</i>	0. 05m	
162/4	Friable greenish brown 20%silt 80%sand. <i>Fill of [163].</i>	max0. 20m	
163/4	Linear - cut of shallow ditch. <i>Gradual break of slope. Sides slightly concave with smooth, regular slope. Rounded base. Orientation SE to NW. Lies to N. of N. driveway ditch. Marker ditch?</i>	max0. 20m	
164/4	Friable yellowish brown 20%silt 80%sand. <i>Fill of [166].</i>	max0. 49m	
165/4	Firm/crumblly brown 40%sand 60%clay. <i>Fill of [166] or [168].</i>	max0. 32m	
166/4	Linear - Recut of N. driveway ditch. <i>Sharp break of slope. Concave sides with regular slope. Rounded base. Orientation SE to NW. Has been cut by [152]. Uncertain if [165] belongs with [166] or [168].</i>	0. 52mdeep x 2. 50mwide	
167/4	Firm/friable brown 20%silt 80%sand. <i>Fill of [168].</i>	0. 60m	
168/4	Linear - cut of N. driveway ditch. <i>Sharp break of slope. Concave sides with smooth & regular slope. Rounded base. Orientation SE to NW. Cut by [166]. Relationship to [165] is uncertain.</i>	0. 49mdeep x >0. 90mwide	
169/4	Friable yellowish brown 20%silt 80%sand. <i>Fill of [171]. Similar to [164].</i>	max0. 44m	
170/4	Firm/crumblly brown 40%sand 60%clay. <i>Primary fill of [171].</i>	0. 10m	
171/4	Linear - recut of S. driveway ditch. <i>Sharp break of slope. Concave sides with regular slopes. Base uneven, roundish. Orientation SE to NW. Cut by [151]. First recut of S. driveway ditch.</i>	0. 60mdeep x >0. 55mwide	
172/4	Friable brown 20%silt 50%sand & 30%gravel. <i>Secondary fill of [174].</i>		

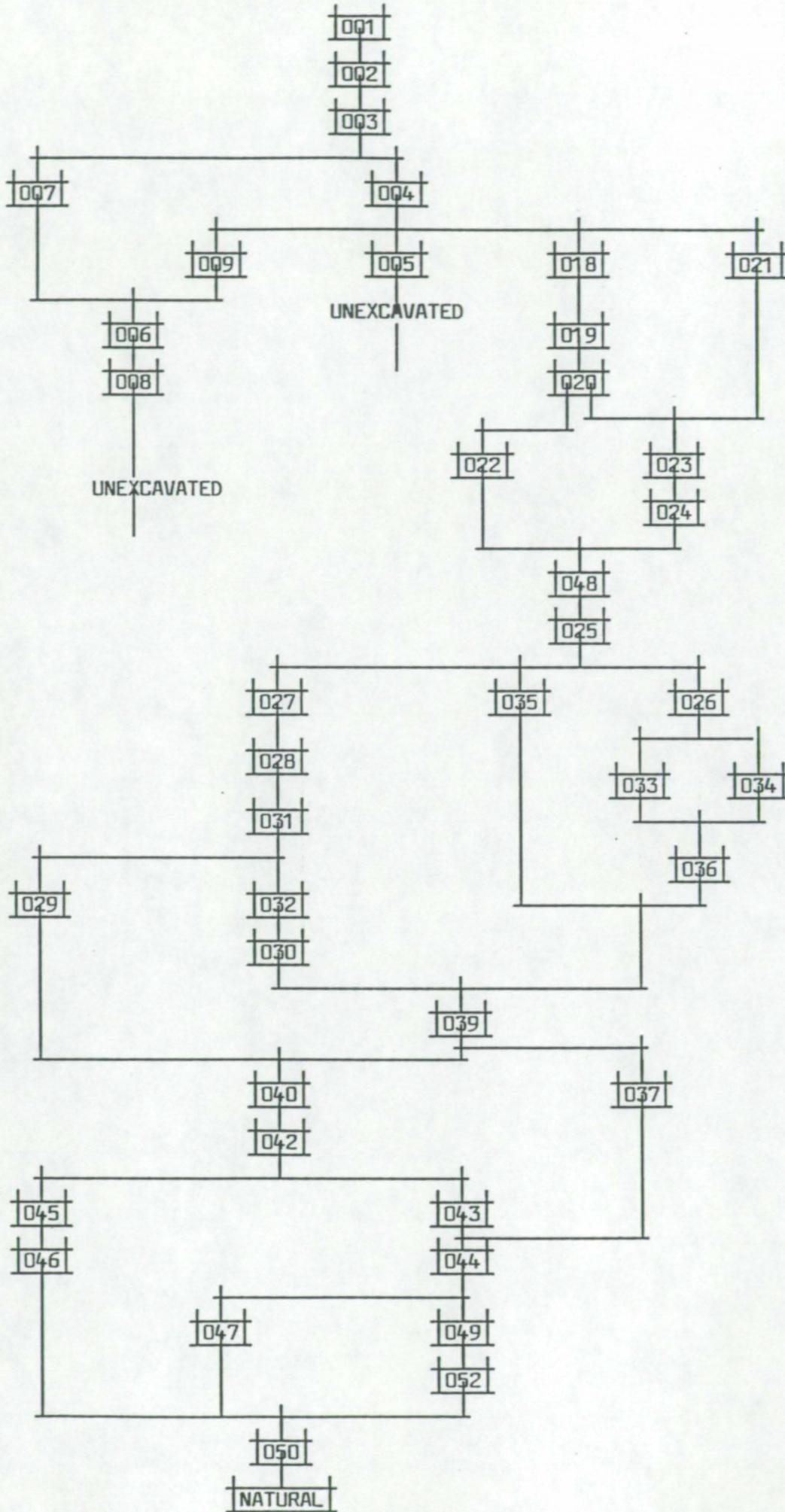
APPENDIX II BAS90- SUMMARY CONTEXT LIST:

173/4	Firm mixed brown - yellowish brown 30%sand 70%clay. <i>Primary fill of [174].</i>	0.40m	
174/4	Linear - cut of S. driveway ditch. <i>Sharp break of slope. Concave sides with steep slope. Rounded base. Orientation SE to NW. Truncated by [171] & [151].</i>	1.20mdeep x >0.80mwide	
175/4	SOUTHERN DROVEWAY DITCH	1.60m wide	
176/4	NORTHERN DROVEWAY DITCH	3.95m wide	
301/5	TOPSOIL.		
302/5	Soft greenish brown 40%silt 60%sand. <i>Upper fill of [307].</i>	0.24m	Ceramic
303/5	Soft yellowish brown 40%silt 60%sand. <i>Fill of [307].</i>	0.15m	
304/5	Soft greenish brown 40%silt 60%sand. <i>Fill of [307]. Backfill.</i>	0.13m	
305/5	Stiff brown 40%silt 60%sand. <i>Primary silting of [307].</i>	0.10m	
306/5	Loose brown 30%silty sand 70%gravel <i>Primary silting of [307].</i>	0.15m	Ceramics Bone I
307/5	Linear - recut of S. driveway ditch. <i>Sharp break of slope. Concave sides with smooth regular slope. Base rounded, but irregular. Orientation SW to NE. Cut for S. driveway ditch with one or two possible recuts.</i>	0.60mdeep x 1.40mwide	
308/5	Soft yellowish brown 30%silt 70%sand. <i>Secondary fill of [312]. cut by [307].</i>	max0.32m	
309/5	Soft brown 25%silt 60%sand & 15%gravel. <i>Fill of [312].</i>	max0.15m	
310/5	Soft yellowish brown 25%silt 60%sand 15%gravel. <i>Primary fill of [311].</i>	0.12m	
311/5	Linear - cut of S. driveway ditch. <i>Sharp break of slope. Sides are concave & smooth. Base has been cut away by [307].</i>	0.46m	
312/5	Linear - Possible cut of S. driveway ditch. <i>Sharp break of slope. Sides concave & smooth. Base truncated by [307]. Orientation SE to NW.</i>	0.50m	
313/5	Soft greenish brown 40%silt 60%sand. <i>Fill of [307]. Has bowl shaped section.</i>	max0.19m	
314/5	NATURAL - Loose brown 40%sand 60%gravel.		
315/5	UNRECORDED. Fill of N. driveway ditch.		Bone
316/5	UNRECORDED. N. Driveway ditch.	2.00m wide	
351/7	Firm/friable yellowish brown 20%silt 60%sand & 20%gravel. <i>Bowl shaped final fill of [353]. Natural silting of ditch?</i>		
352/7	Firm greyish brown 40%sand 60%clay. <i>Bowl shaped fill of [353]. Natural silting?</i>		
353/7	Linear - Recut of S. driveway ditch. <i>Sharp break of slope. Sides concave with even, regular slope. Rounded base. Orientation SE to NW. Cuts [354].</i>	0.50mdeep x 1.35mwide	

APPENDIX II BAS90- SUMMARY CONTEXT LIST:

354/7	Firm/friable greenish brown 80% silty sand & 20% gravel. <i>Only fill of [355]. Cut by [353].</i>	0.40m	Ceramics
355/7	Linear - cut of S. driveway ditch. <i>Sharp break of slope. Sides concave with even regular slope. Base rounded. Orientation SE to NW. Truncated by [353].</i>		
356/7	TOPSOIL.		
357/7	Firm brownish grey 40% sand 60% clay. <i>Bowl shaped upper fill of [368]. Natural silting.</i>		
358/7	Firm/friable greenish brown 30% silt 70% sand. <i>Bowl shaped fill of [368].</i>		
359/7	Firm/friable greenish brown 30% silt 70% sand. <i>Fill of [368].</i>		
360/7	Firm/friable greenish brown 40% silt 60% sand. <i>Fill of [368].</i>		
361/7	Firm grey 40% sand 60% clay. <i>Fill of [368].</i>		
362/7	Firm grey 20% silt 30% clay & 50% gravel. <i>Primary fill of [368]. Weathering of ditch sides.</i>		
363/7	Firm/friable 30% silt 50% sand & 20% gravel.		
364/7	UNRECORDED fill of 365.		
365/7	LINEAR - cut/recut of N. driveway ditch. UNRECORDED.		
366/7	UNRECORDED FILL of 367.		
367/7	LINEAR - cut/recut of N. driveway ditch.		
368/7	LINEAR - cut/recut of N. driveway ditch. UNRECORDED.		

BASTON CAR DYKE 1990 - HARRIS MATRIX :



APPENDIX IV. Archaeological Assessment.

Manor Pit, Baston ARCHAEOLOGICAL ASSESSMENT.

Introduction.

The archaeological assessment of this area was carried out during December 1989 at the request of Messrs F.B.Gibbons, in advance of an application for planning permission for the extraction of gravel.

The area of the assessment consists of two blocks of land at the east end of Baston village with a total area of approximately 30 hectares. One of these, 600 metres x 500 metres is the East Field of Baston village. The other block consists of two adjoining fields, both 400 metres x 200 metres at their maximum extents. These areas will be referred hereafter as Fields 1, 2, and 3 respectively (Figure 1).

The assessment took the form of a search of the local Sites and Monuments Record (S.M.R.), a fieldwalking survey and a search of aerial photographs held in the Cambridge University Collection of Aerial Photographs (C.U.C.A.P.).

Results.

Sites and Monuments Record Search.

The main feature of archaeological importance listed in the S.M.R. is the Car Dyke, generally thought to be a Roman watercourse the major function of which may be drainage, rather than transport (Simmons 1979). This runs approximately north west-south east and is probably followed by the line of the western edge of Field 1 and the eastern edge of Fields 2 and 3. Other features lie immediately adjacent to the area to be quarried, including two scatters of Romano-British and Medieval pottery and the cropmarks of a trapezoidal enclosure (Figure 2). Evidence for much earlier activity in the area comes in the form of an axehead of Cornish stone, dated to the Neolithic period, found opposite the present quarry entrance.

Fieldwalking Survey.

The fields were walked on a 'straight through' system at ten metre intervals, with finds collected and bagged separately for every ten metres walked.

Field 1

Ground cover was a winter barley crop, which obscured much of the ground surface. The eastern part of the field was not walked due to the thickness of the cover. A sparse scatter of medieval and post-medieval pottery sherds, with no particular concentrations covered the field. At the northern end of an old field boundary, now marked by a line of trees, the ground rises to form a low mound. On the top of this mound there were a number of tile fragments including part of a tegula, a type of Roman roof tile. This coincided with a concentration of pieces of stone, upto 0.20 metres across and 0.05 metres thick. At the base of the northernmost tree was a small pile of stone probably thrown there after being ploughed up. This pile included a fragment of worked stone, 0.3m. long, 0.20m. wide and

APPENDIX IV. Archaeological Assessment.

0.05 m. thick, with a chamfered, curved edge and the remains of an indentation at least 0.14 m. square on one face. This could be part of a column base or post pad.

Field 2.

Part recently ploughed, part bare earth from root crop.

A general sparse scatter of post-medieval pottery sherds with a few Roman grey-ware and possible Saxo-Norman sherds, again with no particular concentrations over the field. A small fragment of tegula was recovered from the north west of the field. There are also occasional fragments of slag. It was also noticed that the ground rises to form a low ridge, running approximately north-south (parallel with the field boundary) approximately fifty metres from the eastern edge of the field.

Field 3.

Ground cover was a recently drilled winter cereal crop with minimal obscuration of the ground surface.

A general sparse scatter of post-medieval pottery sherds, again with no particular concentrations cover the field.

Aerial Photographs.

The Cambridge University Collection of Aerial Photographs was searched for both vertical and oblique black and white coverage of the area.

The vertical coverage of the area did not reveal any traces of activity which could be interpreted as distinct features.

Oblique coverage reveals features within the area of Field 1 and in several of the surrounding fields (Figure 3). Field 1 has probably been under the plough since at least the Middle Ages, with some traces of 'ridge and furrow' cultivation, although this has been ploughed flat by more modern ploughing practices. A double ditch runs approximately east-west across Field 1. This is obscured by a large dark feature where it crosses the boundary marked by the tree line. The area of higher ground which produced the rubble concentration and tile fragments does not show any features from the air but is partly revealed as a dark area, with a possible stream channel on its southern edge. Immediately to the west of the line of the Car Dyke, north of Field 2 is a small sub-rectangular enclosure with associated ditches and, close by, a small distinct feature which may be a similar enclosure. The double ditches running across Field 1 continue into the present quarry area. Adjoining the northern ditch in the area now covered by the quarry and stock area lay two sub-rectangular enclosures and a number of ditch lines which may have been field boundaries. These were crossed by old stream channels, shown on Figure 3 as stippled bands. South of the stock area was a polygonal enclosure since destroyed by quarrying and to the south west of that, another sub-rectangular enclosure was revealed as a soil mark when topsoil was removed to prepare the area for quarrying. This has since been destroyed and the land restored to low level arable. A number of indistinct marks indicate the presence of further enclosures and field boundaries in the area to the south of Field 1, an area which has planning permission for the extraction of sand and gravel already granted.

APPENDIX IV, Archaeological Assessment.

It should be noted that the absence of cropmarks in Fields 2 and 3 does not mean that the area is archaeologically sterile. Cropmarks are only formed by certain crops (particularly cereals) under particular climatic conditions. Unless the correct combination of crop, climate and soils coincide with a reconnaissance flight, no recording will have taken place.

Discussion.

The most significant archaeological feature known in the area is the Car Dyke. The line of this is marked by the Ordnance Survey as coincident with the present boundaries of Fields 1 and 3, and visible on aerial photographs north of the village of Baston. Its precise line is not certain across this area and it may be that the ridge in Field 2, mentioned above, forms part of this monument.

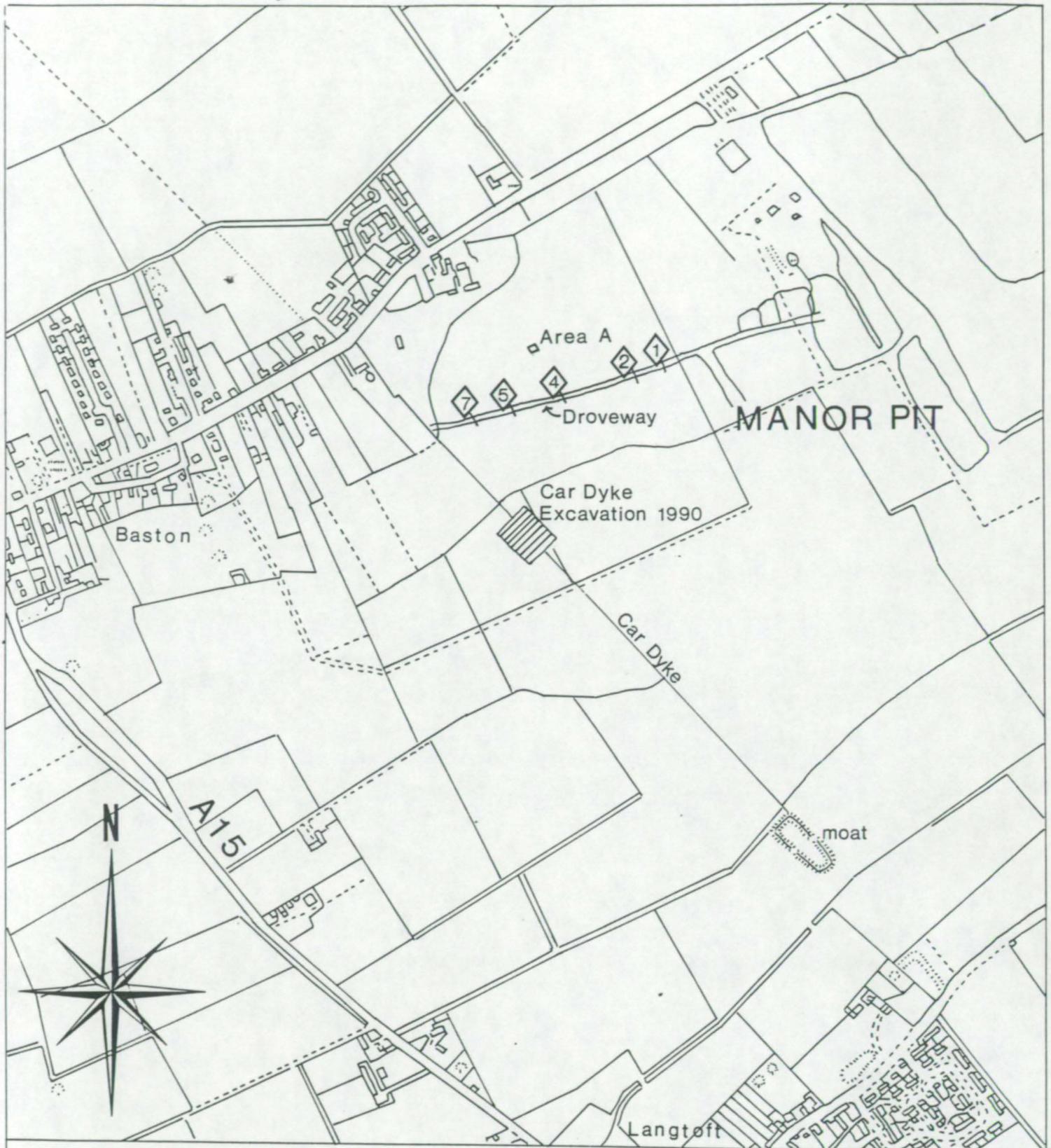
From the cropmark evidence it would appear that a droveway ran across the site connecting enclosures to the east with some unknown point to the west. It is not possible to say whether this droveway runs across the line of the Car Dyke. The dark patch mentioned above may be the remains of a later field pond which obscures a small area of the drove. The cropmarks in the surrounding fields indicate a fairly dense pattern of occupation in the past, although the various enclosures may not all be contemporary. The presence of the worked stone, the tegula fragment, and the concentration of stone on the field surface may indicate the presence of a building of Roman date on the rise of ground in Field 1. It is also possible that this is the last remnants of such a building, ploughing over the centuries having destroyed much of the evidence.

It is recommended that further survey work be carried out in this area. Geophysical survey would allow the presence of sub-surface features to be explored in more detail and a programme of excavation and watching briefs could be formulated and carried out in advance of gravel extraction. The Car Dyke, where it forms the western boundary of Field 1, should be protected from damage by leaving a berm of suitable width along this edge of the quarried area.

TRUST FOR LINCOLNSHIRE ARCHAEOLOGY.

for

Messrs F. B. Gibbons & Sons Ltd.

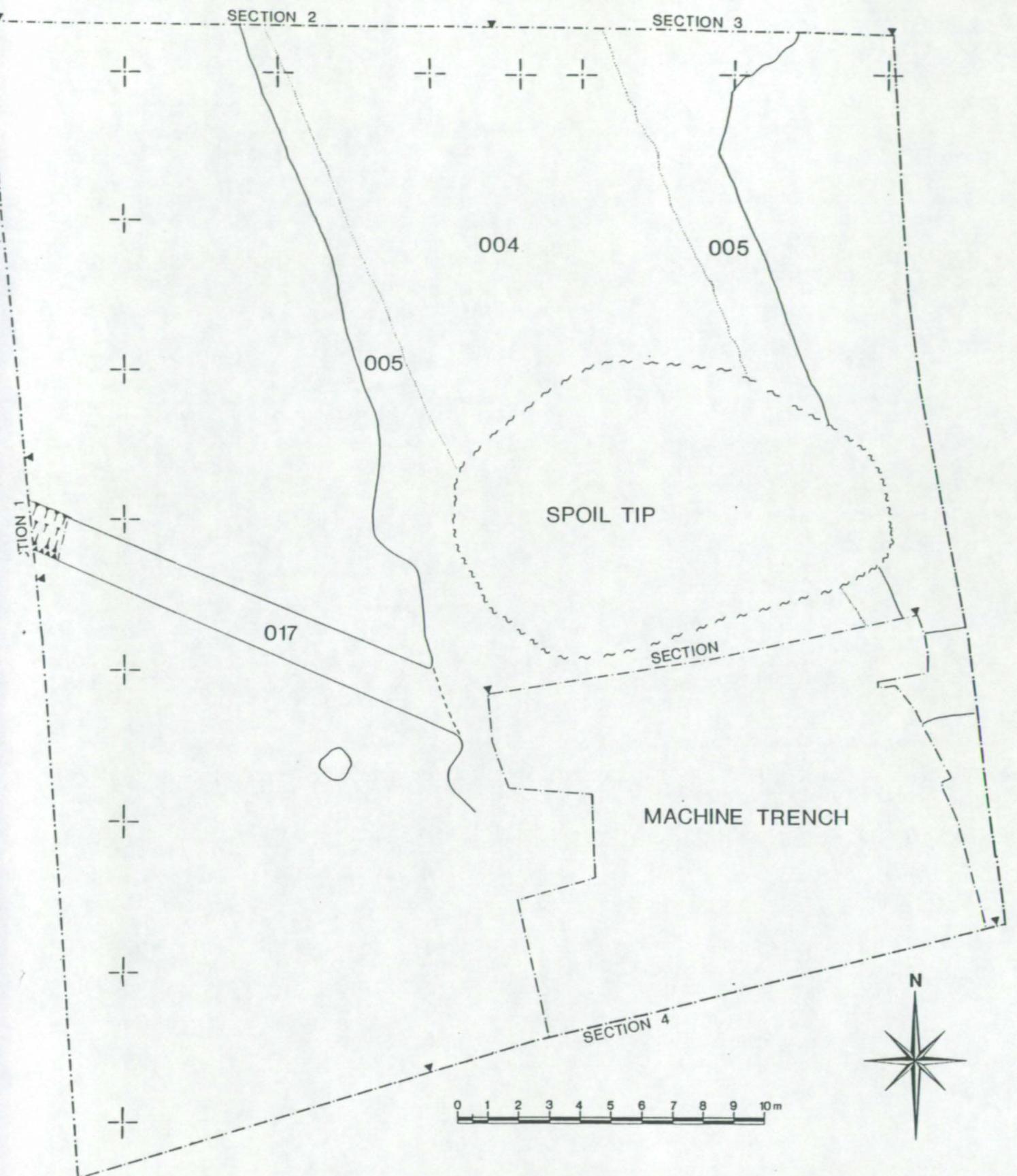


Car Dyke Excavation sept-oct 1990

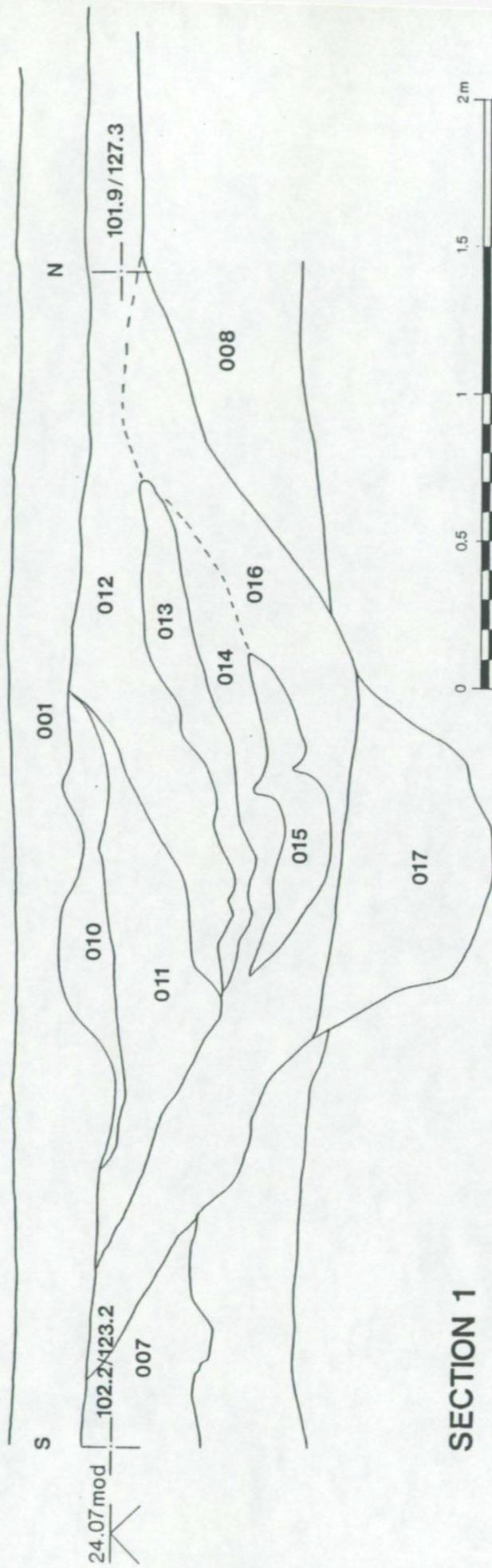
Manor Pit, Baston, Lincolnshire

Scale 1:50000

◆ - ◆ Drove Way Trench Numbers

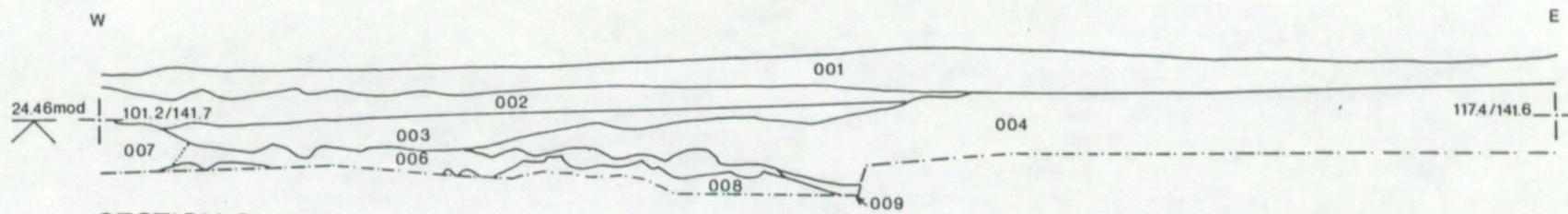


CAR DYKE, MANOR PIT, BASTON, LINCOLNSHIRE. EXCAVATION sept-oct 1990

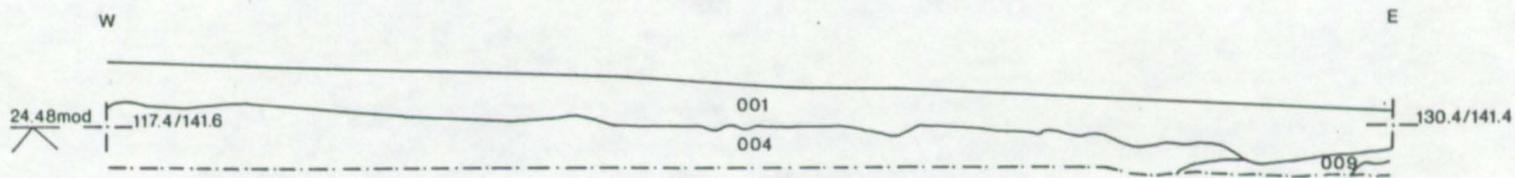


SECTION 1

CAR DYKE, MANOR PIT, BASTON, LINCOLNSHIRE. Excavation 1990



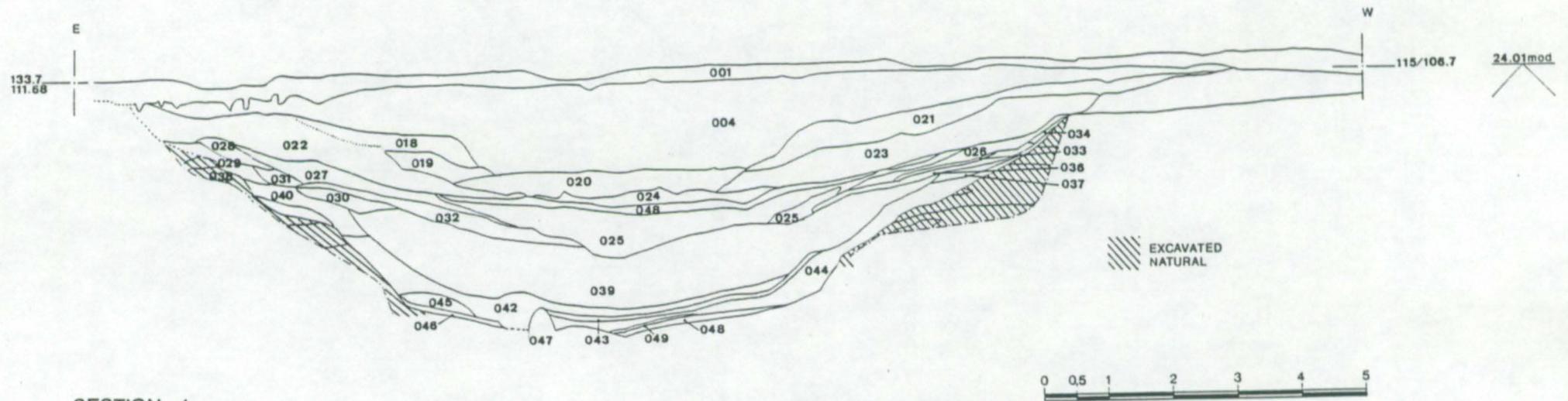
SECTION 2



SECTION 3

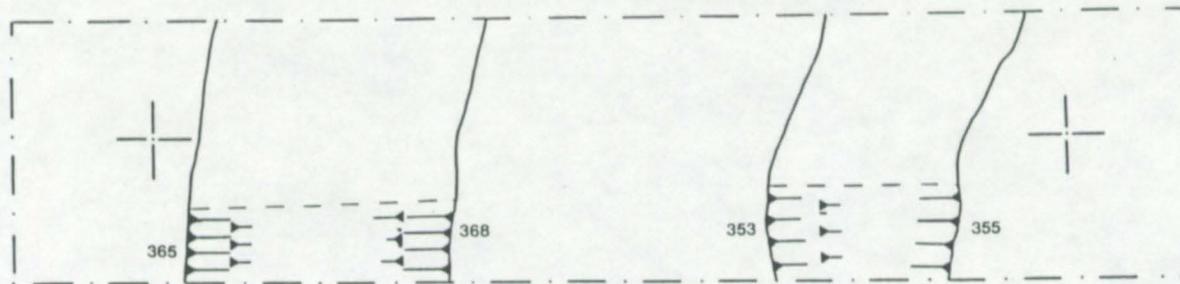


CAR DYKE, MANOR PIT, BASTON, LINCOLNSHIRE. EXCAVATION sept-oct 1990



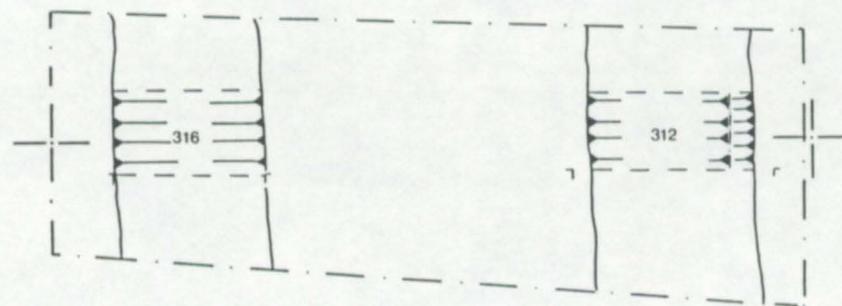
SECTION 4

CAR DYKE, MANOR PIT, BASTON, LINCOLNSHIRE. EXCAVATION Sept' - Oct' 1990

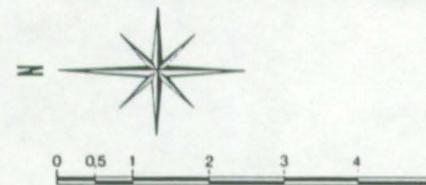


PLAN 3
TRENCH 7

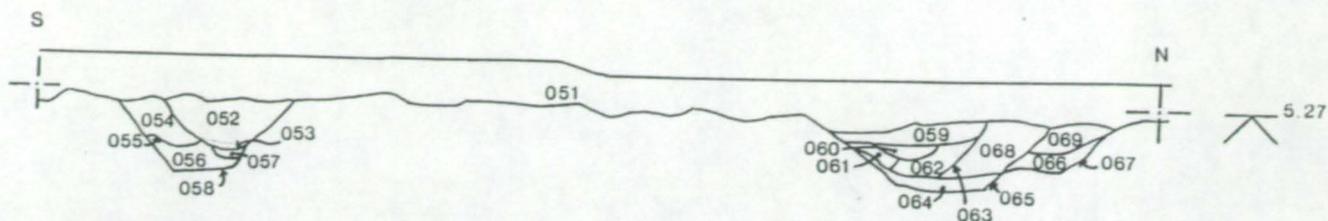
**DROVEWAY PLANS
MANOR PIT, BASTON,
LINCOLNSHIRE.**



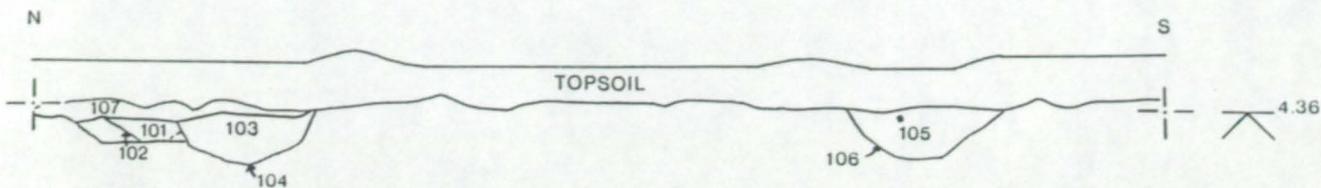
PLAN 5
TRENCH 5



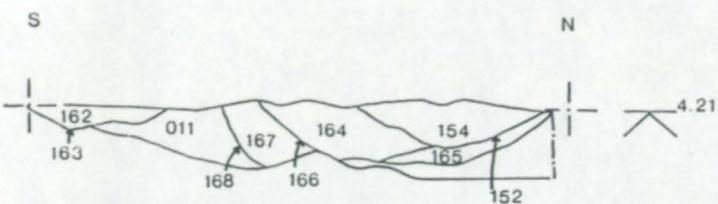
PLAN 4
TRENCH 4



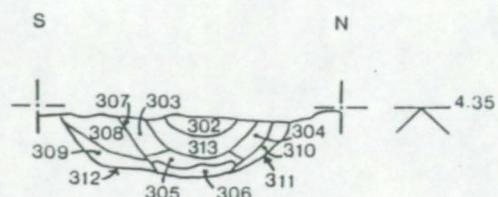
SECTION 1, TRENCH 1.



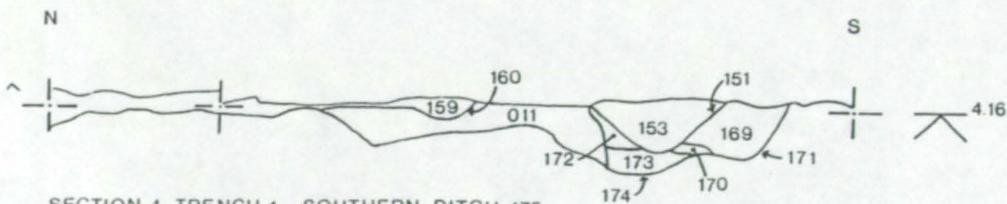
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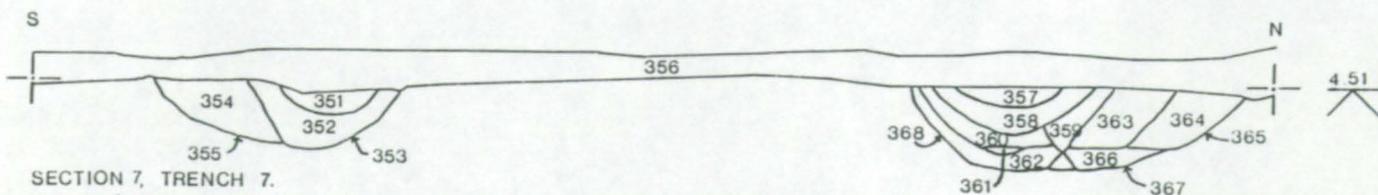
SECTION 3, TRENCH 4.
NORTHERN DITCH 176



SECTION 6, TRENCH 5.



SECTION 4, TRENCH 4. SOUTHERN DITCH 175



SECTION 7, TRENCH 7.

