

ART. II.—*Old Walls and Trackways.* By THOMAS HAY.

Read at Scarborough, September 15th, 1938.

THE great Westmorland book, published two years ago by the Royal Commission on Historical Monuments, has been a continuous source of interest to the amateur antiquarian. Such books are useful not only for the knowledge they impart but for the interpretations that they suggest. In the introduction upon "Prehistoric and Roman Westmorland," Mr. R. E. M. Wheeler says that the "Cockpit" on Moor Divock may be an outlier of the dun-cashel series of small forts. The wrapper of the volume says that the county, in its early village settlements, possesses a group of prehistoric monuments of outstanding significance. It is interesting to see in what way the Cockpit differs from the ordinary type of these village remains. An examination of the Cockpit shows it to be composed of the ruins of two concentric circles of stones which were once the orthostatic outsides for a rubble infilling. It is difficult to get the width of the wall as most of the stones have fallen, but two places enabled this width to be pretty accurately measured and it was found to be 51 inches. Thus it will be seen that the walling probably did not differ in any material way from that of the usual early settlement type. In fact this wall was considerably less thick than some of the walls of the Bannerdale settlement in which one measurement is given by the Westmorland book as 7-8 feet.

The size of the Cockpit is 84-86 feet in internal diameter, and its shape is nearly circular, thus being more regular in shape than the usual settlement walls tend to be. On the

east side there are the remains of what looks like a circular hut lying inside the enclosure, touching the main wall internally and thus using that wall as part of its own wall. This was a not uncommon practice.

The Cockpit lies just where the Ordnance Survey brings the High Street track across Elder Beck. It occupies a dry piece of land amidst the bogs where drift covers the junction of the Borrowdale rocks with the limestone of Heugh Scar hill. All the walling is composed of Borrowdale erratics. It will be seen that the only differentiation between this and the ordinary settlement walling is the very regular shape of the enclosure. May it not be just a very good specimen of the cattle fold of a primitive settlement with a watcher's hut inside on the east?

SEAT SANDAL.

This mountain lies on the west side of Grisedale Tarn, and everyone going by the old bridle-track from Patterdale to Grasmere skirts its southern foot. To quote once more from the Westmorland book, Professor F. M. Stenton in his article on "Pre-conquest Westmorland says ". . . but Seat Sandal—Sandulf's 'seat'—above Grisedale Tarn undoubtedly derived its name from some Norwegian immigrant, whatever the exact significance of that name may have been."

This quotation is much what W. G. Collingwood said years ago but it sent me back to re-examine some surface irregularities that I had seen there once before. After the path from the top of the pass towards Grasmere has crossed the screes at the eastern foot of Seat Sandal and has turned slightly to the right, it traverses a natural shelf with a small precipice on the left hand. Here at an elevation of 1700 feet there will be found on the right hand side of and a few yards above the track some remains of old walling. It looks like the débris of what may have been three old shelters of some sort, but it is too dilapidated

to decipher anything clearly. But the combination of the name and the old building makes the traveller wonder whether he is standing on the saeter of the possible Sandulf. It is a favourable situation despite its height, on a natural shelf facing towards the afternoon sun and distant Coniston. Here if there was a cluster of huts it would be a true summer shelter.

The dwellers in the Alpine or Norwegian valleys practise their periodic migrations from one level to another in virtue of the large-scale structure of their country but our people had no necessity for such transhumance. All the local early settlements give the visitor the impression of being permanent places of habitation. There is such a little difference of height involved between valley bottom and fell top that the primitive settlers would not be tempted to change levels, except in the case perhaps of such a special example as this.

OLD TRACKS NEAR WINDER HALL.

The Ordnance Survey brings the old Roman Road from the present crossing of Elder Beck along the west slope of Heughscar Hill at an elevation of 1000-1100 feet to Winder Hall. This route traverses a big patch where limestone has been quarried on the surface. The track has been completely dug out in these workings. Further on to the north it crosses an extremely boggy piece of land just south of Winder Hall. There is deep drift here and, as usual in such cases, several tracks have become impassable in turn through gullying by traffic and surface drainage. But there is another track which, generally speaking, lies to the east of this one and which avoids the boggy land near Winder Hall. It begins at the lower and older crossing of Elder Beck, cuts across the former track along a well cambered bank and disappears in a bog which has developed through recent surface changes. Then it crosses the Pooley to Copstone track east of the point

where the Ordnance Survey track cuts it. Pursuing the same line it crosses the top of Heughscar Hill and reaches High Winder. Below the latter farm it is continued by a sunken track leading down in the direction of Celleron.

Now this line goes over much better country for a track than the O.S. path. It connects it with what was, I think, the true crossing of Elder Beck and it leads by a comparatively dry line all the way to High Winder. There has been at one time quite a big village at High Winder and even now old foundations and heaps of ruin lie around only partially covered with verdure. There are old cultivation fields on Winder Moor and at least one good embankment just inside the enclosed land. It seems likely that the old track passed this way. At present it is not so much used because the other is on the map as the Roman Road.