

## THE ANCIENT HIGHWAYS OF SOMERSET

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### PREFATORY NOTE

It may seem to some readers of this paper that I have given the lines of the ancient roads in almost wearisome detail. But that detail is necessary for two important classes of readers :—

(1) Those who want clear and unmistakable proof of the various types of ancient tracks or roads in England ;

(2) Those who wish to study ancient roads on the spot, especially the roads in their own neighbourhood.

### MAPS

The map attached to this paper does not pretend to give all the names given in the text, but to supply users of Bartholomew's half-inch maps or of the one-inch maps of the Ordnance Survey with the means of identifying on those maps the roads dealt with in the paper.

In Bartholomew's series the sheets required are : 28, 34, and 35 ; in the one-inch Ordnance series (coloured edition) sheets III, II2, I20, I2I, I22, I32, I33.

### *Abbreviations*

By. Boundary.

Co. By. County boundary.

Fur. Furlong.

M. Mile.

OM1. One-inch Ordnance Map.

OM6. Six-inch Ordnance Map.

The main types of ancient roads were discussed in reference to the roads of Dorset published in a recent number of this journal.<sup>1</sup> All that could be said about them was said in the introduction to that article and need not be repeated here. But further inquiry into the ancient road system of this country has shown that

<sup>1</sup> Arch. Journ. cxiv (1937), p. 257.

there were three sub-types of that most important class of road—the ridgeway.

#### TYPES OF RIDGEWAYS

There has been occasion in describing the ridgeways of Dorset to mention branch ridgeways which run from the main lines of ridgeways to village centres on the river and stream valleys. Such branch ridgeways occur in Somerset and elsewhere.

The traffic on the main ridgeways in Saxon times must have been comparatively small. It is true that, save for the Roman roads, they were the only through roads of the time. It is true that in times of warfare they were the routes taken by armies on the march and remained so to a great extent till the age of the Civil War of the days of Charles I. But in Saxon times and in the centuries immediately succeeding the Conquest, the population of the country was tied to the land it cultivated, land on which it was absolutely dependent for its daily bread. The cultivators in the village communities had little or no time to spare from their work on the land, even if they had money to spend on travel outside their home regions. The users of the ridgeways must have been the salt carriers, pedlars and packmen, and perhaps drovers who took cattle from place to place, the last not a large body before 1349, for the economic system of cultivation did not till after the Black Death of that year admit of the keeping of cattle in large numbers. After the Black Death, when the shortage of labour made cereal cultivation on the scale on which it had up to that time been carried on an impossibility and lands had to be let down or, as time went on, laid down to grass, cattle raising was carried on on a much larger scale and the ridgeways became far more used for the passage of cattle and sheep, and also for the carriage of wool from one part of the country to another. And they remained the main lines along which cattle were moved until the coming of the railways.<sup>1</sup>

But the ridgeway traffic, though originally small,

<sup>1</sup> The great ridgeway of N. Berks which passes by Kingsclere is called 'The Bath Drove-way' in *Tithe Awards* of the early part of the last

century. It was the way by which cattle were brought up to the London market from the west of England.

provided economic necessities for the village communities which lay off the lines of the great ridgeways. The economic system of the village community was designed to make it as far as possible independent of the world outside. But there were necessities such as salt, pottery and iron utensils, etc., which could only be got or made in limited regions of the country, and the branch ridgeways served to link up that traffic with the villages along the only lines which did not present difficulties, sometimes insuperable, of passage in wet seasons.

Reference has been made to the growth of towns at places where the great ridgeways crossed rivers of some size, but it is almost certainly the case in many instances that the site of a village in a river valley was determined by the point in the river valley to which a branch ridgeway descended.

Previous experience in tracing the ancient ways of other counties has enabled an inquirer to determine the main types of roads in early Britain. Further experience especially in relation to the ancient highways of Dorset and Somerset, has shown that there were four sub-types of ridgeway, viz. :

- A. the main ridgeways ;
- B. branch ridgeways from the main ridgeway to villages off the main line ;
- C. ridgeways of a purely local character where the tracks on the lands of a village community had been formed along a local watershed sometimes only a few hundred yards long ;
- D. branch ridgeways leading to camps so called, but really towns or villages of the Celtic period which did not lie on the line of any main ridgeway.

This emphasises what has been said before in these papers on the ancient highways—that their courses were mainly determined by the necessity of avoiding deep and miry ground in the neighbourhood of streams or rivers.

It will be necessary in the course of this paper to refer to ancient highways of other counties inasmuch as some of the ancient ways of Somerset are continuations

of great highways which passed through the neighbouring counties. The counties concerned are, of course, Gloucestershire, Wiltshire, and Dorset.<sup>1</sup> The highways of Devon and Cornwall will be dealt with later.

As far as the ancient highways of Somerset are concerned they are largely determined by the fact that the middle of the county was penetrated by water-logged marshes running deeply into it from the shores of the Bristol Channel, land untraversable and consequently trackless until in comparatively recent times drainage drew off the surface water and made it possible in still more recent times to construct roads through the hitherto impassable district.

Early and medieval England had not the capital necessary for operations in road making on so large a scale, though monasteries like Glastonbury, Wells and Athelney had constructed causeways raised above the marsh level to 'islands' of their properties situated in the marsh lands. But these were in no sense highways. As means of communication they were purely local. Thus the ancient highway system of the county was in two parts north and south respectively of the great marshland, and as far as the county area was concerned these two parts were linked together by a narrow, sometimes very narrow belt between the heads of the tongues of marsh and the east boundary of the county towards Wiltshire.

The line of communication along this narrow belt was unusual. It was along the Foss Way, a Roman road. The evidence of the use of through roads in Saxon times is only deducible from the military history of the period, especially of the time of the Danish wars. The battles of that age are nearly always fought on ridgeways, showing that armies on the move were at the time compelled to use the ridgeways as lines of communication.<sup>2</sup>

The Roman roads in the province of Britain were comparatively few in number. Also they were con-

<sup>1</sup> The old roads of these counties were dealt with in previous papers in this journal: viz. those of Dorset, vol. xciv, p. 257; those of Gloucestershire, vol. xci; those of Wiltshire,

vol. lxxv, nos. 297-300, 2nd series, vol. xxv, nos. 1-4, pp. 69-194.

<sup>2</sup> See, for example, 'The Saxon Battlefields of Wiltshire,' *Arch. Journ.* lxxv.

structed for military not for trade purposes. They were of two types : (1) roads made along what were the frontiers for the time being, such as the Akeman Street, the Foss Way, that part of Watling Street which runs south from Church Stretton towards Hereford, and the road behind the Roman Wall which runs from the Solway to the Tyne. They were constructed, like other roads in the Roman Empire, to serve as means of moving troops quickly to any point of the frontier which might be threatened. The Foss Way was one of these frontier roads. It is perhaps superfluous to say that the conquest of Britain by the Romans was not done all of a piece, but by successive stages starting from the SE. part of the island. The other type of Roman road consisted of the roads which radiated from Londinium and led to the frontier roads. Such were the Watling Street, the Ermine Street, and the road to Winchester and onward. But these roads must have degenerated in quality after the Romans evacuated the province, for there is no evidence of any attempt on the part of the Saxons to keep these roads in repair. The made road had never been part of their economic life. That some of the Roman roads were used by them is shown by the state of parts of those roads which have been laid bare in recent times where the Roman work has been cut up by later traffic. Probably those radiating from London served as useful lines of communication in Saxon times ; but the others were probably useful only for quite local traffic in various districts.

But even when the Roman road led in the desired direction its usefulness as a line of communication must have deteriorated rapidly in the Saxon period among a people which did not possess the financial resources for keeping long or even short stretches of roadway in repair ; and even if they had had the means, had no knowledge of the scientific system of road making such as the Romans evolved. Furthermore, their Saxon forefathers had lived a life in which made roads played no part. For through intercourse, a feature of life which played but a small part in the lives of communities organised on a basis of individual independence, the

great ridgeways met all the needs of the wayfaring public. They avoided streams, and, what was a more serious obstacle to passage, the mire and morass in their neighbourhood. They were dry and usually on a hard surface. They never became untraversable even in the rainiest weather, unless unusual floods interrupted the use of the fords by which they crossed the few rivers they were compelled by nature to cross.

But here in Somerset the circumstances were peculiar. On the Somerset side of the Forest of Selwood there was no continuous watershed from N. to S. The great N. and S. ridgeway of that part of England ran well within the Wiltshire border on the other side of Selwood. It is not, however, to be supposed that that forest or any other forest of the England of that time was by nature an obstacle to through passage. Many of the ridgeways, great and small, passed through forests; for it is quite apparent that the forests generally were not, save in patches here and there, obstacles to traverse. The numerous *leah's* (-leys, -leighs) in them show that there were many areas within their bounds where the timber and undergrowth were thin; and in later Saxon times there were patches of cultivation in them. Even in Romano-British days clearings had been made. It was to the spread of cultivation, not to intercourse, that the forests proved an obstacle to people who could only with difficulty afford to wait till new cleared lands afforded food sustenance to those who had cleared them. It is probable that the first cultivators in forest regions were members of families which had lands in neighbouring village communities, families which could afford to feed their relatives who cleared and broke up new ground until such time as the new ground supplied an irreducible minimum of their wants, i.e. food on which to live.

In the case of Somerset, therefore, the line of communication from N. to S. took the form, very unusual in Saxon times, of a Roman road, the Foss Way.

To understand the importance of this line of communication it is necessary to consider the through communications of the county from the region to the

N. of it. The great main line of communication from N. to S. in the west of England passed for many miles along the ridge of the Cotswolds, and abutted on Somerset at Bath.<sup>1</sup> The importance and large use of this great ridgeway as far S. as Bath is shown by the modern roads which survive along the greater part of its course. But its line of communication S. of Bath, as far as its ridgeway character is concerned, extends only to a junction with the Mendip ridgeway which runs on a line from E. to W. Yet there can be no doubt that that most important line of communication must have been continued S., and there can, too, be little doubt that the line ran along the Foss Way.

## ROAD I

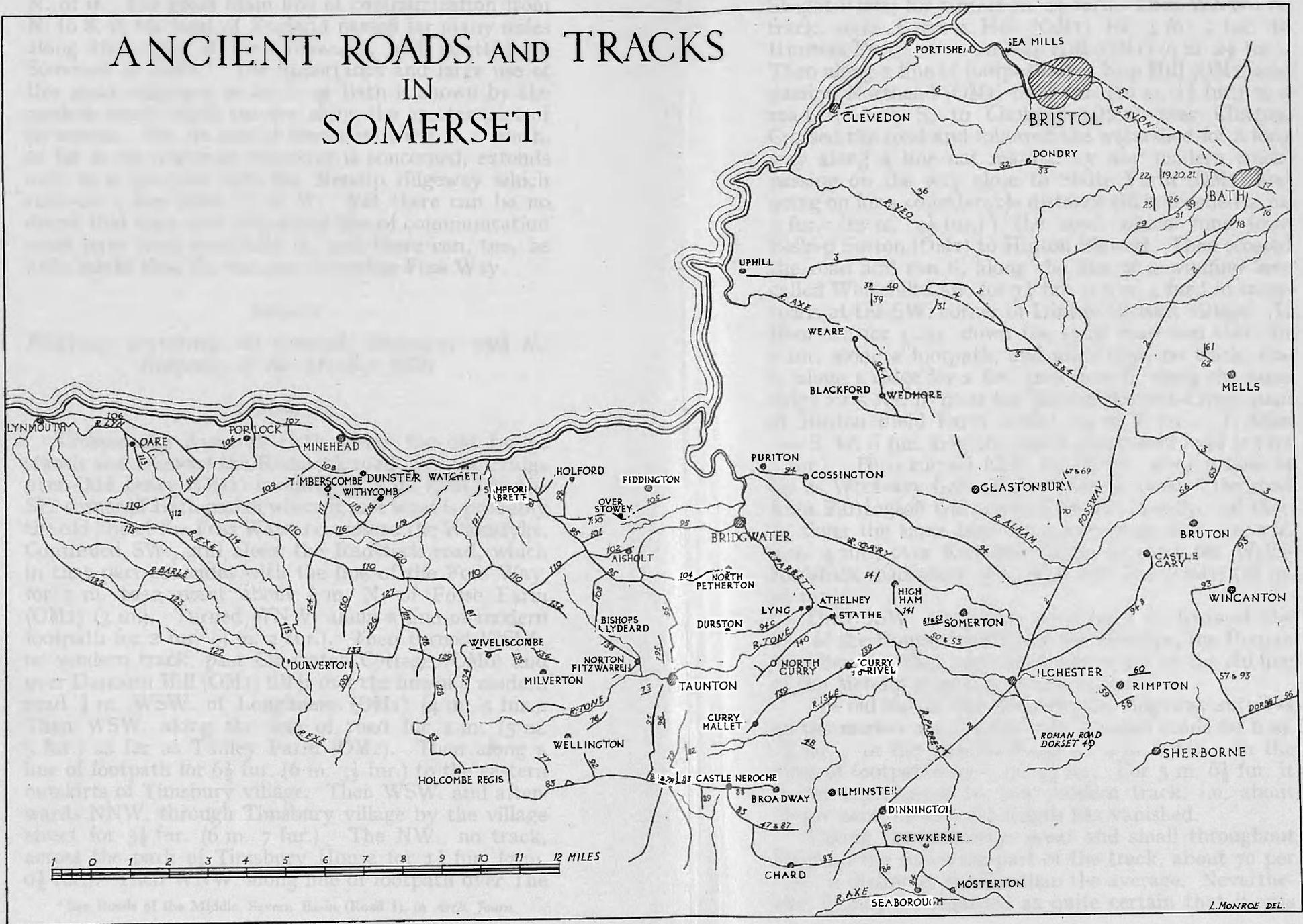
*Ridgeway connecting the Cotswold Ridgeway with the  
Ridgeway of the Mendip Hills*

## ITINERARY

Crossed the Avon at Bath where the old bridge stands and followed the Radstock road S. of the bridge over Odd Down (OM1) running for 2 m. (2 m.) to the SE. corner of Bath parish where it met what is probably the old line of the Foss Way and crossed the Wansdyke. Continued SW., still along the Radstock road, which in that part coincides with the line of the Foss Way, for 1 m. to a point about  $\frac{1}{4}$  m. N. of Fosse Farm (OM1) (3 m.). Turned WNW. along a line of modern footpath for 2 fur. (3 m. 2 fur.). Then turned WSW., no modern track, past Claybatch Cottage (OM6) and over Duncorn Hill (OM1) till it met the line of a modern road  $\frac{1}{2}$  m. WSW. of Longhouse (OM1) (4 m. 5 fur.). Then WSW. along the line of road for 1 m. (5 m. 5 fur.) as far as Tunley Farm (OM1). Then along a line of footpath for  $6\frac{1}{2}$  fur. (6 m.  $3\frac{1}{2}$  fur.) to the eastern outskirts of Timsbury village. Then WSW. and afterwards NNW. through Timsbury village by the village street for  $3\frac{1}{2}$  fur. (6 m. 7 fur.). The NW., no track, across the park of Timsbury House for  $1\frac{1}{2}$  fur. (7 m.  $0\frac{1}{2}$  fur.). Then WNW. along line of footpath over The

<sup>1</sup> See Roads of the Middle Severn Basin (Road I), in *Arch. Journ.*

# ANCIENT ROADS AND TRACKS IN SOMERSET



Sleight (OMI) for 1 m. (8 m.  $0\frac{1}{2}$  fur.). Then WNW., no track, over Barrow Hill (OMI) for 1 m. 2 fur. to Hunters Rest, an inn on Nap Hill (OMI) (9 m.  $2\frac{1}{2}$  fur.). Then along a line of footpath over Nap Hill (OMI) and passing Northend (OMI) for 7 fur. (10 m.  $1\frac{1}{2}$  fur.) to a road running S. to Cholwell (OMI) near Clutton. Crossed the road and followed the watershed for a long way along a line not marked by any modern track, passing on the way close to Slaite Farm (OMI) and going on for a considerable distance till it reached 2 m. 3 fur. (12 m.  $4\frac{1}{2}$  fur.) the road which runs from Bishop Sutton (OMI) to Hinton Blewett. Then crossed the road and ran S. along the line of a winding lane called Whitehill Lane for  $7\frac{1}{2}$  fur. (13 m. 4 fur.) to cross-roads at the SW. corner of Hinton Blewett village. It then ran for 1 fur. down the same road and then for 2 fur. along a footpath, and after that, no track, due S. along a ridge for 2 fur., and then E. along the same ridge for 5 fur. to meet the Hinton Blewett-Litton road at Hinton Field Farm (OMI) (14 m. 6 fur.). It then ran S. for 6 fur. long the above mentioned road (15 m. 4 fur.). Then turned ESE. for  $5\frac{1}{2}$  fur. along a lane as far as Worberry Gate (OMI) where it crossed the road from Farrington Gurney to Chewton Mendip and then S. along the same lane for a very long distance, viz. 2 m. 4 fur., over Red Hill (OMI) to meet the Wells-Radstock road about  $\frac{1}{2}$  m. S. of Red Hill (OMI) (18 m.  $5\frac{1}{2}$  fur.).

Then SSW. along that road for 1 m. to meet the line of the Roman road along the Mendips, the Roman road being at that part of it more or less on the old line of the Mendip ridgeway (19 m.  $5\frac{1}{2}$  fur.).

The old line of this Bath-Mendip ridgeway survives on the modern map in the form of main roads for 6 m.  $1\frac{1}{2}$  fur. ; in the form of lanes for 4 m. 2 fur. ; in the form of footpaths for 3 m.  $1\frac{1}{2}$  fur. For 5 m.  $6\frac{1}{2}$  fur. it is not represented by any modern track, i.e. about 30 per cent. of its total length has vanished.

Taking the ridgeways great and small throughout England the surviving part of the track, about 70 per cent. is distinctly smaller than the average. Nevertheless, it may be regarded as quite certain that it was

originally a through track before the Romans made the Foss Way, for the use of watersheds as lines of communication was practically imperative. But the disappearance of so much of it from the modern map shows that as a through track it fell out of use in quite early times. It was in a sense a cul de sac among the great ridgeways. From Bath, after the making of the Foss Way, it can only have served as a line of communication with the west Mendip region and the Bristol Channel coast. Its only conceivable importance would be due to its affording communication between the lead mines of the Mendips and the Midlands and north of England. As far as communication between the great Cotswold ridgeway and the Mendip ridgeway was concerned this was after Roman times provided for by the Foss Way, which crosses the Mendip ridgeway not very far E. of where the present ridgeway meets it.

This road is very frequently mentioned in the Saxon charters of Gloucestershire and Somerset. In the Somerset series it is called *Baeth Herpath*, 'Bath Highway,' in the Dunkerton charter B.1074. K.484: *Straet*, 'made road,' in the Bathford charter B.1001, K.463, and in the East Pennard charter B.61, K.20; *Fosse Street* in the Bath (*Cliftun*) charter B.1257, K.566; *Fosse* in the Wellow charter K.643; and *Olde Fosse* in the Pilton charter B.112, K.49.

## ROAD 2

Detailed descriptions of the Roman roads in this country are not called for in this account of the ancient highways because the courses of most of them are already laid down on the modern map, and furthermore they have been dealt with in books on Roman Britain and in works specially devoted to them.<sup>1</sup>

But the Foss Way in Somerset is peculiarly illustrative of the fact that Roman roads do not run in one straight line throughout, but in a series of straight lines between points on their lines where they reach a level which is a horizon for the district on either side of it. This has been illustrated already in the case of one of

<sup>1</sup> E.g. Codrington, *Roman Roads in Britain*.

the Roman roads in Dorset, but the Foss Way in a large part of its course through Somerset is peculiarly illustrative of the limitations under which the Roman road surveyors worked. Its course will be followed through that part of it where its line is distinctly traceable on the modern map. The divergences at horizon points are only noted when the course of the old road is absolutely certain.

DISTANCE	POINT ON ROAD AND DIVERGENCE	DIRECTION OF ROAD	ELEVATION
A. . . . .	NW. corner of South Stoke		Circ. 550 ft.
B. 6½ fur.	3 fur. NW. of Fosse Farm in Combe Hay. Divergence 10 degrees E.	SW.	552 ft.
C. 1 m. 1 fur.	3 fur. W. of Dunkerton village	SSW.	182 ft.
D. 1 m. 2 fur.	Huddon Hill (OM1). Divergence 12 degrees W.	SSW.	Circ. 580 ft.
E. 1 m. 5 fur.	3 fur. W. of Round Hill (OM1). Divergence 17 degrees E. <sup>1</sup>	SW.	Circ. 400 ft.
F. 300 yds.	Crosses a stream	SSW.	290 ft.
G. 3 m. 3½ fur.	1 m. SSW. of Stratton-on-the-Fosse. Divergence apparently 9 degrees W. <sup>2</sup>	SSW.	715 ft.
H. 4 fur.	Crosses stream at Nettlebridge (OM1). <sup>3</sup>	SSW.	Circ. 520 ft.
I. 3 m. 3½ fur.	To a point ½ m. SSE. of Oakhill. <sup>4</sup>	S. by W.	Circ. 840 ft.
J. 2½ fur. . .	Crosses Roman road of the Mendips. Diverges 4 degrees E.	S. by W.	940 ft.
K. 1 m. 6 fur.	Crosses stream at Charlton	S. by W.	496 ft.
L. 1 m.	Cannards Grave (OM1)	S. by W.	545 ft.
M. 2 m. 1 fur.	½ m. S. of Street-on-the-Fosse	S. by W.	218 ft.
N. 5 fur.	1 m. E. of East Pennard. Large divergence of 40 degrees E.	S. by W.	Circ. 410 ft.
O. 2 fur.	Large divergence 60 degrees	S. by E.	468 ft.

These two bends within so short a distance from one another are probably to be accounted for by the fact that two parties of road makers who began their work at opposite ends of a long stretch of this part of the Foss Way met here and had to link up the slightly

<sup>1</sup> An unusual divergence because not on a horizon. May be due to divergence to a ford.

<sup>2</sup> This is not quite certain because the line of the old road just S. of this point is lost. But about 5 fur. S. the

line is again apparent and is running at an angle of 9 degrees with the line at the above point G.

<sup>3</sup> Uncertain whether on the line of the road.

<sup>4</sup> Course of road not quite certain.

divergent lines they had taken by the short piece of road between the above points N. and O. A similar case is noted with regard to a Roman road in Dorset.

DISTANCE	POINT ON ROAD AND DIVERGENCE	DIRECTION OF ROAD	ELEVATION
P. 5 fur. . . . .	5 fur. SE. of East Pennard. Divergence 17 degrees E.	SW.	319 ft.

As this point is not on a horizon this divergence must be due to some unusual miscalculation in alignment.

DISTANCE	POINT ON ROAD AND DIVERGENCE	DIRECTION OF ROAD	ELEVATION
Q. 6 m. 5½ fur. . . . .	3½ fur. NNW. of Cary Fitz- paine. Divergence 10 degrees E.	SSW.	68 ft.

In this case the divergence is not on, but close to, a horizon. Possibly made to avoid some peculiarly marshy ground.

DISTANCE	POINT ON ROAD AND DIVERGENCE	DIRECTION OF ROAD	ELEVATION
R. 3 m. 4½ fur. . . . .	S. edge of Ilchester. Diverg- ence 22 degrees W.	SSW.	45 ft.

This divergence suggests that Ilchester was originally a Roman frontier fort built before the road was made, and that the alignment of the road had to be modified in order to make it pass through the fort.

Roman surveying instruments being, of course, devoid of telescopic apparatus could only be used for laying down lines in mathematically correct alignment over distances within the field of vision of the human eye. The surveyors must naturally have had a fairly accurate idea of the general direction which the road they were laying down was to take, but owing to the limitation of the sighting powers of their instruments could not get the alignment mathematically correct except between horizon points a few miles apart. Hence at such points the general alignment of the road had to be corrected. Practically every Roman road in this country illustrates that necessity.

## ROAD 3

*The Mendip Ridgeway*

This is really the W. end of a great ridgeway stretching from the Bristol Channel to the Straits of Dover, and as such is linked up with Road 50 of the ancient highways of Wiltshire.<sup>1</sup>

It may be well to take its course from the point where it enters Somerset.

It enters the county at Druley (OMI), a hamlet on the Wilts-Somerset By 5 m. E. by N. of Bruton. Ran along a lane S. of Hicks Park Wood (OMI) for 1 m. 3 fur. (1 m. 3 fur.) to Huntshill Farm (OMI).

It is now entering on the watershed of the basins of the Parret and the Bristol Avon. Hence WNW. along a line somewhat W. of the present road to (2 m. 1 fur.) a piece of road which crosses the railway. Then, mainly on the line of the modern road, to (2 m. 7 fur.) Upton Noble.<sup>2</sup> Then by present road and track to (3 m. 7 fur.) to the SE. end of Dungehill Wood (OMI). Through the wood along the line of the footpath, and then across country to (5 m. 3 fur.) the road at the S. end of Monk Wood (OMI). Then turned W. and went mainly along a line of modern road (8 m.) to Brottens (OMI). Turned N. along the road through Doulting to (10 m. 1 fur.) the inn (OMI) 1¼ m. N. of Doulting. Then turned NW. and crossed (10 m. 7 fur.) the Foss Way. Here it enters on the line of the Roman road to the lead mines; and probably its line coincided at first more or less with the line of that road.<sup>3</sup>

The details of its course for the first few miles W. of the Foss Way along the watershed of the Mendips

<sup>1</sup> See 'Ancient Highways of Wilts.,' *Arch. Journ.* LXXV, p. 103.

<sup>2</sup> Mr. O. G. S. Crawford sent me a note to the effect that the ridgeway near Upton Noble and Witham is confirmed by references to old roads in medieval documents. No actual reference by name; but 'ridge' in many place names.

<sup>3</sup> Instances have been noticed in relation to the Dorset roads and those

of other counties of cases in which the Roman road makers have followed such lines of ridgeway as led in the direction which they wished to follow in the making of their road. In the present instance the disappearance of much of the line of the Mendip ridgeway is probably due to the Roman road having taken its place as the line of communication along the Mendip Hills.

are not very easy to follow, and the matter is complicated by the fact that the range is not always one ridge like the Quantock or Polden Hills, so that where there is more than one ridge it is sometimes difficult to say over which the ridgeway went. It is quite evident that the making of the Roman road led to the disuse of parts of the ridgeway as a line of communication, so that many parts of it have not survived in the form of modern roads or tracks. It is also evident that for the first few miles W. of the Foss Way the makers of the Roman road built it to a large extent along the actual line of the ridgeway, a policy they adopted in the case of stretches of Roman road elsewhere.<sup>1</sup>

The result in the case of the present ridgeway is that the modern roads along the line of the old Roman road represent to a certain extent the line of the old ridgeway.

#### ITINERARY

It leaves the Foss Way at Beacon Hill (OMI)  $\frac{3}{4}$  m. S. by E. of the village of Oakhill. There are three tumuli near where the road meets the Foss Way, one 1 fur. and two  $\frac{1}{4}$  m. from the meeting place, and also a camp immediately SE. of it. The way ran, modern and Roman road, WNW. for 3 fur. to a place where, according to the ordnance map, the Roman road left its line for a space. The ridgeway continued WNW. along the same modern road for 1 m. (1 m. 3 fur.) and then its line is marked by a line of hedge running for 4 fur. (1 m. 7 fur.) to Masbury Camp (OMI). These two sections are along the comb of a ridge over 900 ft. high. From the camp it went probably NW. for about 4 fur. (2 m. 3 fur.), no track, to meet the road running N., from Masbury railway station (OMI).

Then N., modern road, for 1 fur. (2 m. 4 fur.) to crossroads. Here it met once more the line of the Roman road. Then NW., modern and Roman road, for 3 m. (5 m. 4 fur.), past Whitnell Corner (OMI)

<sup>1</sup> E.g. in Dorset (see notes on the Roman road from Speen near Dorset ancient highways, and near Newbury to Cirencester. Newbury in Berkshire in the case of

and Green Ore (OMI) to a point where the Roman road leaves the modern road, forming for 1 m. 4 fur. part of the S. boundaries of Emborough and Chewton Mendip parishes.

At Whitnell Corner are three tumuli  $\frac{1}{4}$  m. or less from the road.<sup>1</sup>

From the end of this last section the line of the Roman road is given in the map as running still NW., but not along a modern road. It is, however, suggested both by the lie of the ground and the position of certain tumuli that the ridgeway did not go along that part of the line of the road but went W. by N. to Priddy Nine Beacons (OMI) on the W. By. of Chewton Mendip parish, a distance of 1 m. 6 fur. (7 m.  $2\frac{1}{2}$  fur.). There is no modern road or track along this section; but the line passes three tumuli before it arrives at the Nine Beacons.

The ridgeway must then have run N. passing through three earthwork circles<sup>2</sup> to meet the line of the Roman road once more where a fourth circle abuts on it about  $\frac{1}{4}$  m. NW. of Castle Comfort Inn (OMI) in the W. of Chewton Mendip parish.<sup>3</sup> The length of this section is 1 m. 3 fur. (8 m.  $5\frac{1}{2}$  fur.). Then, modern road and Roman road, for 2 m.  $5\frac{1}{2}$  fur. (11 m. 3 fur.) to a road-meeting  $4\frac{1}{2}$  fur. NW. of Warren Farm (OMI) in Ubley parish. At this point the ridgeway leaves the Roman road, for good and all, as it seems. From the last point W. by N. for  $6\frac{1}{2}$  fur. (12 m.  $1\frac{1}{2}$  fur.), no track, passing 1 fur. S. of Paywell Farm (OMI) to the summit of a hill 5 fur. W. of the farm. Then W. along a track for 4 fur. and, no track, for  $4\frac{1}{2}$  fur. (13 m. 2 fur.) to Beacon Batch (OMI), a group of tumuli on the summit of a hill in the S. part of Burrington parish. Then SW., track, for  $7\frac{1}{2}$  fur. (14 m.  $1\frac{1}{2}$  fur.) to a point marked in OMI by the height of 837 ft. Then first

<sup>1</sup> This favours the assumption that the Roman road is following the old line of the ridgeway, for the close association of tumuli with the great ridgeways is very marked.

<sup>2</sup> These circles are called in OM6, 'supposed ring forts.' But it is possible that they were cattle folds like the so-called camp called Lowborough on the Berkshire Downs—places

where the cattle and sheep were collected at night. In a Bleadon charter of the W. end of this range there is reference to a *Stretfold* which must have been on the Roman road near the W. end of this range of the Mendips.

<sup>3</sup> Of course, there is the possibility that the ridgeway did follow the line of the Roman road. But the line described seems the more probable.

WNW. and later NNW. along a road or lane for 1 m.  $7\frac{1}{2}$  fur. (15 m. 1 fur.) to the church (OM1) at Rowberrow. There is a tumulus beside the road about 100 yds. S. of the church.

Dolebury Camp (OM1) is less than  $\frac{1}{4}$  m. from the church on the other side of a stream.<sup>1</sup>

Then NW., modern road, for 2 fur. (14 m.  $3\frac{1}{2}$  fur.). Then WNW., no track, for  $1\frac{1}{2}$  fur. (14 m. 5 fur.). Then W., lane and track, over Sandford Hill (OM1) for 1 m. 2 fur. (15 m. 7 fur.). Then W. by S., no track, for 3 fur. (16 m. 2 fur.) to a road running S. from Sandford village. Then for  $1\frac{1}{2}$  fur. W., and 1 fur. NNW., along a lane (16 m. 5 fur.). Then W. by N. for  $1\frac{1}{2}$  fur. (16 m.  $6\frac{1}{2}$  fur.) to the rampart of Banwell Camp (OM1). Then W. by S., modern track, along the S. rampart of Banwell Camp and later along the S. rampart of an earthwork said to be Roman, to the road running S. from Banwell village, a distance of  $5\frac{1}{2}$  fur. (17 m. 4 fur.) where it picks up the reputed, but very doubtful, line of the Roman road.<sup>2</sup>

From this point it *may* have run N. for 1 fur., and later W., along a line which runs through the wood on Banwell Hill (OM1) to its W. edge, a total distance of 1 m. 2 fur. (18 m. 6 fur.). Then S. by W. along a lane for 2 fur. (19 m.) to meet the N. By. of Christon parish. Then for 6 fur. (19 m. 6 fur.) along a lane called Bridewell Lane (OM6) which is on the line of the N. By. of Christon. Here it curved S. to get round the head-waters of a stream, first SW. along a modern road for 2 fur.; then W. along a modern road for 3 fur.; then WNW., no track, for 1 fur. to the N. By. of Bleadon parish which runs along the crown of Bleadon Hill (OM1) (20 m. 4 fur.). It is probable that the N. By. of Bleadon ran along the line of the

<sup>1</sup> It is called a Roman camp in OM6. The evidence for its Roman origin I do not know. But, even if Roman, it may have been on a previous Celtic site. It seems to have been connected with the ridgeway by what is, owing to the presence of stream courses in its neighbourhood, a somewhat devious route marked at the present day by a track beginning  $\frac{1}{4}$  m. E. of the camp and running E.

over Dolebury Warren (OM1) to the E. edge of Mendip Lodge Wood (OM1), and then turning due S. along another track which meets the main ridgeway 7 fur. WSW. of Beacon Batch (OM1) (see above). It meets the Roman road 1 fur. S. of this.

<sup>2</sup> The stretches of Roman road marked on OM6 XVII, NE. and NW. are, taken together, obviously wrong.

ridgeway for 1 m. 2 fur. (21 m. 6 fur.). There is a footpath along part of that By. Where the By. turned N. about 3 fur. S. of Oldmixon (OM1) the ridgeway went on W. along what is now a line of fence which it followed for 4 fur. (22 m. 2 fur.) till it met a long furlong E. of the railway a road running WNW. along the S. edge of the village of Uphill to St. Nicholas' church (OM1) which is on the hill to the S. of that village. This road it followed for 6½ fur. (23 m. 0½ fur.). There the old way ends.

## ROAD 4

*The Roman Road along the Mendip Hills*

Sir Robert Colt Hoare in his work on Ancient Wiltshire assumed that a Roman road along the Mendips was the western end of a Roman road running from Old Sarum, near Salisbury, to the Bristol Channel. In dealing with the ancient highways of Wiltshire<sup>1</sup> doubts have been expressed about the Roman character of that road in Wiltshire. Sir R. C. Hoare's evidence as to the Roman character of that part of it is somewhat unconvincing both in quantity and quality. The alleged traces are few, and, as described by him, do not necessarily imply Roman work. Its reputed course runs W. of Salisbury along the ridge on which Grovely Forest stands, along which runs a ridgeway which may be traced as far as and over the Mendip Hills. But of anything resembling a continuous line of Roman road there is no trace whatever between the point where it is alleged to have entered Somerset and the first traces of the Roman road along the Mendips. It has been suggested that it was made for the purpose of carrying eastward the lead from the Mendip mines. But the making of so long a stretch of road for commercial purposes would be without parallel in the comparatively poor province of Britain, and in point of fact the road along the Wansdyke through Wilts eastward would have afforded just as convenient and more direct communication with Londinium and the Kentish ports. The existence of

<sup>1</sup> *Arch. Journ.* (1918) xxv, new series, p. 103.

the Wiltshire part of this alleged Roman road must be regarded as 'not proven.'

But there is no doubt that there was a Roman road along the summit of the Mendips which followed more or less closely the ridgeway of the range (Road 3). This has been demonstrated by cuttings of the agger of the road.<sup>1</sup> made by members of the Bristol and Gloucester Archaeological Society. But it appears quite uncertain whether the existence of this Roman road can be assumed E. of the Foss Way; in other words it may have been no more than a minor road affording communication between the Foss Way and the lead mines, and perhaps with some crossing to Wales from the mouth of the Axe. If this road was little more than a vicinal way from the Foss Way to the lead mines and the sea then its omission from the Antonine Itinerary is not surprising; but had it run from Old Sarum all the way to the Bristol Channel it would have been of an importance which would have made its inclusion in the Itinerary at least probable.

Its course, partly ascertained, partly conjectural, W. of the Foss Way is as follows. It leaves the Foss Way on Beacon Hill (OM1) just under 2 m. NNE. of Shepton Mallet where a ridgeway crosses that road. It followed the ridgeway for a short distance along a modern road for  $\frac{1}{2}$  m. ( $\frac{1}{2}$  m.). After that the ordnance map marks it by a dotted line not following any modern road as far as certain crossroads  $\frac{1}{2}$  m. N. of Masbury railway station (OM1). But it is possible that the Roman road continued along the ridge following the present road and former ridgeway to Warren Farm (OM1). It is noticeable that the line of the Roman road W. of the crossroads is pointing to the W. end of the ridge. (Total length so far 2 m. 2 fur.) From the crossroads the Roman road running NW. is represented by a modern road for 3 m. 2 fur. (6 m.) to a point 1 m. beyond Green Ore (OM1). Then its line, continuing NW. for 2 m. 1 fur. (8 m. 1 fur.), arrives at Castle Comfort Inn (OM1). Then it runs still NW. along a line of modern road for 2 m. 4 fur. (10 m. 5 fur.) to crossroads close to Warren

<sup>1</sup> See *Transactions of the Bristol and Glouc. Arch. Soc.* xxix.

Farm in Ubley (OMI). From here it is said to have run for 1 m. 1 fur. to Charterhouse village (11 m. 6 fur.). Then it went, according to the ordnance map, W. for 2 m. (13 m. 6 fur.). After that no certain traces of it seem to exist, until Yarborough (OMI) in Banwell parish, 4 m. 6 fur. west. It must have turned close to Shipham village. From Yarborough it went **along** the comb of Bleadon Hill (OMI) to the camp on the hill just S. of Uphill village, a distance of 4 m. 4 fur. (23 m.), close to the mouth of the Axe.

## ROAD 5

*The Roman Road running West from Bath*

The course of this road has been much disputed, and anything which may be said about it is at best conjectural. That it went from Bath to a crossing of the Severn is certain, for it is undoubtedly Iter. XIV of the Antonine Itinerary. From Bath (Aquae Sulis) the Itinerary gives the following places and distances: Aquae Sulis to Trajectus 6 Roman miles; from Trajectus to Abona 9 Roman miles. Fifteen Roman miles would be about  $13\frac{3}{4}$  English miles. Of course, there may be some mistake in the numbers given in the Itinerary; but any assumption that such is so would be a pure guess, and if the figures cannot be accepted, the only clue to the line taken by the road would be the discovery of parts, at any rate, of its course. The one definite discovery of the structure of the road was made in 1900 by the Bristol and Gloucestershire Society.<sup>1</sup> This was on Durdham Down (OMI) on the NW. edge of Bristol. The Abona of the Itinerary has been placed at Sea Mills, where the River Trim joins the Avon about 3 m. from the mouth of the latter, and about  $1\frac{1}{2}$  m. from the road traces on Durdham Down. It is also 14 m. in a straight line from Bath, which corresponds closely with the  $13\frac{3}{4}$  m. (English) implied by the figures given in the Antonine Itinerary. On the whole, the probability is that the Roman road took in a general sense the line of the modern highroad from Bath to Bristol.

<sup>1</sup> *Trans. Bristol and Gloucs. Arch. Soc.* xxiii, p. 309.

## ROAD 6

*The Clevedon Ridgeway*

That this started originally at what is now Clevedon is certain, though its course within that parish is no longer represented by a road of any kind. It must have come from Dial Hill (OMI) across the Park (OMI). It then ran E. over a low watershed on to the hill called The Warren, where its line is represented by a footpath. From Dial Hill to the beginning of the footpath is 6 fur. Then partly footpath, partly track, over Tickenham Hill to within a few yards of Cadbury Camp (OMI) (2 m. 7 fur.). Then, still running E., partly along a track, partly along a main road, to Longwood House (OMI), passing a camp about  $\frac{1}{2}$  m. NW. of Longwood House to the N. of the road (7 m. 5 fur.). Here the ridgeway must have turned ENE. and later NE. by what is called Beggars Bush Lane which runs along the NW. By. of Ashton Park (OMI) to a crossing of the Avon at Bristol (10 m. 3 fur.).

This ridgeway can never have been of great importance.

## ROAD 7

*The Portishead Ridgeway*

Though of minor importance, this ridgeway illustrates the importance of that type of road in the days before any system of the making of through roads was undertaken in this country. This road-making began at the beginning of the eighteenth century. Portishead was cut off in former days from communication towards the east by one of those extensive marshy areas which covered so large an area of the county; and the only passage from it eastwards was via Clevedon and the Clevedon ridgeway (Road 6) involving a detour which quadrupled the distance between it and Bristol. Its use after a direct road E. across the marshes was made, must have been diminished greatly. But its line throughout, save for a short interval, is still traceable, and two-thirds of it is still represented by modern footpaths, tracks, or main roads.

Like the Clevedon ridgeway it may be traced from Dial Hill (OM1) on the N. edge of that town. That it ran NNE. from that point to the neighbourhood of Walton Castle on the N. edge of Walton Park is certain; but all traces of it have been obliterated by a modern suburban road system (6 fur.). By the castle are ancient entrenchments on or close to the line of the way. Just N. of the castle its old line was marked by a footpath along the ridge of Castle Hill (OM1) which extends for 3 fur. and then apparently gives out a long  $\frac{1}{4}$  m. due W. of Walton-in-Gordano village (1 m. 1 fur.). Here it must have turned from NNE. to NE. along the extreme N. edge of that village, no modern track, to a path or track running by the 275-foot elevation marked on OM1 (1 m. 4 fur.). This track runs, generally speaking, in a NNE. direction for  $5\frac{1}{2}$  fur. to a point difficult to define in terms of OM1, but at the N. end of Canon's Wood (OM6) due W. of Farley (OM1) (2 m.  $1\frac{1}{2}$  fur.). Here comes a gap where the line has vanished from the modern map; but it is plain that it went NNE. to where on Weston Down (OM1) its line is taken up by a main road running to Portishead, which it met at a point due W. of Charlcombe Bay (OM1) (2 m. 5 fur.). It followed that road, now called Down Road, the whole way to Portishead (4 m. 5 fur.).

Total length 4 m. 5 fur., of which at the present day 2 m. of main road, 1 m.  $0\frac{1}{2}$  fur. of footpath or track, and 1 m.  $4\frac{1}{2}$  fur. no modern track.

#### ROAD 8

##### *Local Way in Weston by Bath*

*Middahricges Wey*, 'the way of the middle ridge,' is a purely local track now represented by a footpath. It is mentioned in a Saxon charter of Weston (B.1009, K.485). The name of it survives in that of Midridge Garden (OM6, VII, NE. and SE.) and also in a field-name on the same site. It is not possible to define clearly in terms of OM1 the line of the footpath which represents the old track; but it runs up from Midridge Garden (OM6) which is a short  $\frac{1}{2}$  m. NNW. of Upper

Weston (OM1) in a direction slightly W. of N. to a point between Weston Wood (OM6) and Foxhill Wood (OM6). It was no more than a local track.

## ROAD 9

*Local Way in Weston (1 m. NW. of Bath)*

A *Higweg*, 'hay way,' is mentioned in two charters of Weston, B.814, K.408 and B.1009, K.485. It seems to have been on the line of the road following the bottom of the combe in which Weston and Upper Weston stand. Such hay ways are mentioned in other charters. They were the ways by which the hay from the mead (hayland) was carried to the village centre.

## ROAD 10

*Another Local Road in Weston (1 m. NW. of Bath)*

A *Stennihte Weg*, 'stony way,' is mentioned in the Weston charter B.814, K.408. It is probably represented by one of the footpaths or tracks to the N. of Stinchcombe near Weston Wood (OM1).

## ROAD 11

*Another Local Way in Weston*

In B.1009, K.485 there is mention of an *Eald Lan*, 'old lane,' which may have been on the line of the road which runs WSW. from Weston village. It is called Penn Hill Road in OM6. *Lan* is rarely used in the charters. It may have been a more or less winding track or path across the *leah*, the uncultivated land of the community.

## ROAD 12

*Another Local Way in Weston*

A *Weg*, 'track,' is mentioned in the same charter. It must have run along the W. By. of the parish.

## ROAD 13

*Another Local Way in Weston*

A track called *Baelles Weg*, 'Bael's Way,' is mentioned in B.814, K.408. It is not now identifiable.

## ROAD 14

*Another Local Way in Weston*

A *Lacweg*, 'way of the slow stream,' is mentioned in B.1009, K.485. It was probably on the line of the Bath-Bristol road near where it cuts the E. By. of Weston parish.

## ROAD 15

*Local Way in North Stoke (4 m. NW. of Bath)*

In the North Stoke charter B.327, K.193, is mentioned a *Weg*, 'track,' which is now represented probably by the track which crosses the E. By. of the parish at the angle close to the grandstand of the race-course (OM1). It comes across the parish due E. from the village of Stoke.

## ROAD 16

*Track in the South of Bath Parish*

A *Holweg*, 'hollow way,' is now represented by the road which runs E. and W. over Combe Down (OM1). It is mentioned in the charter B.1257, K.566

## ROAD 17

*Another Road in the south part of Bath Parish*

In B.1257, K.566 is mention of a track called *Aethelburge Weg*, 'Ethelburga's Way.' It was on the line of the road which runs from the S. part of Bath eventually to, and beyond, Claverton Down Farm (OM1).

## ROAD 18

*Road in South Stoke (3 m. S. of Bath)*

A road called *Eald Straet*, 'Old Street or Made road,' is mentioned in the South Stoke charter B.1073,

K.486. It is the piece of road which forms for about  $6\frac{1}{2}$  fur. the N. end of W. By. of the parish. It will be noticed that it is a continuation S. of 'The Old Fosse Road' of OM6, which is the *Fosse Straet* of the Bath (*Cliftun*) charter.

## ROAD 19

*Local Road in Corston (3 m. W. of Bath)*

A *Weg*, 'track,' is mentioned in the charter B.957, K.457. This was possibly on the line of road running N. from Stantonbury House (OM1).

## ROAD 20

*Another local road in Corston (3 m. W. of Bath)*

In the above mentioned charter is a reference to a *Sidling Weg*, which ought to mean a road running along a hillside. It seems to be identical with Road 19.

## ROAD 21

*A third road in Corston (3 m. W. of Bath)*

In B.767, K.388, is mention of a road called *Herepath*, 'highway,' in Corston parish. This is now represented by the road running N. from Stantonbury House (OM1). It is identical with Roads 19 and 20.

## ROAD 22

*A fourth local road in Corston (3 m. W. of Bath)*

In B.767, K.388, is mention of another *Herepath*, 'highway,' in Corston. It is now represented by the road running N. from Wansdyke House (OM1) to the village of Burnett.

## ROAD 23

*Ridgeway in Stanton Prior ( $4\frac{1}{2}$  m. WSW. of Bath)*

A road called *Eald Herepath*, 'old highway,' is mentioned in the Stanton Prior charter B.1164, K.516. It is identical with the *Baeth Herepath*, 'Bath highway,' see Road 24.

## ROAD 24

*Same as Road 23 above*

In the Stanton Prior charter B.1099, is mention of a *Baeth Herepath*, 'Bath highway.' This was on the line of the modern road which forms the S. By. of the parish running ENE. to Bath.

This is part of a remarkable and possibly important road. It is a ridgeway which may have been part of the ridgeway running from Bath to the Mendip ridge-way. It must have crossed the Avon at New Bridge (OM1) a short mile NNE. of the village of Newton St. Loe, where the road from Bath to Corston now crosses that river. After crossing the river it ran SW. along the line of the road and then ran SSW. and later W. along the line of a lane to the village of Newton St. Loe. The ridgeway character begins at that part. It then ran for some miles along a modern line of road which follows the comb of the long ridge which runs down generally E. of the village of Stanton Priors till it reached a point a few hundred yards SSE. of Marksbury village. It then ran in a general SW. and SSW. direction along a modern road or lane to join the other branch of the Bath-Mendip ridgeway (Road 1) on Barrow Hill (OM1), 1½ m. WSW. of Farnborough village. Its total length from the Avon to this point is 6 m. 2 fur.

The conjecture that it is alternative route of the ridgeway from Bath to the Mendips is supported by the fact that it is called *Baeth Herepath*, 'Bath highway.'

See also Roads 29 and 30.

## ROAD 25

*Another road in Stanton Prior (4½ m. WSW. of Bath)*

A road called the *Eald Weg*, 'old way,' is mentioned in the Stanton prior charter B.1164, K.516. This was on the line of the modern road which crosses the N. By. of the parish and then runs N. to Stantonbury House (OM1). It is a piece of the same road as Roads 19, 20 and 21.

## ROAD 26

*Another local way in Stanton Prior (4½ m. SW. of Bath)*

A road or track called *Weg*, 'way,' is mentioned in B.1164, K.516. It is now the road or track which passes along the S. part of the W. By. of the parish and then runs N. all but skirting the W. side of the village. It is again part of Roads 19, 20, 21, and 25.

## ROAD 27

*Road in Marksbury (5 m. WSW. of Bath)*

A road called *Stan Wei*, 'stone way,' is mentioned in the Marksbury charter B.709. It ran down the E. By. of the parish to the Red Ford which was at the SE. corner of the parish. No modern track runs along its line.

## ROAD 28

*Another local road in Marksbury (5 m. WSW. of Bath)*

In B.709 is mention of a *Smal Weg*, 'narrow way,' which appears to have been on the line of the road which runs due N. from Marksbury village to the NE. angle of the parish By. It is a continuation of Road 22.

## ROAD 29

*Another local road in Marksbury (5 m. WSW. of Bath)*

A road called *Weie*, 'track,' is mentioned in B.709. This was on the line of the road which forms a fairly long stretch of the S. By. to the S. and SE. of Marksbury Plain (OMI). It is part of the ridgeway described in reference to Road 24.

## ROAD 30

*Road in Priston (4 m. SW. of Bath)*

In the Priston charter B.670, K.354, is reference to a *Herepath*, 'highway.' It was along the line of the road just N. of Wilmington (OMI). It is again part of the ridgeway described in relation to Road 24.

## ROAD 31

*Road in Priston (4 m. SW. of Bath)*

In B.670, K.354, is mention of a *Straet*, 'made road.' It is identical with the *Stanwei* (Road 27) of the Marksbury charter. At the present day it is only partly represented in Priston as a piece of road running S. from the crossroads on the W. By. of Priston about  $\frac{1}{2}$  m. N. of the Red Ford, which was at the SE. corner of Marksbury parish.

That the Saxons thought that this piece of road was 'made' is shown by the use of the term *streat* to describe it. There is no reason to suppose that it was a Roman road, nor, indeed, any reason to suspect that it may have been romanised, i.e. 'made' in a Roman sense in that part. But the name *Stanwet* applied to the N. part of it implies that it was at least stony; and the stones may have lain in such a way as to give the Saxons the impression that some making had taken place.

The only roads which the Romans sometimes romanised were the more or less important through tracks such as ridgeways, summer ways, and salt ways. This road does not belong to any of these types. It is just possible that it may have been a salt way; but there is no evidence whatever for assuming that it was so.

## ROAD 32

*Another Road in Priston (4 m. SW. of Bath)*

A road called *Herepath*, 'highway,' is mentioned in B.670, K.354. It was on the line of the modern road running along the parish By. SW. of Nailwell (OM1).

## ROAD 33

*A Ridgeway. In Dundry (4 m. S. of Bristol), etc.*

The name Dundry is attached to this ridgeway because its course is most clear in the neighbourhood of that village. But it extends for a considerable

distance both E. and W. of it. Its *raison d'être*, as far as its use is concerned, is difficult to conjecture, for it begins and ends, as it were, nowhere. Yet the fact that the large camp called Mars Knoll Camp (OM1) in Norton Malreward parish is situated on it, shows that it was of some importance at some early period in the life of this country. Its later use was probably as a driftway to the upland pastures.

At the E. end its first traces are apparent about 1 fur. NNE. of Belluton (OM1) in Stanton Drew parish. It ran NNW. over Settle Hill (OM1) on a line of foot-path for 5 fur. till it reached the Wansdyke (OM1) about 100 yds. from the railway. Then along the Wansdyke for  $4\frac{1}{2}$  fur. (1 m.  $1\frac{1}{2}$  fur.) till it reached the E. rampart of Mars Knoll Camp (OM1). Then for 1 fur. (1 m.  $2\frac{1}{2}$  fur.) N. up the east rampart of the camp. Then W., modern road, along the N. rampart of the camp and beyond for 1 m. 6 fur. (3 m.  $0\frac{1}{2}$  fur.) to crossroads due N. of East Dundry hamlet (OM1). For 1 m. of this section it forms part of the S. boundaries of Whitchurch and Dundry parishes. Then still W., modern road, for 1 m. 2 fur. (4 m.  $2\frac{1}{2}$  fur.) to crossroads 3 fur. SW. of Dundry church (OM1). Then, still W., along line of lane for 1 m. 5 fur. (5 m.  $7\frac{1}{2}$  fur.) to crossroads  $\frac{1}{2}$  m. due N. of Felton (OM1). Then WNW., modern road, for 6 fur. (6 m.  $5\frac{1}{2}$  fur.) to the summit of Barrow Hill (OM1). Then W. for 6 fur. (7 m.  $3\frac{1}{2}$  fur.) modern road, to Backwell Hill (OM1). Then N. by W., modern road, for 1 m. 1 fur. (8 m.  $4\frac{1}{2}$  fur.) to Farleigh (OM1) in Flax Bourton parish.

Here it gave out or is, at any rate, no further traceable.

## ROAD 34

*A Ridgeway*

See notes on Road 24.

## ROAD 35

*Track in Dunkerton ( $4\frac{1}{2}$  m. SW. of Bath)*

A track called *Ramleah Weg*, 'ram lea way', is mentioned in B.1074, K.484. It may have been on the line

of the footpath which runs to Dunkerton village from the S.

## ROAD 36

*Road in Wrington (9 m. E. of Weston-super-Mare)*

The charter B.606, K.338, mentions a *Wryth Wey*, 'twisting (?) way,' which may have been on the line of the road which cuts the W. By. at the re-entering angle at Oatlands (OM1).

## ROAD 37

*Road in Chaterhouse Hinton (7 m. NW. of Wells)*

A charter in the Wells Cartulary mentions a *Melc Weg*, 'milk way.' This was probably on the line of one of two roads, one of which runs E. and W., near Milkway Barn (OM6) in the S. part of Chaterhouse parish about  $\frac{1}{4}$  m. WNW. of Piney Sleight Farm (OM1), and the other N. and S. through the farm above mentioned.

## ROAD 38

*Road in Compton Bishop ( $5\frac{3}{4}$  m. SE. of Weston-super-Mare)*

A charter in the Wells Cartulary mentions a *Smal Weg*, 'narrow way,' which was on the line of a road or track along the N. By. of Compton Bishop on the E. of the valley in which the Cheddar Valley branch of the railway runs.

## ROAD 39

*Another Road in Compton Bishop ( $5\frac{3}{4}$  m. SE. of Weston-super-Mare)*

In the above Wells charter is mention of a *Northern-na Weg*, 'northern way.' This is a continuation of Road 38.

## ROAD 40

*A Road in Axbridge*

In the same charter is mentioned a *Hol Weg*, 'hollow

way,' which ran probably along the line of road called in OM6 Horne's Lane which runs down the hollow which is N. of the railway station at Axbridge.

## ROAD 41

*Road in Bleadon (3 m. SSE. of Weston-super-Mare)*

In charter B.1313, K.587, is mentioned a *Boyle Lane*. It is not identifiable.

## ROAD 42

*Another Road in Bleadon (about 3 m. SSE. of Weston-super-Mare)*

An *Eald Lan*, 'old lane,' is mentioned in B.959, K.1182. Not identifiable.

## ROAD 43

*Another Road in Bleadon*

A *Stretfold*, 'fold on the made road,' is mentioned in B.1313, K.587. It is fairly certain that it got its name from its proximity to the Roman road of the Mendips. The road is marked in OM6.

## ROAD 44

*Another Road in Bleadon*

A *Wael Weg*, 'slaughter (?) way,' is mentioned in B.959, K.1182. Not identifiable.

## ROAD 45

*Another Road in Bleadon*

A road called *La Droue*, 'driftway or cattle way,' is mentioned in B.1313, K.587. Not identifiable.

## ROAD 46

*Road in Norton Fitzwarren (?) (2 m. WNW. of Taunton)*

A road called *Herepath*, 'highway,' is mentioned in B.550, K.1065. Possibly on the line of the modern road from Norton Fitzwarren to Heathfield.

## ROAD 47

*Road in Ilminster (in the S. of the county)*

A road called *Wite Wey*, 'white way,' in a Muchelney charter survives to a large extent in the road which forms for about 1 m. the S. By. of the parish to the SE. of Chilworthy House (OM1). The modern road ends on the E. three furlongs short of the River Isle. But the parish By. shows pretty clearly that the road extended formerly to the Isle and presumably beyond it.

## ROAD 48

*Road in Isle Abbots (4 m. N. of Ilminster)*

In a Muchelney charter there is mention of a *Cleg Wey*, 'clay way.' It was on the line of the road called Beago Lane (OM6) which forms the S. By. of the parish.

## ROAD 49

*Road in Drayton and Huish Episcopi (both close to Langport in the S. part of the county)*

In a Muchelney charter there is mention of a *Spede Wey*, 'speed (?) way,' It may have been on the line of the road from Drayton to Curry Rivel.

## ROAD 50

*Road in Long Sutton (about 2 m. SSW. of Somerton)*

A road called *Harepath*, 'highway,' is mentioned in B.545-6, K.309. It seems to have been on the line of the road which crosses the W. By. about  $\frac{1}{2}$  m. W. by N. of Upton (OM1).

## ROAD 51

*Another Road in Long Sutton*

A road called *Strate*, 'made road,' is mentioned in the same charter. It was on the line of the road which runs parallel to and just N. of the N. By. of the parish. The W. part of that By. is probably the old line of the road. This road is also called a *Harepath*, 'highway.'

The charter dates from about 1250-1300. In post-conquest the term *stræt* (original form), street, came to be used in a much wider sense than in Saxon times. Also there is, as a fact, no evidence in the spelling of words in the extant copy of the charter which would justify the assumption that it was a copy of a document of Saxon date.

## ROAD 52

*Another Road in Long Sutton*

In the charter above mentioned is reference to a *Herpath*, 'highway.' This seems to be on the line of the road which crosses the E. By. of the parish a short  $\frac{1}{2}$  m. N. of Knole. It is a continuation of the *Harepath* of Road 51.

## ROAD 53

*Road in High Ham (about 4 $\frac{1}{4}$  m. WNW. of Somerton)*

In the charter B.1294, K.577, there is mention of a *Hol Wei*, 'hollow way.' It was in that part of High Ham parish N. of Beer (OM1): but its actual line is not determinable.

## ROAD 54

*Another Road in High Ham*

In the same charter is mentioned a *Stanwei*, 'stone way.' This is probably represented now by the road which runs along the top edge of the escarpment in that part of the parish N. of Beer (OM1).

## ROAD 55

*Road in Middlezoy (about 5 m. ESE. of Bridgwater)*

In B.143, K.74, is mention of a track called *Wilbrittispathe*, 'Wilberht's path.' Probably on or near the S.E. By. of the parish.

## ROAD 56

*Road in Henstridge (about 5½ m. ENE. of Sherborne, Dorset)*

A road called *Herepath*, 'highway,' is mentioned in B.923, K.455. This is now the road in Henstridge called Landshire Lane (OMI) which forms the S. By. of the parish and which the W. By. meets at Copse House Farm (OMI).

## ROAD 57

*Another Road in Henstridge*

In the same charter is mention of a *Stoc Wey*, 'stake (?) way.' It may have run on the line of the road on which the By. of the parish abuts close to Redhouse Farm (OMI).

## ROAD 58

*Road in Rimpton (4 m. NNE. of Yeovil)*

A road called *Herpath*, 'highway,' is mentioned in B.730, K.1116. It ran along the line of the modern road which runs W. from Sandford Orcas village to form a large part of the SE. By. of Rimpton parish.

## ROAD 59

*Another Road in Rimpton*

A road called *Wendan Beorhes Hear Path*, 'highway of Wenda's Barrow,' is mentioned in B.931, K.1174. This went along the line of the modern road from Marston Magna to Sherborne which forms for more than ½ m. the S. part of the W. By. of the parish. In the other charter of Rimpton, B.730, K.1116, this road is called *Herpath*, 'highway.'

## ROAD 60

*Another Road in Rimpton*

A road called *Hearpoth*, 'highway,' is mentioned in

B.931, K.1174. This is now represented by what is at the present day little more than a track the line of which is continued E. by a footpath in Corton Denham parish, and W. by a line of road running to Marston Magna. The road forms the parish By. where S. and ESE. of Woodhouse (OM1) the E. By. runs W. and E. for  $\frac{1}{2}$  m.

## ROAD 61

*Road in Mells (about 4 m. W. of Frome)*

A road called *Mereweie*, 'boundary way,' is mentioned in B.776, K.393. It was on the line of the road which runs along the E. edge of Babington Park. The By. follows it till about 400 yds. N. of the railway.

## ROAD 62

*Another Road in Mells*

A road called *Harenapildor Wei*, 'way of the grey appletree,' is mentioned in the same charter. It was probably along the line of the road on the W. By. which crosses that By. to the E. of Newbury House.

## ROAD 63

*Road in Batcombe (about 3 m. N. of Bruton)*

A track called *Old Wei*, 'old way,' is mentioned in B.749, K.383. This was the branch ridgeway over Saite Hill (OM1) to a crossing of the River Brue at Bruton. It leaves the line of the main ridgeway at the NE. angle of Batcombe parish a short  $\frac{1}{2}$  m. NNW. of the village of Upton Noble. It runs SSE. along the E. By. of Batcombe for  $\frac{1}{2}$  m. and then continues parallel with, but slightly E. of, that By. over the summit of Seat Hill (OM1), by Copplesbury Farm (OM1), and Gilcombe Farm (OM1), to a crossing of the Brue at Bruton. After crossing the Brue at Bruton it is represented by the line of modern road running SE. to Redlynch (OM1), and further S. to Stony Stoke. Beyond that it cannot be traced, and it may be doubted

whether it ever went any further. It was in other words local ; but it was not unimportant.

## ROAD 64

*Ridgeway in Batcombe (about 3 m. N. of Bruton)*

This ridgeway skirts the NE. By. of the parish. It is part of the great ridgeway Road 3.

## ROAD 65

*Road in Batcombe (about 3 m. N. of Bruton)*

A road called *Combisbergeswei*, 'road of the barrow (or camp) in the combe,' is mentioned, in the charter B.749, K.383. The name of the camp survives in two modern names, that of Cobblesbury, a field inside the Upton Noble By. to the W. of Folly Farm (OM1), and in that of Copplesbury Farm (OM1) in North Brewham  $\frac{1}{4}$  m. E. of the SE. angle of the Batcombe By. Also a lane running W. from that farm is called Copplesbury Lane (OM6) and it is the *Combisbergeswei* of the charter.

## ROAD 66

*Local Way in Batcombe*

In the same charter is mentioned a *Mere Wei*, 'boundary way,' generally a way along the balk of a ploughland. It is represented by the W. part of the road which forms the whole of the S. By. of the parish.

## ROAD 67

*Track in Pilton (4 m. SE. of Wells)*

A track called *Weie*, 'way,' is mentioned in the Pilton charter B.112, K.49. It was on the line of the modern road which runs N. along the W. By. of Pilton from the SW. angle of the parish at Stickleball Hill (OM1).

## ROAD 68

*Path in Pilton*

The same charter mentions a *Path*. It was one of the footpaths or roads on the N. By. of the parish.

## ROAD 69

*Track in West Pennard* ( $5\frac{1}{2}$  m. SW. of Shepton Mallet)

In B.61, K.20, is mention of a *Weg*, 'way,' which was on the line of the road which runs N. over Stickleball Hill (OM1) to Steanbow (OM1). This is the same road as Road 67.

## ROAD 70

*Track in Baltonsborough* ( $3\frac{1}{2}$  m. SE. of Glastonbury)

B.168, K.92, mentions a *Bitan Path*, 'Bita's Path,' in Baltonsborough, which must have been on the line of the modern road running S. from Parbrook (OM1).

## ROAD 71

*Track in Ditcheat* ( $7\frac{1}{2}$  m. E. by S. of Glastonbury)

B.438, K.253, mentions a *Wei*, 'track,' which was on the line of Hilwell Lane (OM6) which runs along the parish By. for some distance E. of Allhampton.

## ROAD 72

*Ridgeway in West Monkton* (3 m. NE. of Taunton)

In B.62 there is mention of a *Hrycuueg*, 'ridgeway,' which ran down the W. By. N. of Allen's Brook (OM1). It seems to have been one of those quite local and often very short ridgeways common in parishes in England. They are purely local roads.

## ROAD 73

*Highway in Bishop's Hull* (immediately W. of Taunton)

A road called *Herpeth*, 'highway,' is mentioned in K.750. This was along the line of the road called Old Road in OM6, which forms for 5 fur. part of the S. By. of the parish due S. of the village.

## ROAD 74

*Road in Milverton* ( $0\frac{1}{2}$  m. W. of Taunton)

In B.III16 is mention of a *Herpath*, 'highway,' in Milverton, which must have been along the line of the

modern road which runs generally speaking parallel with the S. By. of the parish.

## ROAD 75

*Track in Bishop's Lydeard (5 m. WNW. of Taunton)*

A track called *Holweg*, 'hollow way,' is mentioned in B.610, K.1083. This was on the line of the road from Kingston to Crowcombe which crosses the NW. By. about  $\frac{1}{4}$  m. NE. of Higher Barn (OM6).

## ROAD 76

*Highway in West Buckland (immediately E. of Wellington)*

A highway called *Theod Herpoth*, 'people's highway,' is mentioned in B.610, K.1083. It was on the line of the Wellington-Taunton road. The E. By. of Buckland follows it for about 3 fur.<sup>1</sup>

The same road is mentioned again in the same charter in reference to a *Herpoth Ford* which was at Hawkaller (OM1).

## ROAD 77

*Track in Wellington (in the W. of the county)*

A track called the *Eald Weg*, 'old way,' is mentioned in the above charter. This is represented at the present day by a footpath running up the W. By. of Wellington parish from near Wrangway (OM1), and later by the road from Beam Bridge (OM1) to Chitterwell (OM1).

## ROAD 78

*Highway in Pitminster (4 m. due S. of Taunton)*

A *Herepath*, 'highway,' is mentioned in B.729, K.1117. This highway ran along the S. By. of the parish and was part of the great ridgeway of the Blackdown Hills. (See Road 83.)

<sup>1</sup>The term *Theod Herepath* is applied to several roads mentioned in the charters. It may have been in some sense a contrast with a *Regia Via*, 'king's Highway.'

## ROAD 79

*Track in Pitminster*

A track called *Wealdenes Weg*, 'way of the forest dean,' is mentioned in the above charter. It was probably on the line of the road which passes by Feltham (OMI). This is the *Via Waldanes* of B.476, K.1052.

## ROAD 80

*Another Highway in Pitminster*

In the above charter another *Herepath* is mentioned. It was on the line of the road from Shoreditch to Corfe which forms a long stretch of the E. By. of Pitminster.

## ROAD 81

*Road in Tolland (9½ m. NW. of Taunton)*

A road called *Vetus Strata*, 'old street,' is mentioned in the great Taunton charter B.476, K.1052. This was probably on the line of the road which comes up from Ford and abuts on the Tolland By. to the W. of that village.

## ROAD 82

*Way in Corfe (about 4 m. S. by E. of Taunton)*

In B.476, K.1052, is mentioned a *Via Publica* which was on the line of the road which runs down the S. part of the E. By. of Corfe.

## THE RIDGEWAYS OF THE SOUTH AND SOUTH-WEST OF THE COUNTY

## ROAD 83

*The great Blackdown Ridgeway*

This is a continuation of the great ridgeway of Dorset.<sup>1</sup>

As will be seen from the notes relating to that part of it in Dorset, it is a section of a great ridgeway which runs from Kent to Cornwall.

<sup>1</sup> Dorset, Road 1. See *Arch. Journ.* xciv (1938), p. 257.

ITINERARY (the distances in brackets are totals)

It enters the county of Somerset from the E. on the SE. By. of Misterton<sup>1</sup> parish. Runs NW. along modern road for 1 m. 1 fur. (1 m. 1 fur.) to the top of Shave Hill (OM1) where a branch ridgeway, Road 84, runs S. from it. Then runs N. by E., modern road called Shave Lane (OM6), for 5 fur. to a point just N. of the railway (1 m. 6 fur.). Then NW., modern road, called Cathole Bridge Road (OM6), for 1 m. to Roundham (OM1), (2 m. 6 fur.). Then WNW., modern road, for 4 fur. to a bend  $4\frac{1}{2}$  fur. NE. of Coombe (OM1) (3 m. 2 fur.). Then W., modern road, for 6 fur. where a branch ridgeway runs off N. (Road 85),  $\frac{1}{2}$  m. NW. of Coombe (4 m.). Then W., modern road, for 4 fur. where a branch ridgeway, Road 86, goes off S. (4 m. 4 fur.). Then W. and later W. by S. over Windwhistle (OM1) to a point where the Foss Way, after coinciding with the ridgeway for a few furlongs, runs off SW. from it at a point 3 fur. NNW. of Cricket St. Thomas village. Modern road for the whole 1 m. 7 fur. (6 m. 3 fur.). Then W., modern road, for 2 m. 3 fur. to Chard railway station (8 m. 6 fur.). Then W. along the main street of Chard for 7 fur. to the W. edge of the town (9 m. 5 fur.). Then WNW., modern road, over Snowden Hill, for 1 m. 6 fur. to crossroads 5 fur. ESE. of Whitestanton village (11 m. 3 fur.). There the ridgeway makes a great bend and runs N. by E. for 1 m.  $3\frac{1}{2}$  fur. along a modern road to certain crossroads about 300 yds. SE. of the tumulus (OM1) at Combe Beacon (12 m.  $6\frac{1}{2}$  fur.).<sup>2</sup>

At the Beacon a branch ridgeway comes up from the E. It is probable that from Combe Beacon the old ridgeway went N. by W. for 6 fur. along a line not marked by any modern track till it met the line of the modern road from Ilminster to Buckland St. Mary (3 m.  $4\frac{1}{2}$  fur.), and then turned W. and ran for 4 fur. along that road to meet the road which runs up N. to Castle Neroche (OM1). Up this last road it ran N. by W. for 1 m.  $5\frac{1}{2}$  fur. to Castle Neroche where various remains of antiquity, such as hut circles, exist. A fur-

<sup>1</sup>  $1\frac{1}{2}$  m. SE. of Crewkerne.

<sup>2</sup> The last furlong of this road near the Beacon may be a modern version

of the old track. But on this high, dry land the old ridgeway may not have followed strictly the comb of the ridge.

long before it reaches the castle a minor ridgeway runs off from it (15 m. 2 fur.). At Castle Neroche it turned once more W. along a modern road for 1 m. 2½ fur. where a local ridgeway, Road 88, coming from the S. joins it (16 m. 4½ fur.). Hence it ran NW. for 2 fur. along the modern road. From this point for some distance it would, strictly speaking, pass along the comb of Staple Hill (OM1). But users of ridgeways did not always pass along the crown of a ridge when the upper slopes of it were free from water; and the old way may have passed along the line of the modern road. If it did adhere to the comb of the ridge in this instance its line over Staple Hill (OM1) is not marked by any modern track until the E. By. of Otterford parish is reached on the W. slope of the hill. From this point it follows first a track and later a modern road running WSW. to Holman Clavel (OM1). The total length of this section of it is 2 m. 0½ fur. (18 m. 5 fur.). Thence the ridgeway runs along a modern road in a general direction W. by N. through the S. part of Pitminster parish to Ferches Corner (OM1) at the SW. angle of the parish. In this section it is called *Theod Herpath*, 'people's highway,' in the Pitminster charter B.729, K.1117. The length of this section is 2 m. 4 fur. (21 m. 1 fur.). From this point it runs in a general direction W. over Buckland Hill (OM1) and forms the Co. By. between Somerset and Devon. This section ends at certain crossroads on Wellington Hill (OM1) about ½ m. ESE. of Wellington monument (OM1). It is along the line of a modern road all the way. Length of the section 2 m. 3 fur. (23 m. 4 fur.). From that point the ridgeway would go NW. up to the Wellington monument (OM1) and then SW. But probably the users of the road, when they found the slope S. of the hill dry, cut off the angle; and the Co. By. represents for 1 m. 1½ fur. the line they took of which 5 fur. is modern road way. After that the ridgeway bent SW., passing into Devon.

*Link in Devonshire with the great Brendon Hills  
Ridgeway*

Though the ridgeway now passes into Devonshire

the comparatively short length of it in that county links it up with Roads 128 and 125 which in their turn link it up with the Brendon Hills ridgeway. Hence the Blackdown ridgeway and the west part of that of the Brendon Hills (Road 110) are sections of that great east and west ridgeway which can be traced from E. Kent to W. Cornwall.

The course in Devon is as follows.

Starting at the point on the Co. By. above mentioned, it ran SW. along a road or track over Black Down Common (OMI) for 1 m. 2 fur. (24 m. 6 fur.) to a point  $\frac{1}{2}$  m. ENE. of Woodgate (OMI) in the N. part of the parish of Culmstock which is about 2 m. E. by N. of Uffculme. Then WNW. along what is apparently a track, via Nicholashayne (OMI) for 1 m. 4 fur. to a modern high road at a point  $\frac{3}{4}$  m. E. of Burlescombe village which is a little over 2 m. N. of Uffculme. Then N. by E. along that road, over the tunnel of the GWR for 1 m. (27 m. 2 fur.) to Werescote (OMI) in Sampford Arundel parish. Then W. by N., no modern track apparently, for 1 m. 6 fur. (29 m.) to the village of Holcombe Regis which is 4 m. N. of Uffculme. Then WNW. along a winding modern road for 1 m. 7 fur. (30 m. 7 fur.) to Staple Cross (OMI) in Hockworthy parish. Then N., modern road for 6 fur. (31 m. 5 fur.) to a point on the road from Ashbrittle to Bampton. This section forms part of the Co. By.

Here it had to make a detour to get round the head of a stream valley.

The NW. for 7 fur. (32 m. 4 fur.) along the above road. Then N., modern road, for 5 fur. (33 m. 1 fur.) to a point about  $\frac{1}{4}$  m. S. of the church (OMI) at Clayhanger which is  $3\frac{3}{4}$  m. E. by N. of Bampton. Then E., modern road, for 4 fur. (33 m. 5 fur.). Then N. modern road, for 1 m. 6 fur. (35 m. 3 fur.) to meet Road 128 at the Co. By.

By Roads 128 and 125 it is linked up with the Brendon Hills Ridgeway, Road 110.

Anyone who has followed the great and minor ridgeways of Dorset will have noticed the large number of tumuli and other remains of antiquity on or close to those ancient ways. This Somerset ridgeway is, as has

been said, a part of the great ridgeway which runs through Dorset (Road 1) into Wilts and on eastward into Kent. But whereas the Dorset section of it is marked by tumuli and other monuments of the past, just as is the great Cotswold ridgeway,<sup>1</sup> this Blackdown part of it in Somerset has only two tumuli near its course and one site of a prehistoric village at Castle Neroche. The sites of tumuli on or in the immediate neighbourhood of the great and minor ridgeways in England makes it practically certain that there dwelt at one time in certain parts of the country a race which buried its illustrious dead in the neighbourhood of these tracks which were at the time the through highways of the country. Furthermore, the Dorset ridgeways, the Cotswold ridgeway, and the great ridgeways of the south of England have on them what are called in modern maps 'camps.' These so-called camps are known to have been hill cities or villages, mostly the dwellings of the Celts which the Romans found in Britain. Yet the Somerset part of this ridgeway has no such camp upon it unless Castle Neroche is a structure going back to the Celtic age.

It is obvious that the contrast in this respect between the Somerset section and that in Dorset, suggests very strongly that the people, probably Celtic, which inhabited Dorset at the time when these camps and many of these tumuli came into being did not extend into south Somerset.

## ROAD 84

*The Seaborough<sup>2</sup> Ridgeway. An unimportant Branch Ridgeway*

A short branch ridgeway branches off from the great ridgeway (Road 83) at Henley Cross (OM6) on Shave Hill (OM1), in West Crewkerne parish and runs S. to the village of Seaborough in Devonshire where it ceases at the river Aze. There is no trace of its continuation beyond that river. It belongs to that type of ridgeway of which there are several examples in Dorset

<sup>1</sup> See 'Roads of the Middle Severn Basin': Road 1, *Arch. Journ.* Vol. xci.

<sup>2</sup> About 3 m. S. by W. of Crewkerne.

which formed a line of communication between a main ridgeway and a village community in a river valley in its neighbourhood.

## ROAD 85

*A Link Ridgeway*

A short ridgeway branches off from the main ridgeway in Chellington<sup>1</sup> parish about  $\frac{1}{2}$  m. to the NW. of Coombe (OM1). It runs N. for  $1\frac{3}{4}$  m. along a modern road to meet the Foss Way just W. of Dinnington village. It served no doubt as a short cut to the Foss Way for travellers coming along the main ridgeway from the E.

## ROAD 86

*Branch Ridgeway*

A ridgeway leaves the main ridgeway half a mile W. of the Road 85 and runs S. for 2 m. 1 fur. to Wayford on the Axe ( $5\frac{1}{4}$  m. SE. of Chard). Here there must have been a crossing of that river. It is continued S. of it by Road 11 of the Dorset series.<sup>2</sup> A modern road follows its line.

## ROAD 87

*A Local Ridgeway*

At Combe Beacon (OM1) in the parish of Combe St. Nicholas (2 m. NW. of Chard) a branch ridgeway marked by a modern road runs E. from the main ridgeway passing about  $\frac{1}{4}$  m. S. of Sticklepath (OM1), and running over Stony Down (OM1). This part of it is now called Greenway Lane. It then runs on leaving Clayhanger  $\frac{1}{4}$  m. to the S. and forms the S. By. of the parish of Ilminster Without. Here it is called the *Wite Wey*, 'white way,' in the Saxon charter of Ilminster (see Road 47). The ridgeway character gives out where it crosses the Chard branch of the Great Western Railway. Its length is  $2\frac{3}{4}$  m. Its importance seems to have been purely local; but it illustrates that which might be illustrated from hundreds of instances

<sup>1</sup> 3 m. WNW. of Crewkerne.

<sup>2</sup> *Arch. Journ.* xciv (1937), p. 278.

throughout England—the tendency of those passing from one point to another, even over very short distances, to adhere to the ridge of a watershed, even though it might be a purely local one not more than a few hundred yards long. A modern road runs along the line of the ridgeway.

## ROAD 88

*A Local Ridgeway*

A ridgeway of the same type as Road 87 leaves the main ridgeway, Road 83, about 300 yds. S. of Castle Neroche (OM1) and runs E. as far as Broadway,  $2\frac{1}{2}$  m. E. of Ilminster, where its ridgeway character ceases. A modern road follows its line. Its total length is 2 m. 7 fur.

## ROAD 89

*A Local Ridgeway (see Map)*

## ROAD 90

*Branch Ridgeway to Taunton (see also Road 80) (see Map)*

The alternative course went NNE. from Corfe along the line of the modern highroad from Corfe to Shoreditch (OM1) which follows the comb of a ridge. That this road is ancient is shown by its being called *herepath*, 'highway,' twice in the Pitminster charter, B.729, K.1117. From Corfe to Shoreditch is 1 m.  $5\frac{1}{2}$  fur. (3 m. 4 fur.). Thence it may be represented by the road from Shoreditch to Taunton, which is not a ridgeway, and has to cross the Black Brook (OM6) to reach the town (total length 6 m. 1 fur.).<sup>1</sup>

<sup>1</sup> In the vast majority of cases the lines of the old highways of this country are marked in an unmistakable way for anyone who knows the circumstances, physical or economic, which brought them into existence. But every now and then the disappearance of part of the course of one of them owing to its having fallen into disuse creates uncertainty as to the line it took or even as to its real nature.

In the present instance it is possible that these fragments of ridgeways in Pitminster may be the remains of local ridgeways and not of ridgeways running through from the great ridgeway to Taunton. I have taken the latter view of them because I think it is the more probable, but I quite admit that the other view is a possible assumption.

## ROAD 91

*A more important Branch Ridgeway to Taunton*

This leaves the main ridgeway, Road 83, at a point  $\frac{1}{4}$  m. N. of Westcombe Farm (OM1) in the S. part of Pitminster parish. It runs NNE. for  $5\frac{1}{2}$  fur. along a modern road to Blagdon Hill (OM1) ( $5\frac{1}{2}$  fur.). Then in a general direction N. for 6 fur. along the line of a track and footpath to Howleigh (OM1) (1 m.  $3\frac{1}{2}$  fur.). Then for  $2\frac{1}{2}$  fur. NE. along a road to a point  $\frac{1}{4}$  m. N. of Blagdon (OM1) (1 m.  $6\frac{1}{2}$  fur.). Then for 1 m. 6 fur. along a line of modern road past Fulwood (OM1) to Staplehay (OM1) (3 m. 4 fur.). Thence N. along modern road for 1 m. 6 fur. past Haines Hill (OM1) to Taunton (5 m. 3 fur.).

The existence of this ridgeway led possibly to the falling into disuse of the parallel ridgeway, Road 90.

## ROAD 92

*Unimportant Ridgeway in West Buckland (2 m. E. of Wellington)*

A short ridgeway branched off N. from the main ridgeway, Road 83, at a point 7 fur. S. by W. of Ford Street (OM1) in West Buckland and went along the line of modern road to that place.

## ROAD 93

*Ridgeway of the East Watershed of the river Parret*

This is the N. end of what must have been at one time an important ridgeway. It is a continuation of Road 18 of the Dorset series.<sup>1</sup>

The ridgeway enters the county a short mile ENE. of the village of Purse Caundle near Sherborne in Dorset. Then it runs NNW. for  $\frac{3}{4}$  m. along what is now the county By. and a lane (6 fur.). Thence, still running NNW., for 1 m. 3 fur. to Henstridge Bowden (OM1) along the same lane (2 m. 1 fur.). Thence, still going NNW., for 2 m. 5 fur. to a point  $\frac{3}{4}$  m. NNE. of Charlton Horethorne (4 m. 6 fur.). No track in this part of it; but the wavy parish By. of Henstridge N. of Henstridge Bowden is almost certainly

<sup>1</sup> *Arch. Journ.* xciv (1937), p. 283.

along the old line of the ridgeway. After leaving the parish By. it must have passed just E. of Stowell village; and N. of it the E. By. of Stowell parish probably marks the line of the old highway. After reaching the N. end of that By. it went along a line that is not now marked by any track over Windmill Hill about  $\frac{3}{4}$  m. NNE. of Charlton Horethorne village to meet the road from that place to Wincanton.

Then NNE. for 1 m. 2 fur., no track, to a point  $\frac{1}{2}$  m. ESE. of Maperton village (6 m.). Then N. for 6 fur. over a very narrow watershed just W. of Holton village (6 m. 6 fur.). Then, first W. and later N., for 1 m.  $3\frac{1}{2}$  fur. along a modern road to a point about  $\frac{1}{4}$  m. S. of the S. end of the village of Bratton Seymour (8 m.  $1\frac{1}{2}$  fur.).

From this point for a long distance the old line of the ridgeway is not represented by any modern track. Then it went on to meet a ridgeway which runs along the Co. By. between Somerset and Wilts. It would, of course, follow the watershed. But its line is uncertain in detail, and need not be given here. It is marked on the map. This last-mentioned ridgeway runs N. to meet the great ridgeway which comes from Salisbury on the E. and runs to the Mendip Hills on the W. The total length of the ridgeway in Somerset up to the point where it meets the Salisbury-Mendip ridgeway is 17 m.  $4\frac{1}{2}$  fur.

The fact that in various parts it is not represented by any modern track or road suggests that as a through highway it passed out of use in comparatively early times, probably at the beginning of the Norman Age. The fact that its N. end passed for some miles through the Forest of Selwood may have made travellers shy about using it. (See notes on Road 18 of Dorset.)

It may be well to give the various forms of way by which it is represented at the present day in the two counties.

	ROAD	LANE	FOOTPATH	TRACK	NO TRACK OR ROAD
Dorset ..	6 m. 3 fur.	3 m. $4\frac{1}{2}$ fur.	4 fur.	4 fur.	3 m. $\frac{1}{2}$ fur.
Somerset..	5 m. $4\frac{1}{2}$ fur.	6 fur.	—	—	11 m. 7 fur. <sup>1</sup>

<sup>1</sup> 1 m. 6 fur. of this distance is along parish boundaries.

It will be noticed that it is the N. part of it, in Somerset, that the modern traces of the road tend to give out, where it is approaching the confines of Selwood Forest. When it went out of use as a through route, parts of its course, as in the case of various other ridgeways, would be maintained by local use.

## ROAD 94

*The Polden Hills Ridgeway*

This ridgeway follows the watershed of the Polden Hills. There may have been an extension E. of the Foss Way along the narrow watershed between the rivers Cary and Brue; but its line, if it existed, has vanished.

The old way on the Polden Hills is represented almost throughout by modern lines of road. The survival is obviously due to the fact that in former days the Polden Hills stretched like a long narrow peninsula between the waterlogged areas to the N. and S. of them.

The ridgeway left the Foss Way at Crosskeys Inn (OM1)  $\frac{1}{2}$  m. WSW. of the village of East Lydford which is  $7\frac{1}{2}$  m. WSW. of Bruton. Ran W., modern road, for 2 m. 7 fur. (2 m. 7 fur.) to the SW. corner of the park at Kingweston. Then NW., modern road, for 1 m.  $4\frac{1}{2}$  fur. (4 m.  $3\frac{1}{2}$  fur.) to Wickham's Cross (OM1) in Butleigh parish. In this section it is called *Straet* in the Butleigh charter (B.300, K.178), implying that a stretch of it had been romanised, i.e. made, and, in this case, obviously straightened, in Romano-British times, which means that it was much used at that period. Then still NW., modern road, for 1 m. 6 fur. (6 m.  $1\frac{1}{2}$  fur.) to the crossroads at Marshal's Elm (OM1) in the S. part of Street parish. Throughout the whole of this distance it is a parish By., first of Butleigh and then of Street. Then W. by N., modern road, for 3 m. 4 fur. (9 m.  $5\frac{1}{2}$  fur.) to the village of Ashcott. Then, still W. by N., modern road, for 5 m.  $1\frac{1}{2}$  fur. (14 m. 7 fur.) to the SE. corner of Cossington Park (OM1). For a little more than 1 m. this section forms the S. By. of Cossington parish. Then still W. by N., modern road, for 1 m. 2 fur. (16 m. 1 fur.) along the

S. edge of Cossington Park and across the railway. Here it turned N., modern road, for 2 fur. (16 m. 3 fur.).<sup>1</sup> Then again WNW. for 2 m. 3 fur. (18 m. 6 fur.) along a modern road for 1 m. 7 fur. of the distance, and after that no modern track, to the camp at Downend (OM1) in Puriton parish.

## ROAD 94A

*The Wedmore Ridgeway*

Wedmore stands, with other villages, on what must have been in former days an island in the great marshes of Mid Somerset. It was an island of considerable extent over which ran a ridgeway connecting it at one end with the mainland as it then was. The connection was an artificial causeway at a point where the marsh separating the island from the mainland was only about  $\frac{1}{4}$  m. broad between Panborough (OM1) in the SE. corner of Wedmore parish and Bleadney (OM1) on the W. edge of the parish of Wookey. This causeway must have been of very early construction.

The ridgeway must have started on Barrow Hill (OM6)  $\frac{1}{4}$  m. ESE. of Panborough and have run over a line not now marked by any track for 2 fur. (2 fur.) to Panborough. Then it went WNW. along a road or track for 3 fur. (5 fur.). Then, still WNW., no track for  $2\frac{1}{2}$  fur. ( $7\frac{1}{2}$  fur.) to meet the line of the modern high road  $\frac{1}{4}$  m. S. of Theale (OM1). Then W. along that road for 6 fur. (1 m.  $3\frac{1}{2}$  fur.) to crossroads a short  $\frac{1}{2}$  m. beyond Bugley (OM1). Then NNW. and later W., modern road, for 1 m.  $3\frac{1}{2}$  fur. (2 m. 3 fur.) to Wedmore village. At the crossroads near Bugley a branch ridgeway ran up W. and later W. by N. through Sand (OM1) to Blackford village, a distance altogether of 2 m. 4 fur. At Wedmore the main ridgeway must have crossed the stream which runs through that village. It then ran N. partly along a modern track, partly along a footpath, partly along a road, over Lascot Hill (OM1) for 1 m.  $3\frac{1}{2}$  fur. (3 m.  $6\frac{1}{2}$  fur.) to a point about  $2\frac{1}{2}$  fur. NW. of Crockham (OM1). It then

<sup>1</sup> But it is perhaps more probable that the original line cut across the SW. corner of Cossington Park, and

was diverted when the park was made.

ran NNW. and later WNW. along a line of footpath which makes a sharp turn about  $5\frac{1}{2}$  fur. E. by S. of Alston Sutton (OM1) and meets the Alston Sutton-Weare road about 1 fur. N. of that hamlet, the length of this section being 1 m. 3 fur. (5 m.  $1\frac{1}{2}$  fur.). It then ran along that line of road for 4 fur. (5 m.  $5\frac{1}{2}$  fur.) to Weare village, where it gives out on the edge of the marshes.

## ROAD 94B

*The Castle Cary—Ilchester Ridgeway*

This, like the Polden Hills ridgeway, is one running along a ridge which is a sort of peninsula between marshes; but the ridge is not so marked as that of the Polden Hills.

It starts from Castle Cary running first SE. from the town marked by a line of footpath passing along the N. edge of the castle for 2 fur. (2 fur.). After that it is represented by a line of footpath running S. for 6 fur. (1 m.) over Lodge Hill (OM1) till it meets the Bruton-Ilchester road  $\frac{1}{4}$  m. NE. of Small Way (OM1). Then SSW. along the above road past Gathampton (OM1) for 1 m. 6 fur. (2 m. 6 fur.) to North Town (OM1) on the N. edge of North Cadbury parish. Then SW. along the same road for 1 m. 7 fur. (4 m. 5 fur.) to the railway station (OM1) at Sparkford. Then SSW., same road, for 6 fur. (5 m. 3 fur.) to a point on Sparkford Hill (OM1) where a bridle road runs off due W.<sup>1</sup> Then W. along the bridle road for  $4\frac{1}{2}$  fur. (5 m.  $7\frac{1}{2}$  fur.) till it meets the Ilchester road. Then first W. and later WSW. along the Ilchester road for 4 m. 2 fur. (10 m.  $1\frac{1}{2}$  fur.) till it meets the Foss Way on the N. edge of Ilchester town. The part of the road N. and NW. of Yeovilton village passes over a very low watershed in the marsh country.<sup>2</sup> The fact that this ridgeway and the Polden Hills ridgeway reach as far as the Foss Way and no further, supports what has been said in the

<sup>1</sup> The modern main road to Ilchester runs just N. of this section along the S. edge of the park of Hazelgrove House (OM1). It may be on a line of the ridgeway which was used as a short cut in dry weather.

<sup>2</sup> There is a similar ridgeway over the marshes of Pevensey near Eastbourne, where the watershed is only a few feet above the marsh on either side.

introductory remarks to this paper, namely, that that Roman road was even in Saxon times the main line of communication from the N. to the S. of the county.

## ROAD 94C

*A reputed Roman Road*

In OM6, 73, SE., a road running NNW. from the Foss Way from a point just N. of Ilchester is called a Roman road. Codrington does not give it on his map.<sup>1</sup>

## ROAD 94D

*The Lyng-Athelney Ridgeway*

This ridgeway must have begun at Lower Durston (OM1) in Durston parish.<sup>2</sup>

From the bridge it went E. along a low ridge which projects into the marshes along a modern line of road for  $6\frac{1}{2}$  fur. ( $6\frac{1}{2}$  fur.) to West Lyng (OM1). Then ENE., modern road, for 1 m. 2 fur. (2 m.  $0\frac{1}{2}$  fur.) to East Lyng village.

Only  $\frac{1}{2}$  m. ENE. of the village is the Isle of Athelney, if the modern tradition as to its site be right, Alfred's place of refuge from the Danes. No road or track seems to lead to it from East Lyng at the present day. It may have been a genuine island in the marshes; but this ridgeway was its natural and only connection with the land outside the marshes.

## ROAD 95

*THE QUANTOCK RIDGEWAY*

This is a very remarkable ridgeway which survives for nearly all its length in the form of roads or tracks.

<sup>1</sup> In his book on Roman Roads in Britain. But it is inserted in the Ordnance Survey map of Roman Britain. Unless a section has been made of the road proving its Roman origin I should be inclined to suspect that the straight piece at the S. end of it near Ilchester, which runs across the marshes is of comparatively recent construction similar to roads made at the time of the Enclosure Acts and earlier in straight lines over unenclosed country. It has been too often

assumed that because a road is in a straight line for some distance it is of Roman origin. As a fact many such roads date from as late as the last century. In Cumberland a long straight road runs for many miles S. from Carlisle, W. of, and parallel to, the well-known Roman road from Carlisle to Penrith. This has been called a Roman road. As a fact it is a quite modern road made at the time of the enclosure of Inglewood Forest.

<sup>2</sup>  $4\frac{1}{2}$  m. ENE. of Taunton.

But many of these are little more than rights of way preserved by those interested in their local use. It is traceable from within about a mile of the shore of the Bristol channel for many miles SSE. ; but it cannot have been at any time an important through road ; and the district through which it passed must have been very heavily wooded and consequently thinly populated. This woodland was never made into an official royal forest though it lay between the royal forests of North Petherton and Exmoor.

## ITINERARY

Beginning at the N. end the first traces are at the modern main road which it crossed a short  $\frac{1}{4}$  m. W. of Perry (OM<sub>I</sub>) near the W. By. of the parish of East Quantoxhead. Thence it ran S. by E. along the line of a modern track for  $4\frac{1}{2}$  fur. to Stowborrow Hill (OM<sub>I</sub>), where there is a tumulus (OM<sub>I</sub>) just beside the track ( $4\frac{1}{2}$  fur.). It is also a parish By.<sup>1</sup> Then in the same direction to along the line of a track and parish By. to Beacon Hill (OM<sub>I</sub>), where there is another tumulus (OM<sub>I</sub>) a few yards W. of the track ( $7\frac{1}{2}$  fur.). Then in the same direction for 4 fur. (1 m.  $3\frac{1}{8}$  fur.) along a track and parish By. to Weacombe Hill (OM<sub>I</sub>), with a tumulus on its line and leaving certain tumuli (OM<sub>I</sub>) about  $\frac{1}{4}$  m. E. of its line. About this point two minor ridgeways (Roads 96 and 97) branch off to the NE. Then still SSE. along a modern track and parish By. for 2 fur. (1 m.  $5\frac{1}{8}$  fur.) to the N. end of Thorncombe Hill (OM<sub>I</sub>). Then SSE. for 1 m. 1 fur. (2 m.  $6\frac{1}{2}$  fur.) along a modern track and parish By. to where a branch ridgeway (Road 100) goes off E. to Over Stowey. Thence SE. along a track and parish By. for 3 fur. (3 m.  $1\frac{1}{2}$  fur.) to certain tumuli (OM<sub>I</sub>) on the track on the summit of Hurley Beacon (OM<sub>I</sub>). Then SE. for 7 fur. (4 m.  $0\frac{1}{2}$  fur.) along a modern track and parish By. to the summit of Fire Beacon (OM<sub>I</sub>), where a tumulus (OM<sub>I</sub>) stands 3 fur. W. of the road. Then SE. along a track and parish By. for 1 m. 3 fur. (5 m.  $3\frac{1}{2}$  fur.) to where a tumulus (OM<sub>I</sub>) stands close to the track. It also passes certain tumuli

<sup>1</sup> Ridgeways were often used as boundaries between the secular land- units (modern parishes) formed in Saxon times.

(OMI) W. of the track at Great Hill (OMI). This part of the road is mentioned in the great Taunton charter (B.476, K.1052), where it is called the *vetus via publica*.<sup>1</sup>

Then SE. along a modern track and parish By. for  $5\frac{1}{3}$  fur. (6 m. 1 fur.) to where there is a tumulus about 100 yds. W. of the road. The line of the ridgeway then goes S. for 1 fur. (6 m. 2 fur.) and E. for 3 fur. (6 m. 5 fur.) along a track and parish By. It then runs ESE. along a bridle path and footpath for 5 fur. (7 m. 2 fur.) to a point where it is joined by a footpath and short ridgeway coming from the NW. Although this section is so short there are four tumuli on its line.<sup>2</sup>

The ridgeway, marked first by a modern track and later by a line of modern road, passes SE. over Lydeard Hill (OMI) to a point at the E. end of Twenty Acre Plantation (OMI), a distance of 1 m. 4 fur. (8 m. 6 fur.). From that point the ridgeway runs due E. over Cothelstone Hill (OMI), and Merridge Hill (OMI), along a track and, for the last  $\frac{1}{4}$  m. of that section of it to a point on the N. edge of Buncombe Wood (OMI), about  $\frac{1}{4}$  m. SSE. of the house at Timbercombe (OMI), a distance of 1 m. 1 fur. (9 m. 7 fur.). In its passage over Cothelstone Hill it passes over a place called *Gemotleah*, 'Moot Lea,' in the great Taunton charter (B.476, K.1052).<sup>3</sup> Also on the same hill are three tumuli, 1 fur., 2 fur., and 3 fur., respectively, S. and W. of the road (OMI). At the point which the ridgeway has now reached it divides, one branch going off in a general NE. direction to Bridgwater, and the other in a general S. direction to Taunton.

Topographically speaking these two parts of it might be treated as branches of the ridgeway of the Quantocks; but it is probable that, in respect to use, these two

<sup>1</sup> *Via publica* is almost certainly, and *via regia* very probably, a term used in medieval times to signify roads other than the purely local roads of village communities leading to their voughlands and dairy farms (wicks).

<sup>2</sup> I have in previous papers on the old road system called attention to the close connection between tumuli and ridgeways. The practice of burying the illustrious dead near the great highways of the time was possibly

connected with that ancestor worship which is so common a feature of the life of ancient races.

<sup>3</sup> This was no doubt the meeting-place of the local Hundred Moot. References to such meeting places do occur elsewhere in the charters, but not frequently; and a few of them are on other ridgeways. As main lines of communication they would be convenient for such meetings.

branches formed one really important and much used ridgeway to which Bridgwater and Taunton owed their size relative to the other centres of population in their neighbourhood.<sup>1</sup>

#### THE TAUNTON BRANCH

From the point above mentioned the ridgeway to Taunton ran SE. along a course marked by modern roads or tracks down the NE. side of Barcombe Wood (OMI) for 1 m.  $5\frac{1}{2}$  fur. (11 m.  $4\frac{1}{2}$  fur.) to a point  $\frac{1}{4}$  m. NNE. of Down Farm (OMI) which is in the NE. corner of Kingston parish. About 3 fur. short of the above point a branch ridgeway runs off S. to Kingston village.

From this point its course to Taunton is rather difficult to trace and somewhat uncertain. All that can be assumed with certainty is that it kept to the crown of the watershed running S. to that town. That being so, its course survives probably in the footpath running S. across Cheddon Down (OMI) as far as the modern road which runs into Kingston from the ENE. The footpath passes a short furlong E. of Down Farm (OMI). The length of this section is 7 fur. (12 m.  $3\frac{1}{2}$  fur.). From that point it must have passed down S. along the crown of the ridge, a line not marked by any modern right of way, as far as the road which runs off E. from the S. end of Kingston village, a distance of 5 fur. (13 m.  $0\frac{1}{2}$  fur.). Thence along the comb of the ridge, no modern track, as far as the house at Pyrland Hall (OMI). Here it turned W. for 2 fur. (13 m.  $2\frac{1}{2}$  fur.) to avoid the upper waters of a stream till it reached the line of the modern Kingston-Taunton road. It then followed that line of road S. for 5 fur. (13 m.  $7\frac{1}{2}$  fur.), and then ran S. for 3 fur. (14 m.  $2\frac{1}{2}$  fur.) along a line of footpath for 3 fur. to the NW. edge of Taunton town (14 m.  $5\frac{1}{2}$  fur.).

<sup>1</sup> In dealing with the ridgeways of England in previous papers on ancient highways I have had occasion to call attention to centres of population which owe their size relative to the centres of population in their neighbourhood to the fact that they stood

at the points at which ridgeways crossed important rivers. I might cite Worcester, Tewkesbury, Evesham, Bath, Marlborough, Salisbury, Oxford, Wallingford, and many others as having such an origin.

## THE BRIDGWATER BRANCH

This, as has been already said, leaves the main ridgeway at the N. corner of Buncombe Wood (OM<sub>1</sub>),  $\frac{1}{4}$  m. SSE. of Timbercombe (OM<sub>1</sub>), in Spaxton parish. It runs N., the line being represented by a modern road past the hamlet of Merridge (OM<sub>1</sub>), the S. part of it forming a parish By. for 3 fur., and then bends NE. and later ENE. through Spaxton village to Four Forks (OM<sub>1</sub>), a total distance of 3 m.  $2\frac{1}{2}$  fur. From Four Forks the modern road to Taunton past Crossmoor Meadow represents probably the general line of the ridgeway as far as the road—meeting 5 fur. NNE. of the church (OM<sub>1</sub>) at Durleigh (5 m.  $6\frac{1}{2}$  fur.). After that the N. By. of the parish of Bridgwater may represent the old line of the way; but it is also possible that the further continuation of the modern road to Taunton which passes through Haygreen may represent the line of it. (Total length 7 m.  $2\frac{1}{2}$  fur.)

## BRANCHES OF THE QUANTOCK RIDGEWAY

There is a certain amount of difficulty in defining the course of these roads in terms of the one-inch map; but the data given will define the courses of them for anyone who takes careful measurements on that map.

## ROAD 96

*Branch Ridgeway (see Map)*

## ROAD 97

*Branch Ridgeway*

This leaves the main ridgeway at Bicknoller Post (OM<sub>1</sub>) and runs first ENE. for 1 fur. where there is a tumulus immediately beside the road. It continues in the same direction for 2 fur. where there is another tumulus beside the road. It then continues in the same direction for another  $3\frac{1}{2}$  fur. This part of it is called The Great Road, showing that it was of some importance in former times though now represented by a mere track. It then goes N. by E. for  $3\frac{1}{2}$  fur. along a

modern track. There the track and all traces of the old way give out. Its length, as far as it is traceable, is  $1\frac{1}{4}$  m. It probably went formerly to the village of East Quantoxhead.

## ROAD 98

*Branch Ridgeway to Weacombe (2 m. SE. of Watchet)*  
(OM1) (see Map)

## ROAD 99

*The Holford Ridgeway (5½ m. ESE. of Watchet) (see Map)*

This road served obviously as a line of communication with Holford.

## ROAD 100

*Branch Ridgeway to Dowsborough Camp and Nether Stowey (7½ m. W. by N. of Bridgwater)*

This leaves the line of the main ridgeway at the point where Thorncombe Hill (OM1) joins up with Hurley Beacon (OM1). From there it runs slightly S. of E., its line being marked by modern tracks for  $3\frac{1}{2}$  fur., to where a tumulus adjoins the road on Black Hill. It continues in the same direction, also marked by a modern road, for about 6 fur. (1 m.  $1\frac{1}{2}$  fur.) to what appears to be an ancient dyke now called Dead Woman's Ditch (OM6). Here it divides into two branches, one running N. and one running E. by N., of which the first is by far the more important. This runs in a direction generally N. by a somewhat winding track to Dowsborough Camp (OM1),  $3\frac{1}{2}$  fur. (1 m. 5 fur.). It then runs along a winding track over Woodlands Hill (OM1), its traces giving out less than  $\frac{1}{4}$  m. S. of Holford village, to which it was obviously a line of communication alternative to Road 99.

Archaeologically speaking the most important point with regard to it is that it links Dowsborough Camp with the main ridgeway. These hill camps, centres of population in the Celtic age, if they do not actually stand on a main ridgeway, are connected with it by a branch ridgeway. It would be difficult to find a hill

camp of the Celtic period which is not on a ridgeway, whether a main or a branch route. There are several examples in Dorset and elsewhere of camps linked to main ridgeways by branch ridgeways. The famous Maiden Castle near Dorchester is one of them. These Celtic towns, the abodes of a race dominating a race which it had conquered and held in subjection had to have for purposes of defence lines of communication between their centres of population available at all seasons of the year ; and the ridgeways were the only routes which fulfilled that condition.

## ROAD IOI

*An unimportant Branch Ridgeway (see Map)*

## ROAD IO2

*A Branch Ridgeway (see Map)*

The S. By. of the parish of Over Stowey coincides with it throughout its whole surviving length.

## ROAD IO3

*Branch Ridgeway to Bishop's Lydeard (5 m. NW. of Taunton) (see Map)*

There was a branch going off SE. which passed for  $3\frac{1}{2}$  fur. along a modern road which is called *Hol Weg*, 'hollow way,' in the Lydeard charter B.610, K.1083, which road meets a road running into Bishop's Lydeard village from the N. This turn was taken to avoid the head-waters of a small stream which flows into the village. Along this latter road the ridgeway went for 7 fur. S. by W. to the village.

## ROAD IO4

*Branch Ridgeway to North Petherton*

This is obviously a ridgeway of some importance running from the main ridgeway to North Petherton. To its existence the large size of North Petherton relative to that of the neighbouring village communities may be due.

It branches off from the main ridgeway at the point

where that track throws off its two branches to Bridgwater and Taunton respectively (see notes on Road 95, p. 277, 278), viz. at the N. point of Buncombe Wood (OMI) in Broomfield parish. A modern main road follows it throughout. Its general direction is E. It ran first for  $6\frac{1}{2}$  fur. over Broomfield Hill (OMI), and then throws off a short branch to Ruborough Camp (OMI).<sup>1</sup> It then runs on by Lydeard Cross (OMI), Bolts (OMI), Rooks Castle Farm (OMI), where for  $\frac{3}{4}$  m. it forms the S. By. of Goathurst parish, and then by Gooding Farm (OMI), always along the main road, till it reaches North Petherton. Its total length to North Petherton is a little over 5 m. It continues through N. Petherton along the line of the road to Huntworth for a further 1 m. 5 fur. as far as that place.

## ROAD 105

*Ridgeway on the S. By. of Fiddington Parish ( $5\frac{1}{2}$  m. WNW. of Taunton)*

This is a ridgeway the western connections of which are uncertain. It is possible that it is an eastern extension of Road 100; but the connection is uncertain in the neighbourhood of Over Stowey. As a definite and unmistakable ridgeway it begins at Park House (OMI) on the E. edge of Over Stowey village. It runs ENE. for  $\frac{1}{2}$  m. along the line of a modern road to the crossroads just N. of Halsey Cross Farm (OMI), forming for about 1 fur. part of the N. By. of Spaxton parish. It then runs along the same road in the same direction to Cottage Inn,<sup>2</sup> forming the S. By. of Fiddington parish throughout. Then in the same direction along a road or track for 1 m.  $4\frac{1}{2}$  fur., the track giving out 1 fur. W. of Edbrook (OMI). For 3 fur. of this section it forms the S. By. of Fiddington parish.

The question of a possible line of ridgeway joining it to Road 100 at Over Stowey village is difficult. There is a low watershed there, and the line of track may be represented by the following short stretches of road: from Cross Farm (OMI), where Road 100 ends, it may

<sup>1</sup> V. notes on the ridgeway to Downsborough Camp under road 99.

<sup>2</sup> Merely marked 'Inn' in OMI.

have gone S. along the line of the modern road to Over Stowey church (OMI),  $1\frac{1}{2}$  fur. ; then E. along the road to Park House (OMI), a distance of  $4\frac{1}{2}$  fur.

#### RIDGEWAYS IN WEST SOMERSET

##### ROAD 106

##### *The North Coast Ridgeway*

This begins at Lynmouth in north Devon and runs E. along the comb of the high ridge between the course of the Lyn River and the coast along the line of modern road from Lynmouth to Porlock.

It runs first E. over Countisbury (OMI) for  $4\frac{1}{4}$  m. to the Somerset Co. By. at County Gate (OMI). It then runs E. by S., still along the Porlock road, for 3 m. 2 fur. (7 m. 6 fur.) to a point on Weirwood Common (OMI) at Pittcombe Head where a branch ridgeway (Road 107) runs S. from it. In the heavy woodland SW. of Culbone village are three tumuli (OMI) all of them about 1 fur. N. of the road. One of them is called Quarter Barrow. The way then runs E. for 2 m. 7 fur. (10 m. 5 fur.) to Porlock. There as a ridgeway it comes to an end.

##### ROAD 107

##### *Ridgeway in Minehead (see Map)*

##### ROAD 108

##### *The Dunster Ridgeway*

This is not a main ridgeway or part of one. It did serve as a communication between Dunster and the coast, but for what definite purpose it was used it is impossible to say. But its line survives throughout in the form of modern roads or tracks. It branches off from the Minehead ridgeway (Road 107) at a point a short  $\frac{1}{2}$  m. E. of Selworthy Beacon (OMI) and runs for  $5\frac{1}{2}$  fur. along a road or lane to a point  $1\frac{1}{2}$  fur. N. of the hamlet of East Lynch (OMI). It then runs along a winding lane in a general direction SE. to Headon Cross (OMI) on the main road from Porlock to Minehead, a distance of 5 fur. (1 m.  $2\frac{1}{2}$  fur.). It then

runs SSE. along a lane or track through Great Headon Plantation (OM1) for 1 m.  $2\frac{1}{2}$  fur. (2 m. 5 fur.), till on the summit of the hill it meets a track at a point 7 fur. NE. of the village of Wootton Courtney. It runs E. along that track for 2 m. 4 fur. (5 m.  $1\frac{1}{2}$  fur.) to the S. end of the town of Dunster.

## ROAD 109

*A Ridgeway to Exmoor (see Map)*

## ROAD 110

*The Brendon Hills Ridgeway*

The name here given to this old highway is due to the fact that the part of it over the Brendon Hills is the most marked section of its course. It is certainly one of the most important highways of the county. The greater part of its course is represented by modern roads or tracks. At its beginning its course has disappeared for a short distance having passed out of use owing to the making of new roads in comparatively recent times. It starts from the Quantock ridgeway (Road 95) at a bend in that highway  $4\frac{1}{2}$  fur. due E. of the hamlet of Triscombe (OM1), in the parish of West Bagborough which is 10 m. NNW. of Taunton. For the first  $1\frac{1}{2}$  fur. it is represented by a footpath running W. After that it must have run along the comb of the ridge almost due W. for about  $4\frac{1}{2}$  fur. (6 fur.) to meet the line of the modern road which runs from Triscombe in a WSW. direction. It followed the line of this road for  $4\frac{1}{2}$  fur. (1 m.  $2\frac{1}{2}$  fur.) until it reached the main road from Williton to Taunton, and throughout this section is part of the N. By. of West Bagborough parish. After crossing the Williton-Taunton road it went SW. for 1 m. 1 fur. (2 m.  $3\frac{1}{2}$  fur.) down another road leaving Ricks Holford (OM1) 1 fur. to the E., crossing the railway and going on to the S. end of the wood at New Marsh (OM1) which is  $\frac{3}{4}$  m. N. of the village of Lydeard St. Lawrence. Throughout this section of it it forms part of the N. By. of Lydeard parish. It then continued W. for  $5\frac{1}{2}$  fur. (3 m. 1 fur.) along a lane till it met another lane coming from the N. It then passed S.

and later W. along that lane which is called Whitmore Lane (OM6) for 6 fur. (3 m. 7 fur.) the beginning of a great curve the ridgeway makes to get round the headwaters of the stream called Cloford Water. This section of the road forms part of the W. By. of Lydeard St. Lawrence parish. It then curved up NW. along the same road or lane for  $6\frac{1}{2}$  fur. (4 m.  $5\frac{1}{2}$  fur.) to a point  $\frac{1}{4}$  m. due S. of the hamlet of Willet (OM1) on the S. border of Stogumber parish, forming throughout this section part of the N. By. of Tolland parish. For about a mile after this its course is a dual one. In dry weather<sup>1</sup> wayfarers would go NW. along the line of the modern road for 1 m. 1 fur. (6 m.  $6\frac{1}{2}$  fur.) to a point  $\frac{1}{4}$  m. due W. of Hartrow House (OM1) near Elworthy village. For  $\frac{1}{2}$  m. of that distance it forms part of the E. By. of Elworthy parish.

The alternative or wet weather route of this part of the ridgeway went first W. to the summit of Willet Hill (OM1) and then NNW. along the crown of its ridge. The line of ridgeway is then marked by a road running W. by S., leaving Elworthy village a short  $\frac{1}{4}$  m. to the N., then SW. and later W. to a point about 100 yds. N. of Elworthy Barrow, the name of a camp<sup>2</sup> a distance of 1 m. 4 fur. (8 m.  $2\frac{1}{2}$  fur.). For  $\frac{3}{4}$  m. of this distance it forms part of the E. By. of Brompton Ralph parish.

The ridgeway then follows the same road due W. for 1 m. 3 fur. (9 m.  $5\frac{1}{2}$  fur.) to where a branch ridgeway runs off NNW. along a modern road.<sup>3</sup> All of this section is on the summit of Brandon Hill at a height of more

<sup>1</sup> Such variations in lines of ridgeway are not at all uncommon. When in dry weather the slope of a hill afforded good going wayfarers did not take the trouble to climb to, and go along the top of it.

<sup>2</sup> As no barrows are shown in the camp this seems to be a curious example of a very common form of word corruption going very far back. There are two terms in Anglo-Saxon, *burh*, applied to a camp, and *beorh*, applied to a tumulus. Even those who drafted the copies of the Saxon charters often confused them. The result has been that the common place-name terminations -bury and -borough may go back to either of them. This camp would be a *burh*. Its name is the only

instance I know of 'barrow' representing *burh* in modern English topography. Of course, I am going by the map, which only shows a camp and does not mark any barrow.

<sup>3</sup> An examination of the map will show that this section of the road crosses a very small stream at a point 5 fur. W. by N. of Elworthy Barrow (OM1). The possibility is that the modern road represents the dry weather track of the ridgeway and that the real line of the way or part of it was N. of the line of the modern road. The antiquity of this section of the dry weather line of road is shown by the fact that it formed for 5 fur. part of the N. By. of the parish of Brompton Ralph.

than 1000 ft. above sea level. The way still runs along the same road W. to where the West Somerset railway crosses it, a distance of 1 m. 5 fur. (11 m.  $2\frac{1}{2}$  fur.) of which 1 m.  $2\frac{1}{2}$  fur. forms parish boundaries. Two and a half furlongs short of the railway the main ridgeway throws off a branch ridgeway (Road 125) to the S., and at the same point Huish Champflower Barrow (OM6), stands 150 yds. S. of the road.

At this point it begins to form part of the great ridgeway from the E. to the W. of England (see notes on Road 128).

The line then goes along the same road for  $3\frac{1}{2}$  fur. (11 m. 6 fur.) to where a branch ridgeway runs off N. Then W. by N. along the same road for 5 fur. (12 m. 3 fur.) to where Wiveliscombe Barrow (OM1)<sup>1</sup> stands within 50 yds. S. of the road. Then, same direction and same road, for 1 m. (13 m. 4 fur.) to where Leather Barrow (OM1) stands about 300 yds. N. of the road. For 5 fur. this section is a parish By.

Then for 1 m. 4 fur. (15 m.) along the same road in the same direction to where Cutcombe Barrow (OM1) stands, about 150 yds. S. of the road. It is possible that in this part the N. By. of Withiel Flory, which was close to the road for more than a mile, is the old line of the ridgeway.

Then, same road and same direction, for 1 m. 5 fur. (16 m. 5 fur.) to Heathpoult Cross (OM1) on Quarme Hill (OM1), where another ridgeway crosses the Brendon Hill line. Two tumuli (OM1) are 400 yds. and 500 yds. respectively N. of the line of this section of the highway. For 1 m. 3 fur. of the section it forms the N. By. of Exton parish. The line, modern road, then runs first NW. and then NNW., to the hamlet of Wheddon Cross (OM1) in Cutcombe parish, a distance of 1 m. 5 fur. (18 m. 2 fur.) for the first  $\frac{3}{4}$  m. of which it forms the N. By. of Exton parish.

This early part of the section is called Harepath in the modern map (OM6), a quite common popular corruption of the Saxon *herepath*, 'highway.' The watershed at this point is very narrow. Then NW. and later W. along the same modern road for 1 m. (19 m.

<sup>1</sup> Merely marked 'tumulus' on OM1.

2 fur.) to a point close to Combeshead (OM1). Then NW., modern road, for 1 m. (20 m. 2 fur.) to Dunkery Gate (OM1).

At this point the ridgeway enters on Exmoor. There is no question that various ridgeways passed over the moorland; but there is also no question that their use as highways ceased to a very large extent when in modern times roads to the west came to be made S. of the moor. Still their lines in many cases are marked at the present day by modern rights of way, chiefly mere tracks and footpaths. Furthermore, the tumuli on the moor serve to indicate their former courses.

The ridgeway then went WNW. for 1 m. (21 m. 2 fur.) along what is now a line of footpath to within a few hundred yards ESE. of the tumuli known as Rowbarrow (OM1) where it was joined by Road 109 coming from the ENE. From that point a modern track runs W. along the line of ridgeway for 1 m. 1 fur. (22 m. 3 fur.) and then gives out.

From this point the line of the ridgeway becomes uncertain because no modern path or road of any kind follows it; but it is more than probable that the S. By. of Stoke Pero parish follows the old line. If so, it went first along that boundary for 4 fur. (23 m. 7 fur.) to a point 1 fur. N. of Bendels Barrows (OM1). It then turned NW. along the Stoke Pero By. for  $2\frac{1}{2}$  fur. (24 m.  $1\frac{1}{2}$  fur.), where a ridgeway (Road 114) crosses it. Then first NW. for 1 m. (25 m.  $1\frac{1}{2}$  fur.) to Alderman's Barrow (OM1).<sup>1</sup>

It is quite certain that from this point the ridgeway went W. along the watershed between the streams which flow into the Bristol Channel and the English Channel respectively; but as no track marks its line from here to the Co. By. it can only be said that it would adhere to the ridge of the watershed.<sup>2</sup>

The ridgeway would run SW. for 7 fur. (25 m.

<sup>1</sup> In a perambulation of Exmoor Forest this barrow is called *Osmunde Bergh*, 'Osmund's Barrow,' and there is reference in another perambulation to *Osmundes Burch Wey*, 'the way of Osmund's Barrow,' which is possibly, even probably, a reference to the

ridgeway.

<sup>2</sup> There is a practical difficulty in determining precisely the line which the ridgeway followed from this point because OM6 does not give any contour above 1,000 ft.

0½ fur.) along a line of modern road. Somewhere beside this part of its line there existed formerly a tumulus called *Larkeborrogh*, 'lark's barrow,' in two perambulations of Exmoor Forest, a name surviving in that of Larksbarrow (OMI) a mile N. of this.

From this point the way follows for nearly 7 m. a course unmarked by any modern road or track to the county boundary. The streams are shown clearly in OMI, and its line would be, of course, between the headwaters of those running N. and S. respectively.

From the point last determined, it ran W. over the part of the moor called Beckham (OMI), and then S. of the part called West Pinford (OMI) to a point 3 fur. N. of Warren Farm (OMI). Then in a general direction W. to the N. of Prayway Meads (OMI). Then WNW., with a tumulus (OMI) about 3 fur. N. of its line. Then in a somewhat wavy line W., passing about 1 fur. E. of Chains Barrow (OMI). Then WNW. to meet the Co. By. ¼ m. N. of Wood Barrow (OMI).

The moor to the W. of this stretch of the old ridgeway is marked by numerous hut circles, evident traces of a centre of population of the prehistoric age.

The importance of this ridgeway is shown by its further course which will be dealt with in detail in reference to the ancient highways of Devonshire. It can be traced without any difficulty to Barnstaple, where it crossed the Taw and on to Torrington where it crossed the Torridge, and from there along a ridgeway of North Devon to near Bude, over the narrow watershed which separated the source of the Tamar from the sea at Bude.

This Brendon ridgeway is in fact a part of one of the greatest through ridgeways in England.

Those who have read the account of the ridgeway of the Blackdown Hills, printed in this article, will perhaps be struck by the contrast between the number of tumuli near the course of this Brendon ridgeway and their fewness on the Blackdown line. This does suggest that some early race in this country which made those barrows had a frontier which included

west Somerset and Dorset, but not the southern fringe of the former county.

BRANCHES OF THE GREAT BRENDON RIDGEWAY

ROAD III

*Ridgeway of the north of Exmoor*

This crosses the main ridgeway at Alderman's Barrow ( $5\frac{1}{4}$  m. SW. of Porlock) (OMI) on the W. By. of Stoke Pero parish. It is not unimportant because it links up the ridgeway (Lynmouth-Porlock) of the N. coast with that great ridgeway, Road 110. It leaves Road 106 at Pittcombe Head (OM6) which is a short 3 fur. N. by W. of Hawkcombe head (OMI) in the W. part of Porlock parish and runs SSE. for 3 fur. along a modern road to Hawkcombe Head (OMI) (3 fur.). After that it must have run SE. along a footpath to the SE. By. of Porlock parish, passing about 400 yards W. of Berry Castle Camp (OMI) to a point a short way S. of the camp, a distance of 1 m. 2 fur. (1 m. 5 fur.). It is probable that the SE. (?) By. of Porlock, along which no track or road runs at the present day, is for 1 m.  $5\frac{1}{2}$  fur. (3 m.  $2\frac{1}{2}$  fur.) the old line of the road to Alderman's Barrow (OMI).

ROAD 112

*An unimportant Branch Ridgeway ( $5\frac{1}{2}$  m. SW. of Porlock) (see Map)*

ROAD 113

*Local Ridgeway in Oare parish (6 m. W. of Porlock) (see Map)*

ROAD 114

*Branch Ridgeway from Alderman's Barrow (OMI) (see Map)*

ROAD 115

*The Dulverton Ridgeway*

This runs W. from Dulverton ; but it will be well to deal with it from its W. end where it leaves the great

ridgeway, Road 110. The description of the western part of its course is, like that of the western part of the course of Road 110, difficult to make clear because it passes along what is now a trackless line over the moorland of Exmoor where determinate points on the map are few and far between. It leaves Road 110 at a point  $1\frac{1}{2}$  fur. W. of a tumulus (OM1) which is a long  $\frac{1}{2}$  m. N. of Litchcombe (OM1) in Exmoor parish. It follows the watershed between the Exe and the Barle.

From its junction with Road 110 it ran  $1\frac{1}{2}$  fur. E. to the tumulus above mentioned. It then ran E. by S., no track, leaving Exe Head (OM1), the source of the Exe, 1 fur. to the N., for 2 m. 2 fur. (2 m.  $3\frac{1}{2}$  fur.) to a point  $\frac{1}{2}$  m. due N. of Cloven Rocks Bridge (OM1). Then it turned SE., no track, for 1 m. 4 fur. (3 m.  $7\frac{1}{2}$  fur.) to Honeymeade Two Gates which is on the road from Simonsbath to Exford  $\frac{1}{2}$  m. E. by N. of Honeymeade Farm (OM1). It then went E. along what is now the line of the modern road from Simonsbath (OM1) to Exford for 2 m. (5 m.  $5\frac{1}{2}$  fur.) as far as White Cross in Exford parish.

In the perambulation of Exmoor Forest made in 1651 this part of the road is spoken of as the *high Waye or rode from Exford towards Barstaple*. This ridgeway goes to Barnstaple and beyond; but a reference so late as 1651 may not relate to that part of it which goes over the moor in this western section in Somerset, but to the road via Simonsbath. Though packhorse traffic, travel on horseback and foot still at that date adhered to the ridgeways, wheeled traffic had come into use in dry weather along tracks composed of stretches of parish roads or tracks which communicated with similar tracks in neighbouring parishes and formed the through roads described in Ogilby's Road Book of 24 years later than this date. Wheeled traffic on such roads was difficult; but they were preferred as not involving the climb of the hills of the ridgeways. From White Cross (OM1) the ridgeway went for a very short distance S., and then SSE., along a line of modern highroad for 7 fur. (6 m.  $6\frac{1}{2}$  fur.) as far as Chibbet Post (OM1) in Exford parish. Then SSE. and later S. by E. along a line of modern road for 2 m. 7 fur. (9 m.  $5\frac{1}{2}$  fur.) to

where certain tumuli (OM1), called Wambarrows in OM6, stand a few yards N. of the road. For 2 m. 6 fur. of this distance it forms the E. By. of Withypool parish. [At a point 7 fur. SSE. of Chibbit Post (OM1) a branch ridgeway marked by a modern track and footpath runs off ENE. to a point close to a small camp called Road Castle (OM1), evidently in early times the line of communication between that camp and the greater ridgeway.] Then along a line of modern road ESE. over Winsford Hill (OM1) for 1 m. (10 m.  $5\frac{1}{2}$  fur.) to Spire Cross (OM1) where an inscribed stone (OM6) with a Latin inscription<sup>1</sup> stands. In a perambulation of Exmoor Forest this stone is called the *Langestone*. Then almost due S. along what is apparently a track for 1 m. (11 m.  $5\frac{1}{2}$  fur.) to Mounsey Hill Gate (OM6) on Yarle Hill (OM1) in Winsford parish. Here the ridgeway divides into two branches, a western and an eastern.

*The Western Branch.*—This runs in a general direction S. by E. for 1 m. 7 fur. (13 m.  $4\frac{1}{2}$  fur.) to Marsh (OM1) which is close to the River Barle and about 1 m. N. by W. of Dulverton. It is probable that it went on to Dulverton across the small stream which comes from the N. to join the Barle near Marsh. But its further line is not apparent.

*The Eastern Branch.*—This was unquestionably the more important of the two tracks. It ran first E. along a line of modern road or track for 1 m. (12 m.  $5\frac{1}{2}$  fur.) over South Hill in Winsford parish. For  $4\frac{1}{2}$  fur. this section is part of the S. By. of that parish. It then turned sharply S. by E. along a line of modern road for 1 m. (13 m.  $5\frac{1}{2}$  fur.) to the N. end of Court Down (OM1). It goes then in a general direction SE. over Court Down. It then went S. by E., modern road, for 1 m. 2 fur. (14 m.  $7\frac{1}{2}$  fur.) to the N. edge of Pixton Park (OM1) in the SE. corner of Dulverton parish. Its line through the park for  $5\frac{1}{2}$  fur. (15 m. 5 fur.) has been obliterated by the making of the park. It then runs for 4 fur. more (16 m. 1 fur.) down the S. slope of Pixton Hill (OM1), and there comes to an end.

<sup>1</sup> So I am told by an archaeologist who knows the neighbourhood. If this is a Roman milestone, then it s

certain evidence of a Roman road along this line.

## ROAD 116

*Branch Ridgeway to Croydon Hill and beyond (5 m. SSW. of Dunster) (see Map)*

## ROAD 117

*Branch Ridgeway to Timberscombe (3 m. S. by W. of Minehead) (see Map)*

## ROAD 118

*Another Branch Ridgeway to Timberscombe (3 m. S. by W. of Minehead) (see Map)*

## ROAD 119

*The Washford (4 m. ESE. of Dunster) Branch Ridgeway (see Map)*

All these ridgeways, 116, 117, 118, and 119, afford communication between the great ridgeway 110 and the villages to which they lead.

## ROAD 120

*The Treborough (4½ m. S. by E. of Dunster) Ridgeway (see Map)*

## ROAD 121

*The Sampford Brett Branch Ridgeway (2¼ m. S. by E. of Watchet) (see Map)*

## ROAD 122

*The County Boundary Ridgeway*

The Co. By. of Somerset towards Devon was laid down along a long line of ridgeway which branches off from the great Brendon ridgeway (Road 110) close to Wood Barrow (OM1), just 2 m. NE. of the village of Challacombe in Devon.

From Wood Barrow the old way ran due S. along the Co. By. for 1 m. 4 fur. (1 m. 4 fur.) to where there are two tumuli, one close to the road and the other 3 fur. W. of it. Then S. down the Co. By. for 4 fur.

(2 m.) to Moles Chamber (OMI). There is a camp called Shoulsbarrow Camp 7 fur. W. of the road at this point. Then SSE. for 1 m. (3 m.) along the Co. By. to where Setts Barrow (OMI) stands actually on the old line of the road and further on is a tumulus a few yards E. of the road. Then SE. along the Co. By. for  $4\frac{1}{2}$  fur. (3 m.  $4\frac{1}{2}$  fur.) to where a modern road begins to run along its track. Then SE. for 5 fur. (4 m.  $1\frac{1}{2}$  fur.) along the Co. By. and a modern road to Kinsford Gate (OMI) leaving Five Barrows (OMI)  $\frac{1}{4}$  m. SW. of its line. Then SE. along the Co. By. and modern road for 4 fur. (4 m.  $5\frac{1}{2}$  fur.) to Two Barrows (OMI) and another tumulus, all close to the road. Then SE. and later SE. by E. along the Co. By. and modern road for 3 m.  $2\frac{1}{2}$  fur. (8 m.) to Sandyway Cross (OMI) where two ridgeways branch off into Devon.

## ROAD 123

*The Hawkridge (4 m. NW. of Dulverton) Branch  
Ridgeway (see Map)*

## ROAD 124

*Branch Ridgeway to Brompton Regis ( $2\frac{1}{2}$  m. NE. of  
Dulverton) and beyond (see Map)*

## ROAD 125

*Part of the Great Ridgeway to the West*

This leaves the Brendon Hill ridgeway (Road 110) 1 fur. SE. of Sminhays Farm (OMI) in the extreme SE. corner of Treborough parish,  $4\frac{1}{2}$  m. S. by E. of Dunster. It runs first SSE. along a modern line of road for 3 fur. (3 fur.). It then runs SSW., main road, and later S., for 1 m. 6 fur. (2 m. 1 fur.) to where there is a tumulus beside the road 3 fur. E. of Eastwithy Farm (OMI) in the parish of Huish Champflower. It then runs in a line generally speaking S. along a modern road for 1 m. 4 fur. (3 m. 5 fur.) to Lowtrow Cross (OMI) which is about 1 m. E. of the village of Upton. Then along a modern road for 1 m. 6 fur. (5 m. 3 fur.) to where it crosses the By. of Devonshire  $\frac{1}{2}$  m. SE. of the village of Skillgate. (It runs further S. to

Shillingford near Bampton in Devon, where it gives out.) (See further notes to Road 83.)

ROAD 126

*Branch Ridgeway of Road 125 (see Map)*

ROAD 127

*Branch of Road 126 (see Map)*

ROAD 128

*Branch Ridgeway of Road 125, and really part of Road 83 (see Map)*

An unimportant branch of it of purely agricultural use runs along a modern road from Potters Cross (OM1) for 1 m. Another branch of it running S. from Potters Cross for 1 m. 6 fur., to Raddington village, is in communication with the great through ridgeway Road 110.

ROAD 129

*Branch Ridgeway of Road 128. Quite Local (see Map)*

ROAD 130

*Braydon Hill Ridgeway. Branch Ridgeway of Road 110*  
This was a cattle pasture ridgeway.

ROAD 131

*Omitted as unimportant*

ROAD 132

*The Ash Priors (5 m. ENE. of Wiveliscombe) Branch Ridgeway (see Map)*

(See also Road 138.)

ROAD 133

*The Haddon Hill<sup>1</sup> Ridgeway (see Map)*

<sup>1</sup> In Skilgate, which is 4½ m. E. of Dulverton.

## ROAD 134

*Ridgeway at Wiveliscombe (9 m. W. by N. of Taunton)*

This curious ridgeway winds halfway round the town of Wiveliscombe and then runs S. It begins at a camp, reputedly Roman, on Castle Hill (OM1), 1 m. ENE. of the town. Its line is marked first by a line of footpath running SW. from the camp which it follows for 3 fur. (3 fur.). It then ran  $2\frac{1}{2}$  fur. ( $5\frac{1}{2}$  fur.) WNW., its line being marked by a line of hedge. Then WNW. for 3 fur. (1 m.  $1\frac{1}{2}$  fur.) along a lane called Style Road in OM6. This lane is continued by Greenway Lane (OM6), which runs E. and W. a furlong S. of Greenway House (OM1). This it follows for 3 fur. (1 m.  $7\frac{1}{2}$  fur.). Then it must have gone W. for 2 fur. (2 m.  $1\frac{1}{2}$  fur.) along a line not marked at the present day by any track till it meets the line of a modern road running over Maundown Hill (OM1). This road and, later, footpath, takes a curved course over the comb of Maundown Hill (OM1), till it meets the road from Wiveliscombe to Bampton in Devon just 1 m. from the centre of the town of Wiveliscombe. This curved road over the hill is the line of the old ridgeway, which follows it for 1 m.  $0\frac{1}{2}$  fur. (3 m. 2 fur.). Thence the line went, no track, for 2 fur. (3 m. 4 fur.) to another modern road running SW. from Wiveliscombe. Thence it went in a general S. direction, no modern track, over the hill S. of Flood Farm (OM1) for 4 fur. (3 m. 6 fur.). There it met a line of modern road running S. This road runs eventually to Stawley, and doubtless for a large part of its course it represents the old line of the ridgeway. The distance is 2 m. 2 fur. (6 m.). At about half the distance the modern road leaves a camp  $\frac{1}{4}$  m. to the W. The old line of the ridgeway may have passed through this camp.

It continues beyond Stawley marked by a line of modern road until it reaches a point  $\frac{1}{4}$  m. due W. of Appley (OM1) in the S. of Stawley parish, a distance of 7 fur. (6 m. 7 fur.). Thence it must have passed SW. of Appley, no modern track, for 3 fur. (7 m. 2 fur..)

Then by a line of modern road SSE. for 4 fur. (7 m. 6 fur.) to Bishops Burton (OM1), where it gives out.

## ROAD 135

*Local Ridgeway in Milverton (6½ m. W. of Taunton)*  
(see Map)

Was used probably for purely local purposes.

## ROAD 136

*Local Ridgeway in Fitzhead*<sup>1</sup>

It is fairly certain that at the present day its northernmost traces are represented by the W. By. of Fitzhead starting at a point ½ m. due N. of Croford (OM1), which is 1½ m. due E. of Wiveliscombe. It runs SSE. down that By. for 6 fur. (6 fur.) to where the road from Wiveliscombe to Fitzhead crosses that By. It then ran SE. for 1 m. 5 fur. (2 m. 3 fur.) down a lane called Ridgeway Lane (OM6), as far as a point ¼ m. N. of Purton Bowyer (OM1).

## ROAD 137

*A Branch Ridgeway (see Map)*

## ROAD 138

*Bishops Lydeard (5 m. NW. of Taunton) and Norton Fitzwarren Ridgeway (see Map)*

Norton Camp (OM1), just N. of the village of Norton Fitzwarren, is on it.

It is noteworthy that Roads 132 and 138 connect the camp with the great Quantock ridgeway.<sup>2</sup>

## ROAD 139

*The Curry Rivel Ridgeway (2 m. SW. of Langport)*

This is one of the ridgeways which run along the ridges which project into the great marshes of Mid Somerset. It is probable that it communicated as a

<sup>1</sup> 2 m. N. of Milverton.

<sup>2</sup> I should expect the camp to belong to the Celtic age. Whether its date

has been determined by excavation I do not know.

ridgeway with the great ridgeway of the Blackdown Hills (Road 83), but when traversable roads were made connecting it with Taunton the part of it connecting it with the Blackdown way passed out of use and vanished from the map. It is probable, too, that the diversion of the route took place where the first traces of the ridgeway are discernible at the present day. These traces begin at the crossroads about  $\frac{1}{4}$  m. S. of Slough Green (OM1) in the SW. of West Hatch parish. From this point the modern road running E. in a wavy line represents largely the line of the old way. It runs generally speaking E. for 1 m. 4 fur. (1 m. 4 fur.) to a point 5 fur. SW. of Hatch Beauchamp village. From there it runs NE. for a long distance, 3 m. (4 m. 4 fur.) to Rock (OM1) on the N. By. of Curry Mallet parish, passing along a modern high road through the middle of the park at Hatch Beauchamp. It then ran WNW., still along the same high road for 4 m. 5 fur. (9 m. 1 fur.), leaving Fifehead village  $\frac{1}{4}$  m. to the S., to Curry Rivel village. It then runs on in the same direction for 1 m. 5 fur. to what was probably a passage of the Parrett at Langport.

## ROAD 140

*The North Curry Ridgeway (6 m. E. of Taunton)*

It is probable that any description of this ridgeway would be incomplete. It is very likely that it communicated originally with the great Blackdown ridgeway (Road 83) and that the disappearance of the connecting line of track is due to the same cause as in the case of Road 139—an improvement made within the last two centuries in the communications with Taunton.

The distinctly ridgeway character of the modern remnants of the ridgeway begins on the tunnel of the old Chard canal  $\frac{1}{2}$  m. SW. of Lillesdon (OM1) in North Curry parish. Thence it ran NE. along the line of the modern main road for 2 m. (2 m.) to the village of North Curry. It continues in the same direction along the same road for 4 m. 2 fur. (6 m. 2 fur.) through Mare Green (OM1), and by Churley Farm (OM1) in

Stoke Gregory parish, to Stathe (OMI) on the River Parrett.

## ROAD I4I

*The High Ham Ridgeway (10 m. NW. of Ilchester)*

This starts from the village of High Ham and coincides with a line of modern road running first S. and later SE. for 1 m. 4 fur. (1 m. 4 fur.) to Hext Hill (OMI), in the S. part of the parish. It is probable, though not certain, that it went on to Huish Episcopi for 1 m. 2½ fur. (2 m. 6½ fur.) along the line of the present road to that place.

## TOTAL LENGTH OF RIDGEWAYS IN THE COUNTY

The total length of ridgeways in Somerset is 392 miles, of which 334 miles, or 85 per cent. of their length, are represented by modern roads or tracks. This does not include purely parochial ridgeways, i.e. those, very seldom more than a few furlongs long, which lead from a village centre to outlying parts of the parish. They are to be found in many of the parishes in the county.