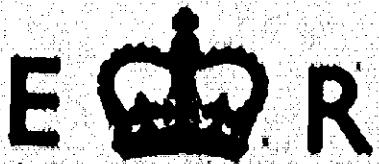


Garton Slack XI



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Garton Slack  
XI

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**S.O. BOOK 111**

(40 PAGES)

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NOTE Book XI

1971

Code 28-111

Sixi note book

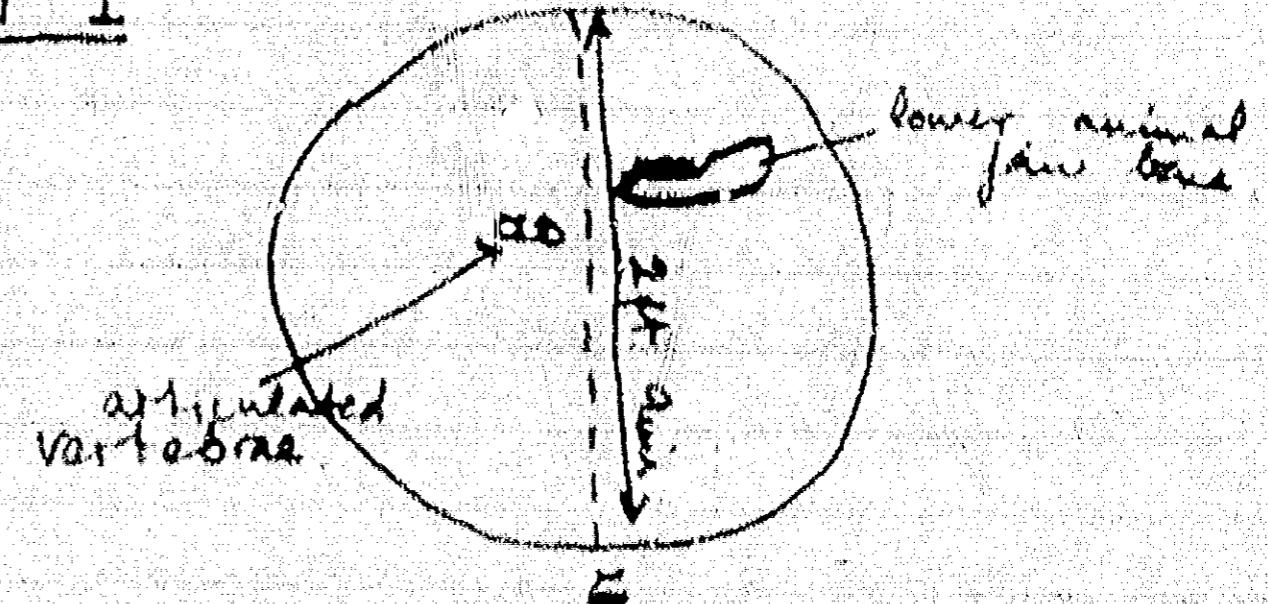
Gastar Slack XI

8/6/71

Tr. II. See G

Square-Ditched G. Barrow I

PIT I

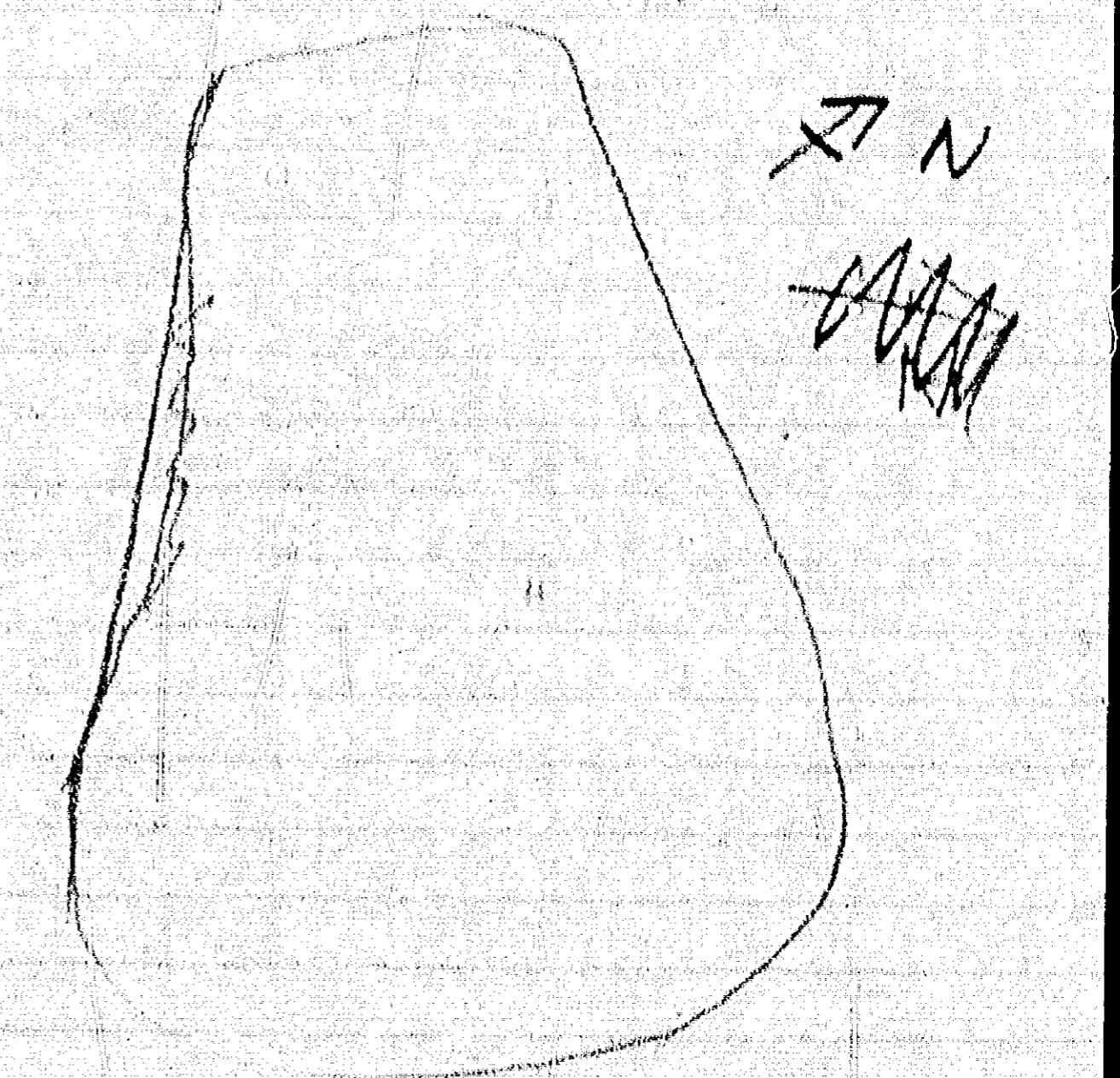


Pit I was excavated the north half being taken at first. No human bones were found but numerous burnt & unburnt animal bones were recovered including the lower half of a jaw bone in the northern section. Although generally speaking the bones were not articulated there were, in the southern section, three articulated vertebrae. Most of the bones lay in a burnt black soil fill which formed a shell like covering of the bottom and sides of the pit. The rest of

the pit fill was of a medium brown gravelly soil and chalk chips. No pottery was found in this pit which appears to be ritual associated with the burial. Approx position of pit is off centre to the N.E. in the area enclosed by the ditch square

Ta IX See  
Large Pit.

Shape of pit not well enough defined to determine type. The square ditch surrounded



At outcrop next west end  
at depth of c. 8" was the  
lower jaw & twist of what  
appeared to be wild pig or  
boar. It was toward the south  
west at a point where the  
valley cut a chapter off  
which came three bone  
combs of two bone cylinders  
objects to go back and on  
a group. Their condition  
was such that it  
was impossible to remove  
the combs without some  
damage & the breaking  
of all teeth from the  
body of each.

These combs are  
of approximately the same  
dimensions 4 $\frac{1}{2}$  inches  
in length & 1 $\frac{1}{2}$  inches at  
their widest point near  
the teeth. All were  
decorated roughly  
the round way with  
cross-hatching.

bands, Batashoel & 290 ft.  
above base of the River  
bank for enough drawings  
for cylinder objects  
are circular, very large  
hollowed tubes of bone c.  
2 $\frac{1}{2}$  inches in diameter &  
1 $\frac{1}{2}$  inches at their widest  
the decoration is 3  
cylinders, areas of ring &  
not one at each end  
(not full rings) and one  
around the middle. Each  
has a cutting on one  
side & thicker in length &  
1 $\frac{1}{2}$ " wide. One is in a  
very bad state, the other  
fully intact.

Peter, chariot



SUPPLIED FOR THE PUBLIC SERVICE

Gordon Slack  
xi

**S.O. BOOK 111**

(48 PAGES)

Gordon Slack IT

Chariot

Code 28-111

Chariot  
size notebook

The grave site was  
apparent after channel stripping.  
Cut to 6 inches 10.0 square  
inch base. Was 20 in. by approx  
10 feet.



Working 100 yard circle off  
the grave from a control  
bentwise profile line an  
iron stain appeared near the  
center edge and a depth of about  
three inches was 10 feet  
more than a stain at least  
in fact an iron pyrite, the  
condition of the metal was  
good (first recognizable sounding  
of the chisel) found  
9. June 71) during the  
removal of debris partly  
parties of iron rods and steel

of the grave it was  
one foot apart - 100 feet  
at 100 yards. and was  
approximately 100 ft. in diameter.  
From my estimate 100. The  
division line between the  
two 100 yards which I took  
also passed and appeared as  
a straight edge - the  
horizontal line of the grave  
was balanced across the  
edge of a bank in 100 feet.

At this there was a gradually  
area of grave filled - gradually  
falling in to the bank  
and to the surface of country.  
It was not far from the date  
uncovering of the skeleton  
that this gradually area  
commenced with itself a 100  
occupied by the body.

Excavation of the West  
side exposed the full  
iron tyre, an iron nave  
crossed in 100 centrs -  
first indications of the centre

of the wheel was a circular  
stain of brown grey earth  
diameters 6 inches from centre  
of stain to rim of wheel =  
1 foot 5 inches) this was loop  
roughly corresponded with  
this stain on each side  
deeper. It was of iron - its  
condition seems to be not as  
good as the tyre. ~~but~~ To  
the mate of the nose loop  
and a smaller bigger was  
a small iron ring (diameter 2 $\frac{1}{4}$ )  
This is in fact at the highest  
level of any of the chariot  
fittings.

The tyre stopped slightly  
longer than centre of the  
grave and this border of  
the skeleton was soon to  
overlie the wheel at its  
lowest point. Careful  
excavation of the earth  
within the tyre revealed  
grey rock stains which  
were recognised as traces

of the wooden spokes.  
A quadrant of 4 ~~the~~ spokes  
and the stem of the spoke  
were clearly visible indicating  
that the wheel originally  
contained 12 spokes. There  
even appeared to be traces of  
wood in the middle of the  
spoke.

Upon the bottom of the  
caves were found 0.006 to  
0.008 inches of dark brown  
mud over a dark  
gray shale which was  
markedly parallel  
with the surface. A faint  
edge, from the exterior  
west, it ran into the  
shale. This was approximately  
3 inches wide and appeared  
to have been shaped  
by forces of wind. The  
shale was wood and  
curved and turned  
toward the south west.  
The mud layer could have

been in the original pole or  
beam which was stained  
represented but could  
also have been ~~the~~ remains  
parts of the stain +  
nothing more.

The next section profile  
was drawn across at South  
End C. 0.5 were the record  
nails being very few - a few  
except along the line of  
the straight edge. The  
profile showed dark  
soil at both ends  
sloping downward - at  
the south end this dark  
soil appeared as a step.  
This was an indication

the profile of some sort  
of collapse, filled with  
the surface capping buried:



A soil stain was drawn at a higher level than the spokes which appeared to have been removed from within the wheel around the base hoop and was thrown about  $\frac{1}{3}$  of the length of the wheel by comparison with the red stain of the spokes & the pole shaft at the center of the grave, this stain was said to appear to represent wood.

A wagon wheel was left and the ~~earthen~~ soil of the grave was also colored brown somewhat more quickly than the weathered earth as it seemed to affect the wheels back soon after the bottom of the grave had been laid in. This position upright on the

grd. There was little difference ~~in~~ <sup>in</sup> texture of the grass on the eastern side of the western. The east wheel was surrounded by a slightly higher bank than expected although it too was horizontal. At this point the bank was removed to the same level.

A similar loose circle of earth was the first indication of the mound of rain water & brownish brown color with soon apparent (section) of it begins to be geological. On first appearance it had a slight overlap w/ the open joint but the next no will if was no longer to have expanded slightly

and there was a space  
of 16' in the wall.  
There were two horses  
one of which had  
spoked and the other of  
a year old. There  
were 8 spoked wheels  
in the east end of the  
stable west. These  
were made of a few  
spokes but not bad  
and well made. The one at  
the west end was  
made of 16 spokes  
and the other of  
spokes of different  
sizes. The other wheel  
was made of 16 spokes  
but was not  
well made. The  
other wheel was  
not well made.

The stable of the  
west end was  
made of wood and  
had a door and a  
window. The door  
was made of wood  
and had a window.  
The window was  
made of wood and  
had a door and a  
window. The door  
was made of wood  
and had a window.

The iron cap or sheath, there  
appeared to be traces of  
wood near the iron end  
of the stable. The  
eastern side was  
indicated by some very  
old and worn wood.  
In this case with two of the  
spokes of the west wheel —  
the spoke on the left being broken  
leaving a cavity at the  
bottom of which there  
was a piece of wood  
which was  
broken. There  
was no metal  
apparent around the rim  
of the wheel, no joint in  
the iron indicating that  
the metal band was  
shrunken into the wooden  
wheel. Around the perimeter  
of the west wheel at four  
places were noted  
small fragments of animal (?)  
bone — mostly splinters.  
No explanation of these  
though less about details.

picked up in two wheels during  
the removal of service.  
There were no similar  
bone fragments noted with  
the east wheel.

The appearance of the  
two wheels with bronze  
wedge loops on the one &  
iron on the other suggested  
that what we had was  
in fact two incials of the  
wheel + the outside of  
the other face upwards  
is that the bronze wedge  
loop would belong to the  
side of the wheel which  
wheel it was. Therefore  
it is expected that probably  
the bronze wedge loop of  
the east wheel will be a  
~~the~~ round iron loop of  
iron, and the broken end of  
the loop of the west wheel  
will be an iron and bronze  
loop of bronze. Unless of  
course the others are both

bronze, the iron wedge loop  
being simply a broken  
loop of a broken bronze  
one - further excavation  
will ascertain.

The ~~fact~~ that  
one outer face & one inner  
face of the two wheels  
were not fitted on, they  
were suggested to me  
that the wheels had  
been in an upright  
position and folded in  
the same direction - this  
would happen for  
instance if the axle had  
smashed at one end  
gathered near the middle.  
However, if the axle was  
the same form would not  
have expected both  
wheels to slope  
downwards toward  
each other, of course  
except the clinch pin  
of the east wheel to

have been on top. And yet it still does not seem satisfactory to assume that the wheels were laid flat side by side on the axles since the edge wheel is by no means on the bottom of the grave (particularly obvious at the eastern edge where there is a ~~inch~~ of soil at least supporting the wheel.) and since one would expect both outer faces (i.e. 'show' faces) with bronze nave loops to be face upwards for best effect. All longer bars does not hold if the iron loops turns out to represent a replacement bronze one. However, both the body and cart fittings made pattern on the two wheels which indicates that

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either the wheels were originally placed beneath the body & the cart itself ~~was~~ <sup>is</sup> the cart was placed in the grave already dismantled & clearly the pole shaft lying at the center end of the grave has been removed from its proper position. On the wheels have been in the proper position on the axles & had subsequently pulled loose from the cart on collapse - highly unlikely as this would require upward pressure from another and relies on the iron nail loop repair theory. There seems little for it but to assume that the wheels were in fact dismantled & laid beneath the cart. Longer & stell bronze

misgivings at this stage.  
e.g. even if dismantled  
it would not rest two wheels  
against the side of the  
cart - collapse resultant  
rest wheels would be  
over body & cart fittings.  
This is obviously not the  
case but it seems odd  
that everything abandoned  
had passed over two wheels.  
When the shape of the  
grave seems clearly to  
have been made ready to  
accommodate wheels at  
the sides - perhaps a  
tradition.

The skeleton was in a  
crouched position, overlay  
two two-wheeled carts on  
the east wheel than the  
west where only one or two  
sites slightly over (and the  
car type). The body lay  
on its left side but from  
about the waist it

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was in fact face down  
with arms & hands under neck.  
The head was facing east.  
It seemed as though the  
top half of the body had  
unfolded from a crouched up  
position as the vertebral  
were in a straight line  
all the way up to a the  
body was now lying on its  
sides as one would expect.  
This suggested that the  
head rested on ship  
downward, particularly as  
the body seemed to be at  
a lower level at the  
head and remain at the feet  
end. Perhaps the shoulder  
link in terms of the body  
resting on the coachwork of  
the cart + slipping as a  
result of the collapse of  
the wood & a fall from  
to assume that the wood  
had collapsed over the  
body.

There was what seemed to be fittings of the coachwork found ~~lying~~ lying to west wall, one was a short length of bronze .<sup>t</sup> round in section and 1 1/2" in diameter with the apparently ~~end~~ giving ~~it~~ ~~exterior~~ end with traces of wood still adhering within the curvature of the bronze. Also there was a more fragile piece of sheet bronze which had been crushed & was broken in three or four pieces but still encompassed some wood this seemed to have been ~~a~~ ~~been~~ a service ring type ~~of~~ shape originally though it did have red appearance in its form. It was to no more oval or even oblong - but still favour a ring as the original shape before crushing. Both these were

pieces with their wood attached suggested coachwork running or functional joining bands of specific places on the cage but could conceivably represent more personal fittings of the dead person - pieces being wood of course.

Two bridge bits were found over the skeleton. Bridge Bit I was intact though the two links were corroded in a closely joined way - the two outer rings were not involved in corroded mass of the links. This bit lay over one of the skeletal knees and was supported over the foot on a large piece of flat - not apparently intentionally.

The second bit - Bridge Bit II lay over the middle of the body but was broken in

two pieces - one being + one  
link as one unit some  
ring and two links ~~as~~  
broken - and the second  
link of this record unit  
was broken ~~so~~ <sup>as</sup> loop of the  
link being only half a  
loop. The rest of it was  
not found and the nature  
of the break suggested  
to me ~~that~~ if it was an old  
break + old in respect  
that it was broken soon  
after it had been  
deposited + not broken  
in the grave since such  
a break seems impossible to  
have occurred ~~in~~ without  
the considerable force  
being applied.

With the body - lying  
perfectly over it (at least)  
we had remains of a dog  
- a clav' skull with bones  
+ legs + feet - a good  $\frac{1}{3}$   
of the animal - & which I  
have guessed, this we assume

was "food for the journey." And  
as someone said, if ~~the~~ <sup>it</sup> ~~had~~  
food why not drink too?  
Good point I thought!!  
Close to the body by the  
shoulder blade was an iron  
ring larger than the one  
found at a higher level  
just north of the nave loop  
& yet smaller than any of  
the rings of the two  
bridles of which the hair ring  
& the smaller one belonged  
to me + the same piece of  
copper wire - or indeed just  
what they were - is not  
certain.

There were several bronze  
finds at body / wheel  
~~base~~ & it was noticed  
that the very great majority  
of all these finds from  
here on downwards were  
lanculated in the west  
end of the grave. + in  
the immediate vicinity of the

worn wheel in particular  
just to the north of the  
west wheel and at about  
the same level as the iron  
tyre. It was almost seened to  
be a bridle or pommel  
end of a sword or dagger  
of gilded sheet bronze, attached  
to wood and/or leather  
which survived in a substantial  
amount by 3 rivets. It  
was dropped downwards  
from a sword + more of it  
was thought to have fallen  
earlier to survive at a  
lower level — this was  
not the case. The sword  
however must be discounted  
as it had <sup>no</sup> metal part.  
That it was the & an end  
of any metal object since  
none other was found  
in the same alignment or  
the least manner anywhere in  
the grave. It would however  
still appear to be a pommel

end of the must therefore  
rank in terms of a wooden  
or leather stick or whip.  
A bronze object was found  
lying on ~~the~~ the floor  
of the horse's leg bones + was  
thought to be a buckle but  
is much more likely to be  
part of a harness fitting -  
especially since an identical  
thing was found on the  
bottom of the grave after  
on.

2 Bronze torc rings, one  
larger than the other, were  
found within the west  
wheel hole and a ~~part~~  
straight piece which seemed  
like a bar but could have  
been the impregnated bone  
+ each had ~~a~~ engraved on  
parts ~~one~~ + a stud. The  
larger ring was in fact  
not within the wheel but  
between the skeleton's foot  
& wheel.

There were 2 bronze cylinders or ferrules - simply curled sheet bronze with overlaps enveloping organic material - wood or leather. It seemed these were found close together in line roughly north-south, near the skeletons ankles.

Under one of the skeletons legs were found two pieces of thin iron with bands of studs attached & with fixious material in close abundance also a small and of a hair pin was found with iron. The iron seemed to be the sort of banding one often gets in corners of wood which would otherwise be subjected to wear. In fact wood grain was apparent on the under side of one of these strips of iron.

More careful work around the wheel revealed the spokes & felloes more clearly and there was a stain of ochre & every spoke of the east wheel - in one or two cases only a very small amount but enough to be recorded in the wheel which shows 12 spoke stains of varying colors. There were about 7 clear spokes on the east wheel. It was noticed that the faintest traces of spokes on the east wheel were on the half toward the middle & on the west wheel there were not spoke stains at all to be found on the half toward the middle. The soil was not dissimilar to wood stains texture & coloring in the middle section

This could be due to the decomposition of the body which was in this ~~area~~ or ~~area~~ possibly be due to the decomposition of the cart itself which it seems likely was positioned over the wheels. Casts were taken of the two wheels after the body was lifted and from these spoke stains + fellos were removed. Further casts were then made since in some cases the depth of stain was in excess of one inch. Blister casts were also taken of the two pole stains after they had been drawn + sectioned (two of the spokes of the cart wheel were retained.) These too were stains of substantial depth. The front pole shaft seemed to end at the front

in a sort of knot but more careful probing seemed to ~~just~~ dislodge hairs + led end ~~out~~ in fact tapered. The other end of the pole shaft which was wider, ended just before the skull of the body was interesting in that the last 3 or four inches of the stain was of a different texture & color — sandier + there seemed to be a fairly distinct division line between the grey "sooty" stain + the cast few inches — perhaps this represents a different type of wood attacked by a carpentered joint. The qualities repeat will give the answer, one hopes. The wheels were lifted with their plaster casts as one unit. On their inner side they were noted to be carved

body with one or two studs  
protruding at a particular  
point - probably were two  
~~iron~~ iron bands  
used joined to make the  
respective tires - X ray  
will show, which iron  
was very solid and some  
was wood attached in  
places within the tires.  
The two top holes were  
covered over carefully  
and several more small  
finds came to light.  
3 more bronze tongs  
of the same type as before  
appeared however the west  
wheel had each a matching  
pair of the two found  
above and are larger  
than any of the others.  
These pieces in all were  
found all tied to the straight  
iron piece, as iron  
imperceptible bottom attached  
A matching pair of the

hastings fitting found earlier  
in the skeleton's leg was  
found on the bottom of the  
grave below & perhaps  
just north of the west  
wheel.  
The lower nose loops  
of each wheel was found  
and each was a gib block  
brass, thus substantiating  
the iron nose loop repair  
theory. The nose loops  
were clearly resting on  
the bottom of the grave  
and each wheel was  
tilted down towards the  
middle. This depression  
towards the middle was  
therefore explained since  
the waves of ~~the~~ the two  
wheels protruded below the  
plane of the actual  
wheels themselves thus  
causing the unavoidable  
slope in this case forced  
the middle. The wheels had

without any doubt whatever  
seen placed on the bottom  
of the grave.

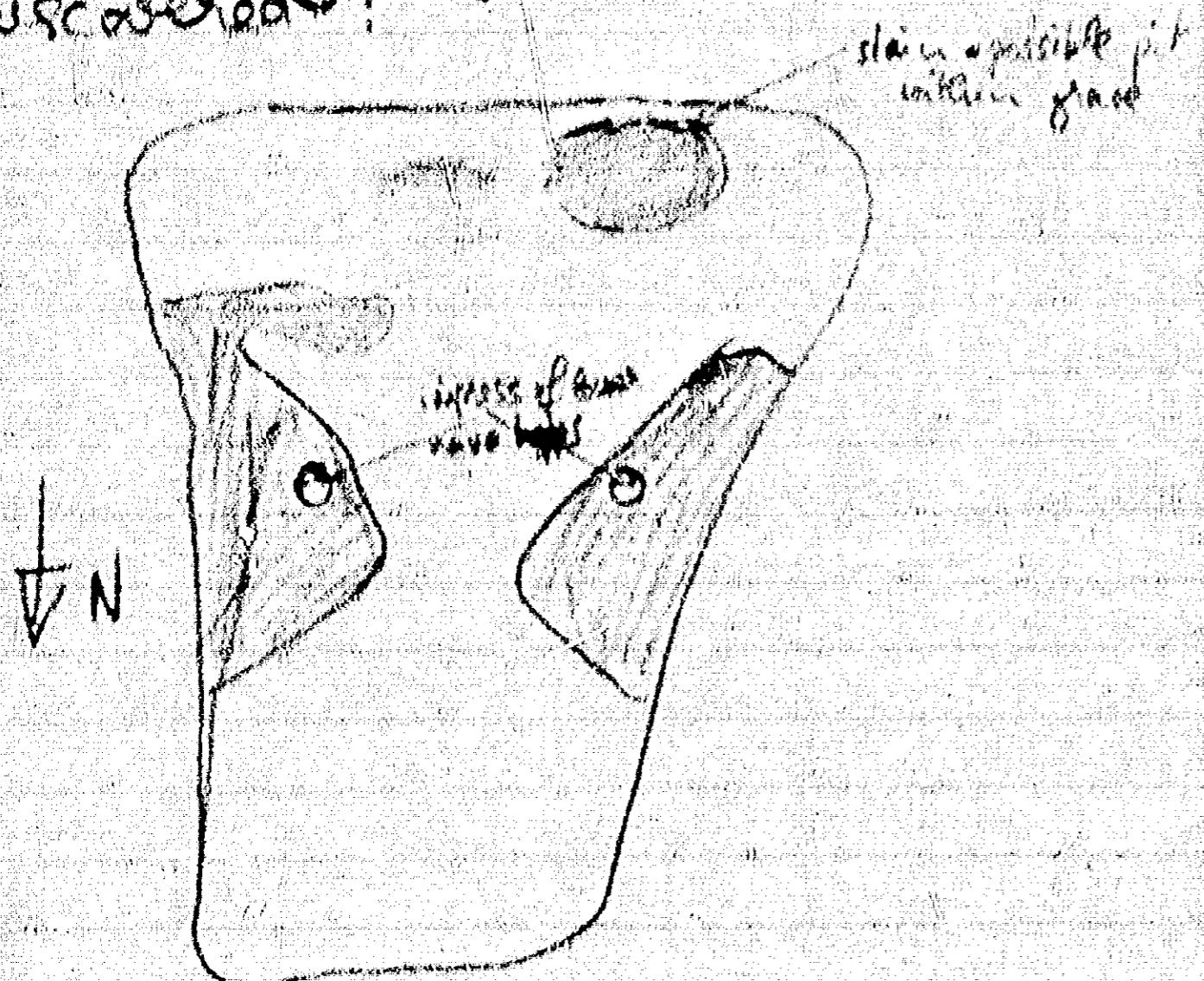
The skeleton too was  
on the bottom of the grave.  
At the point where it  
did not lie the wheels  
but the position of the trunk of  
the body (i.e. face downwards)  
while legs & head are  
on the side — the  
whole body therefore twisted  
suggests that at the upper  
part at least was supported  
and has dropped — and  
dropped to the bottom of the  
grave with very little soil  
between the body & the natural  
gravel floor, suggesting  
that it is a hollow &  
wooden which collapsed  
around him — he in fact  
sat? However the body  
was lain directly over  
the wheels, on the bottom  
of the grave. Then there was

put in very awkwardly &  
this should be considered.

One thing of interest may  
be mentioned of the two  
hoppers & earthen fittings  
that have survived — which  
make no notable exception of the  
bridle bits — were found in  
and around the west wheel  
— behind the body whereas  
the odd sheet brass suggested  
to have been actual cart  
fittings — came from within  
the east wheel — in front  
of the body; & the iron strips of  
wood grain impression; also  
roughed to belong to the cart  
proper, actually were trapped  
beneath the body & on the  
east side as well.

This & the way the body was  
possibly carried suggested to  
me that some part of the east  
of the cart was placed beneath  
the body & over the wheels  
(or wheels i.e. the east wheel)

Final clearing up of the bottom of the grave revealed some fine tire soil stains, but not particularly akin to the spoke, felloe, & spoke shaft stains previously encountered. However the remarkable "twins" effect is noteworthy & may represent something yet to be discovered.



These stains may be only rain + tire - track is most likely, but I can give no explanation but only note that they are very much "wheel area" stains though of course their shape is far from circular. A notable stain at the south end of the grave & toward the west could conceivably be a pit cut through the top of the grave, but could equally well be a paddled area ~~where~~ trodden in at 100 times of the burial ceremony. Presumably wood had to be in the bottom of the grave giving an iron wheel effect similar effect was produced at the north end of the grave toward the east, in glass always landed when dropping down into the grave to do one work!! Just a thought!