



Based upon the Ordnance Survey Map, with the sanction of the Controller of H.M. Stationery Office.

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COCKPIT AREA, MOOR DIVOCK

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Facing p. 25.

(6" Scale x 3) i.e. 18 inches to the mile.

Details from 6" Map in Black. Fresh details in Red.

ART. III.—*The Ford over Elder Beck.* By THOMAS HAY.

THE Roman Road along High Street crosses Elder Beck close to the Cockpit on Moor Divock. In these *Transactions*, N.S., xxxviii, under the title of "Ullswater Notes," I gave some reasons for thinking that the Roman Road had not crossed the beck at the present ford but at a point 110 yards lower down in the direction of Pooley Bridge. At the same time it was mentioned that close to this lower crossing and on the left bank of the beck old foundations of roads and possibly of buildings or enclosures were to be found. It is now possible to give a map of these surface indications and what little has to be said will come best in a short description of the map. The details in black are all taken from the 6-inch map VII S.W. Westmorland but the scale has been enlarged threefold in order to give a bigger representation of the area. The details in red are the old foundations in question and some surface markings which will help to identify the place.

Much of the area lies on a comparatively flat surface covered with glacial drift. On account of these two factors, viz.: its flatness and its drift covering, the drainage is poor, the ground is often waterlogged and the vegetation consists of coarse long grass and in places of straggly heather. It is difficult to see surface variations but yet with all these drawbacks it is one of the few places where one can, after a little search, get a good view of the ancient road foundations.

It must be remembered that the eye is quite unable to distinguish much of the beautiful lay-out of the Roman Road as seen on the Ordnance map. However, just by

the last "t" in the words "High Street" on this map there is a good piece of foundation work and it is doubtless this piece that led the surveyors to their line on this particular place.

Now let us turn to the red markings. The Gravelly Mound is a wholly natural formation consisting of small materials and contrasting with the rest of the ground near it. It has rabbit burrows in it and is probably a late glacial feature. It is only put in for the purpose of a useful identification mark. The Rubble Heap by the beck side seems artificial and consists of small angular bits of rock much stained with red and there is a great deal of black earth in it. West of the accepted line of road there is another line of foundation work A. B. and the paving is particularly well exposed where a modern waterpipe has been cut obliquely across it. At B this line of road runs into a spread of foundation boulders. Here it seems to swerve right and be continued along B. C. to the lower crossing. At this lower crossing there is quite a number of the sunken tracks which become developed at any such crossing of a beck flowing through drift covered country. At D. E. there is a scattered linear spread of the foundation boulders which may represent the old approach to the lower crossing. The features at F. G. H. are in many ways like the road foundations but it is difficult to see what a road could be doing in such a position. It may be the foundation of some enclosure in which the blocks have spread out more than usual. At G. where the rushes are growing, some small mounds may be remnants of a building. One possible explanation is that the original line of the metalled road ran from X. to Y. to D. to E. to the lower crossing, then when this foundered at E. from natural causes, a new line of approach A. B. C. to the lower crossing was made. Then much later when the whole lower crossing became impossible, a new higher crossing

near the Cockpit was made and the line of track was diverted so as to pass the beck at that point. Whether this explanation is right or wrong the area is so interesting that it is well to put these surface markings on record before they disappear still further.