

EWRO17



# EAST WEST RAIL ALLIANCE – MONITORING OF GI WORKS

ARCHAEOLOGICAL WATCHING BRIEF

commissioned by Atkins  
on behalf of The East-West Rail Alliance

July 2018



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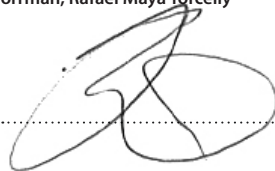
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## PROJECT SUMMARY

Headland Archaeology (UK) Ltd undertook archaeological monitoring during the excavation of a series of geotechnical test pits on land proposed for development by the East-West Rail Alliance. The geotechnical survey was undertaken near areas of disused railway track, on the potential route of proposed rail upgrades between Bicester-Bedford and Milton Keynes. No archaeological finds, features or deposits were identified during the work. Recorded strata in TPB11–21 related to construction and levelling deposits for the raising of the railway track embankment, with one pit revealing a thin additional layer of waste slag and coal. TP33 demonstrated post-medieval – modern made ground with organic material, possibly representing a backfilled pond.

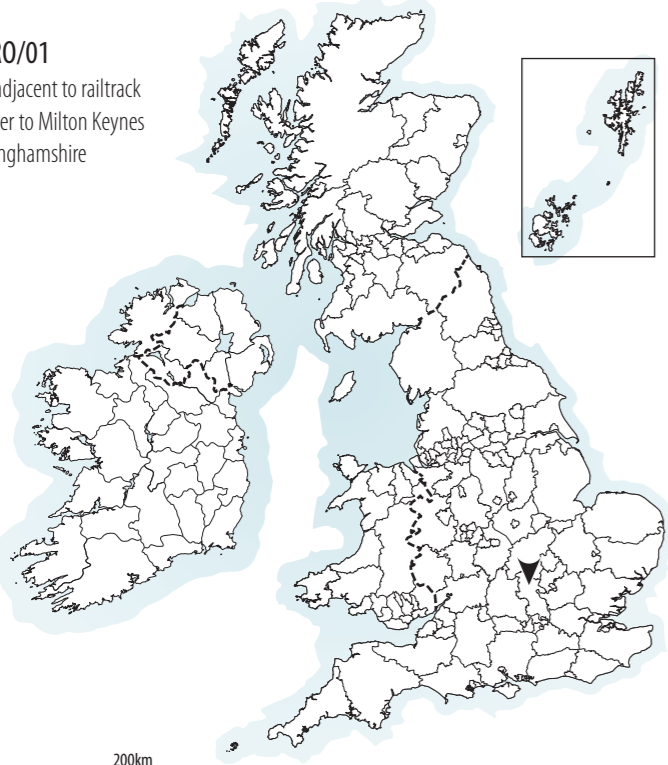
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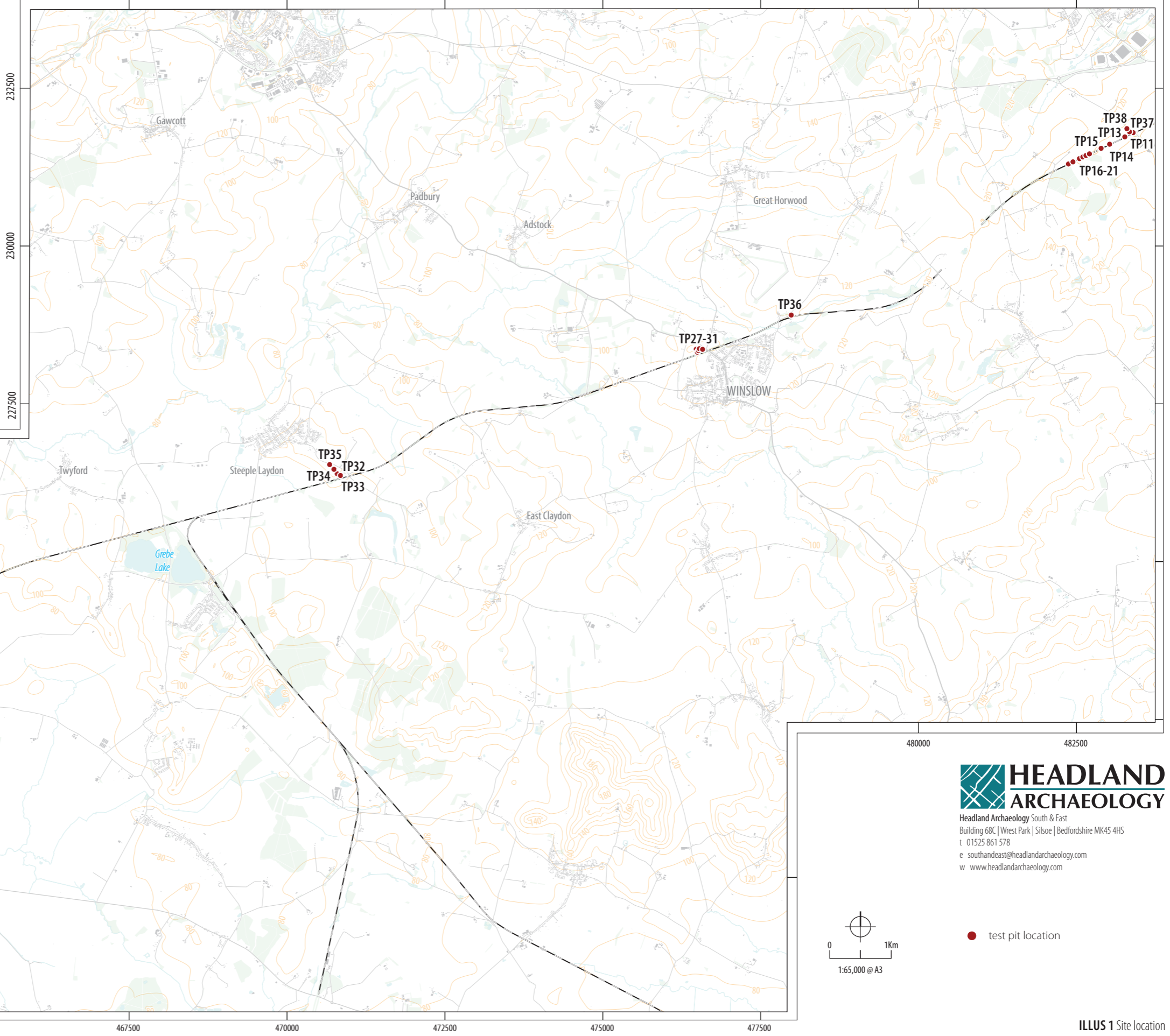
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**EWRO/01**  
land adjacent to railtrack  
Bicester to Milton Keynes  
Buckinghamshire



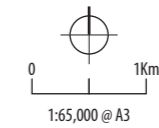
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● test pit location

ILLUS 1 Site location





# EAST WEST RAIL ALLIANCE – MONITORING OF GI WORKS

## ARCHAEOLOGICAL WATCHING BRIEF

### 1 INTRODUCTION

This document reports on the findings of an archaeological watching brief during the excavation of geotechnical test pits relating to railway track reinstatement and upgrade in Buckinghamshire. Archaeological monitoring was conducted by Headland Archaeology on 19th–21st September and 5th–19th December 2017.

The East West Rail Alliance is assessing existing embankment suitability for railway track upgrade works between Bicester and Milton Keynes. In order to assess ground conditions, a series of test pits were excavated along a broadly east-west corridor of railway track. Certain test pits were assessed as requiring archaeological monitoring; Stage 2 of the rail project required monitoring of test pits B11–B21 south-west of Milton Keynes and test pits 22 to 38, which are covered by this report (Illus 1). Test pit B12 was not excavated, by instruction of the geological engineering team.

Archaeological monitoring was undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by Headland Archaeology (Bailey 2017) and agreed with the archaeological advisor to Buckinghamshire Council, Mr Phil Markham.

#### 1.1 SITE DESCRIPTION

The proposed development corridor is located adjacent to areas of active and disused railway track between Bicester-Bedford and Milton Keynes. The Project in its entirety crosses several administrative areas including Bedford Borough, Central Bedfordshire, Milton Keynes, Buckinghamshire and Oxfordshire. The Project includes 67 miles of existing railway and the new landtake necessary for new construction works and access either side of the railway line. The existing railway track traverses a variety of landscapes, from

undulating rural vales, such as that of the Vale of Aylesbury, to the dense urban centres of Milton Keynes.

Archaeologically monitored test pits B11–B21 (negating unexcavated test pit TPB12) were located on an area of disused railway track, approximately 7km southwest of Milton Keynes, to the west of Whaddon Road. The corridor rises from a level of approximately 100m above Ordnance Datum (AOD) in the east to approximately 120m AOD in the west; the rail corridor is situated on an embankment ranging from 0–3m above the surrounding rural countryside.

In the area covered by this phase of archaeological monitoring, the embankment was built up above the surrounding countryside, with banks raising up to 3m above the natural ground level in the vicinity of test pits B15–19.

The underlying geology of the proposed development corridor varies. The geology covered by test pits B11–B21 and TP27–TP36 consists of Weymouth Member Mudstone formation formed between 157 and 164 million years ago. Superficial deposits beneath B11–B21 are Oadby Member Diamicton which was formed up to 2 million years ago in the Quaternary Period during Ice Age conditions (NERC 2017). Sedimentary deposits around TP27–TP31 and TP35, consist of Mid Pleistocene Till Diamicton, formed up to 2 million years ago during ice age conditions in the quaternary period. No sedimentary deposits have been recorded in the vicinity of TP32, TP33, TP34, and TP36.

The underlying geology beneath TP22–TP26 consists of Kellaways Sand Member sandstone and siltstone interbedded, which is a bedrock formed approximately 164 to 166 million years ago in the shallow seas of the Jurassic period. No sedimentary deposits have been recorded in this location.

## 1.2 ARCHAEOLOGICAL BACKGROUND

A Desk Based Assessment of the scheme (WSP 2017) identified a number of archaeologically relevant sites along the railway and within the proposed landtake for the Project. These comprise features and find spots of archaeological importance, schemes of non-intrusive geophysical survey and programmes of archaeological fieldwork including trenched evaluations and open-area excavations.

The desk-based assessment identified activity within the study period from the Palaeolithic through to the industrial era and should be referred to for a comprehensive background of the archaeology of the proposed route (WPS 2017). This report will discuss the sites deemed relevant to this particular phase of archaeological works, covering land surrounding TPB11–TP36.

Given the undisturbed rural nature of much of the surrounding landscape, there is always the potential for below-ground remains to be present within the proposed Project Area, despite the destructive nature of agricultural practices. The area that was the focus of GI works to the southwest of Milton Keynes was considered to have a medium to high potential for Romano British heritage assets within the development area, and a low to medium potential for other archaeological remains.

Test pits B11–19 were located within, or in close proximity to, the extent of a Romano British enclosure, with an associated Roman road that runs to the east of the test pits. This suggested the possibility of the presence of contemporary archaeology within the vicinity.

Agricultural land in the vicinity of test pit B18 demonstrated ridge and furrow. This is also recorded in close proximity to TP27–36, indicating that a ridge and furrow system, or associated archaeological remains, could be recovered from within these particular test pits.

Another undated enclosure was positioned to the west of test pits B18–21, with an undated settlement located to the north of the GI works of test pits B20–21.

TP32–35, near Steeple Claydon, were within or in close proximity to the recorded location of Charndon mill, a 17th-century mill located at Claydon junction.

## 2 METHOD

The test pit locations were set out by the client at designated points along the proposed route.

A total of 27 test pits were excavated during the course of the ground investigation works throughout the proposed railway corridor. The excavation was monitored archaeologically to establish the stratigraphic sequence and identify any archaeological remains disturbed by the investigation. Test pits B11–21 were excavated by a 3600 tracked excavator, whereas test pits 22–38 were excavated by JCB 3cx mechanical excavator. The test pits were excavated to depths between 1.20 and 3.00m, as required. Material recovered to the surface during the test pit excavation was visually scanned by the monitoring archaeologist for archaeological remains, and each deposit was piled separately to record and maintain the sequence

of deposits. Excavation was periodically stopped in order to check for the presence of archaeological deposits during the excavation of the test pits. The test pits were then backfilled with the correct sequence of deposits.

All recording followed ClfA Standards and guidance. All deposits identified during the test pit excavation were given a unique number, and recorded on pro forma record sheets, recording the level at which deposits were encountered below ground level (BGL). Where appropriate, 35mm black and white photographs were taken of the test pit sections together with general views, supplemented by digital photographs for illustrative purposes.

## 3 RESULTS

A full description of the sequence of deposits at each location is provided in Appendix 1. The general location of test pits is recorded on Illus 1.

### 3.1 TEST PITS TPB11–TPB21 AND TP37–38

Test pits B11, B13, B14, TPB15, TPB19, TPB21, TP37 and TP38 were located on the north of the embankment of the rail corridor, whilst test pits B16, B17, B18 and B20 were on the south (Illus 1). The test pits were approximately 2.00m long by 0.45m wide, with the vast majority excavated to a depth of 1.20–2.10m; test pit B17 extended to a depth of 3.00m.

The soil profiles displayed regularity throughout test pits B11–B20. Generally located on an area of raised embankment for the previously established railway track, stratigraphy consisted of an initial layer of ballast formed from granite pebbles (60mm pebble size) mixed with loose dark-brown loam topsoil, between 0.20–0.30m thick, above a layer of construction/levelling sand, between 0.30m and 0.60m thick. These layers sealed a mid-grey brown clay levelling layer, with charcoal and chalk flecks and occasional brick rubble (e.g. 11004 and 15004), which extended from 0.30m and was often extending beneath the excavated depth of the test pits (Illus 2).

Within test pits, TPB11–TPB15, and TPB18, the construction sand strata overlay a thin band of construction/levelling brick rubble (0.05m–0.30m deep) (Illus 3). Test Pit B19 alone demonstrated a band of coal and slag material (0.30m deep) between the initial ballast and sand layers. This deposit contained rare small fragments of glass, and large iron rivets and bolts, likely acting as a form of railway track ballast, or possibly the remnants of locomotive waste (Dow 2014, 293–306).

Natural very compact blue-grey clay geology was apparent where the level of the railway embankment was closer to the level of the surrounding countryside, with TPB19 and TPB20 both demonstrating natural geology at 0.95m DBGL. TPB17 was excavated to a depth of 3.00m, with natural clay appearing at 1.40m DBGL.

TP37 and TP38 were positioned further away to the north of the railway track, in an arable field, and demonstrated a mid-greyish



**ILLUS 2** Mid-excitation photograph of Test Pit 11, looking east **ILLUS 3** Brick rubble and clay in TP15, looking East **ILLUS 4** Made-ground in TP33, looking west

brown loam topsoil (c 0.30m deep), overlying a subsoil of mid yellowish brown silty clay (0.20–0.30m deep), above a natural blueish grey clay.

Other than the slag layer associated with the development of the railway itself, no artefactual finds, features or deposits suggestive of archaeological activity were identified during the excavation of these test pits.

### 3.2 TEST PITS 22–26

Test pits 22–26, were located to the east of Bicester (Illus 1). The test pits were between 2.00m and 3.00m long by 0.60m wide, with the vast majority excavated to a depth of 1.20m–2.00m.

Test pits 22–24 had consistent soil profiles with topsoil (0.22–0.31m deep), overlying sandy clay made ground (0.50–0.60m deep), above a light greyish-yellow clay natural. Test pits 25 and 26 contained a mid-greyish brown topsoil (0.22–0.31m deep), overlying a mid-orange/yellow silty clay subsoil (0.20–0.30m deep) above the same sandy clay natural. No archaeology was identified in test pits 22–26.

### 3.3 TEST PITS 27–31 AND 36

Test pits 27–31, and test pit 36, were located to the north of Winslow (Illus 1). The test pits were between 2.00m and 3.00m long by 0.60m wide and excavated to a depth of 1.20m–2.00m. These test pits demonstrated a consistent stratigraphic profile of mid greyish brown topsoil (0.27–0.45m deep), above a mid-yellowish brown sandy clay subsoil (0.11–0.35m deep), overlying natural sandy clay geology. No archaeology was identified within these test pits.

### 3.4 TEST PITS 32–35

Test pits 32–35 were located to the south of Steeple Claydon (Illus 1). The test pits were between 2.00–2.50m long by 0.60m wide, and excavated to a depth of 2.00–2.50m. Test pit 32 contained a mid-orange brown topsoil, overlaying a greyish brown subsoil and a mid-brownish orange natural sand. Test pits 34–35 had a mid-greyish brown sandy silt topsoil (c. 30.5m deep), overlying a mid-yellowish brown sandy silt subsoil (0.20–0.30m deep) and a mid-yellowish brown sandy-clay natural.

Test pit 33 was the southernmost test pit of this group and demonstrated a greyish-brown topsoil containing post-medieval and modern brick, alongside pieces of ceramic field drain. This overlaid made ground consisting of soft, brownish-grey clay with rotting organic material and pieces of brick (c.0.60m deep) above an additional layer of compact yellow-brown clay with brick and organic inclusions (c.1.10m deep) (Illus 4). The test pit demonstrated a natural mid-light bluish – grey sandy clay at its base. It's likely that this pit was located in an infilled post-medieval – modern pond or waterlogged pit.

Other than a possible post-medieval – modern pond, no archaeology was identified within these test pits.

## 4 CONCLUSION

During the monitoring of the ground investigation works for railway track development between Bicester and Milton-Keynes, archaeological monitoring revealed a small layer of slag refuse within Test pit B19, likely used as ballast for the railway embankment. This was a widespread practice when the material was available, and its location above a layer of levelling construction sand supports this (Dow 2017, 293–306). No archaeological remains or deposits were identified beneath the construction and levelling layers used to raise the railway embankment above surrounding land. Test pit 33 revealed the possible post-medieval or modern backfilling of a pond or waterlogged pit feature, but no further archaeological evidence.

Due to the limited scale of observations made during the works, it is not possible to entirely rule out the possibility of archaeological deposits at the locations observed.

The archaeological monitoring has succeeded in providing a record of the sequence of deposits within the test pits. This will aid the development of future strategies for the assessment of archaeological potential along the course of the proposed railway upgrades and track reinstatement.

## 5 REFERENCES

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- The Network Rail East West Rail (Western Section Phase 2) *Order, Document XX Draft Environmental Statement (Appendix 7.1 Desk Based Assessment)* [unpublished client document]

## 6 APPENDICES

### APPENDIX 1 TEST PIT REGISTER

DBGL = Depth below ground level

TPB11	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
11001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0-0.30	
11002	Sand: mid yellow construction sand/levelling layer	0.30-0.70	
11003	Construction levelling layer of brick rubble	0.70-0.85	
11004	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.85+	

Summary  
On Raised railway embankment – north side of track. No archaeological remains identified.

TPB13	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
13001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0-0.40	
13002	Sand: mid yellow construction sand/levelling layer	0.40-0.80	
13003	Construction levelling layer of brick rubble	0.80-0.85	
13004	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.85+	

Summary  
On Raised railway embankment – north side of track. No archaeological remains identified.

TPB14	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
14001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0-0.20	
14002	Sand: mid yellow construction sand/levelling layer	0.20-0.60	
14003	Construction levelling layer of brick rubble	0.60-0.90	
14004	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.90+	

Summary  
On Raised railway embankment – north side of track. No archaeological remains identified.

TPB15	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
15001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0-0.30	
15002	Sand: mid yellow construction sand/levelling layer	0.30-0.65	
15003	Construction levelling layer of brick rubble	0.65-0.80	
15004	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.80+	

Summary  
On Raised railway embankment – north side of track. No archaeological remains identified.

TPB16	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
16001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0-0.30	
16002	Sand: mid yellow construction sand/levelling layer	0.30-0.60	
16003	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.60+	

Summary  
On Raised railway embankment – south side of track. No archaeological remains identified.

TPB17	Dimensions L x W x D (m)		
	2.00	0.45	3.00
Context	Description	DBGL (m)	
17001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0-0.30	
17002	Sand: mid yellow construction sand/levelling layer	0.30-0.60	
17003	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.60-1.40	
17004	Light grey-blue clay with rare chalk flecks, very compact, possibly geological	1.40+	

Summary  
On Raised railway embankment – south side of track. No archaeological remains identified.

TPB18	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
18001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0–0.30	
18002	Sand: mid yellow construction sand/levelling layer	0.30–0.75	
18003	Construction levelling layer of brick rubble	0.75–0.85	
18004	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.85+	

Summary  
On Raised railway embankment – south side of track. No archaeological remains identified.

TPB19	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
19001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0–0.30	
19002	Construction levelling layer of slag/furnace waste	0.30–0.60	
19003	Sand: mid yellow construction sand/levelling layer	0.60–0.80	
19004	Dark grey-black clay with rare chalk flecks, rare brick rubble and evident bioturbation	0.80–0.95	
19005	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.95+	

Summary  
On Raised railway embankment – North side of track. Slag layer identified

TPB20	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
20001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0–0.30	
20002	Sand: mid yellow construction sand/levelling layer (some small gravel pebble inclusions towards base of deposit)	0.30–0.90	
20003	Light grey-blue clay with rare chalk flecks, very compact, possibly geological	0.90+	

Summary  
On Raised railway embankment – south side of track. No archaeological remains identified.

TPB21	Dimensions L x W x D (m)		
	2.00	0.45	1.20
Context	Description	DBGL (m)	
21001	Ballast/topsoil: Sub-angular granite 60mm sized ballast, mixed with dark brown loam topsoil	0–0.30	
21002	Sand: mid yellow construction sand/levelling layer	0.30–0.85	
21003	Grey Clay levelling layer with small, rare chalk flecks and rare brick rubble	0.85+	

Summary  
On Raised railway embankment – North side of track. No archaeological remains identified.

TP22	Dimensions L x W x D (m)		
	3.00	0.60	2
Context	Description	DBGL (m)	
22001	Topsoil – mid greyish brown loam	0–0.30	
22002	Made ground – mid orangey brown slightly silty clay – very mottled	0.30–0.80	
22003	Natural – mid greyish yellow clay – very stiff	0.85+	

Summary  
Test pit code: TPA2CLOB-4D. On grassed area to the east of Charbridge Lane, East of Winslow. A land drain was present in this test pit. No archaeological remains identified.

TP23	Dimensions L x W x D (m)		
	2.00	0.60	2
Context	Description	DBGL (m)	
23001	Topsoil: mid-greyish brown silty clay with occasional small stones	0–0.31	
23002	Made ground: Very mottled and banded clays and silty clays – road or bank construction	0.31–0.87	
23003	Natural: mid-light greyish yellow clay – very silty	0.87+	

Summary  
Test pit code: TPA2CLOB.3D. South of TP22, on grassed area to the east of Charbridge Lane, East of Winslow. No archaeological remains identified.

TP24	Dimensions L x W x D (m)		
	2.00	0.60	1.20
Context	Description	DBGL (m)	
24001	Topsoil: mid-greyish brown silty clay with occasional small stones	0–0.22	
24002	Made ground: mid yellowish brown slightly silty clay with road stone, tarmac, sandy gravel – very mottled – road or bank construction	0.22–0.80	

24003	Natural: mid-light greyish yellow clay – very silty	0.80+
Summary		
Test pit code: TPA2CLOB-1U. North of TP22, on grassed/ overgrown area to the west of Charbridge Lane, East of Winslow. No archaeological remains identified. Trench moved lightly due to tarmac below topsoil – this location is c.10m north-east of original location.		
TP25	Dimensions L x W x D (m)	
	2.00                      0.60                      1.20	
Context	Description	DBGL (m)
25001	Topsoil: mid-greyish brown silty clay with occasional small stones. Slightly sandy in places.	0–0.22
25002	Sub-soil: Mid yellowish brown slightly sandy silty clay with occasional small stones.	0.22–0.43
25003	Natural: mid-light greyish orange sandy clay	0.43+
Summary		
Test pit code: TPA2CLOB-4u. South of TP24, on grassed area to the west of Charbridge Lane, north of railway track, east of Winslow. No archaeological remains identified.		
TP26	Dimensions L x W x D (m)	
	2.00                      0.60                      2	
Context	Description	DBGL (m)
26001	Topsoil: mid-greyish brown silty clay with rare small stones	0–0.31
26002	Sub-soil: Mid-orange brown silty clay with rare stones	0.31–0.62
26003	Natural: mid-light greyish orange sandy clay	0.62+
Summary		
Test pit code: TP2A26-2D. South of TP22, on grassed area to the east of Charbridge Lane, East of Winslow. No archaeological remains identified.		
TP27	Dimensions L x W x D (m)	
	2.00                      0.60                      2	
Context	Description	DBGL (m)
27001	Topsoil: mid-greyish brown silty clay with rare small stones	0–0.36
27002	Sub-soil: Mid yellowish brown sandy clay with occasional small stones.	0.36–0.57
27003	Natural: light brownish yellow slightly clayey sand banded with mid brownish grey sandy clay.	0.57+
Summary		

Test pit code: TP2BWIN-5D. North of Winslow, south of Sir Thomas Fremantle School, on grassed area to the west of Buckingham Road. No archaeological remains identified.		
TP28	Dimensions L x W x D (m)	
	2.00                      0.60                      2.70	
Context	Description	DBGL (m)
28001	Topsoil: mid-greyish brown silty clay with rare small stones	0–0.36
28002	Sub-soil: Mid yellowish brown sandy clay with occasional small stones.	0.36–0.47
28003	Natural: light brownish yellow slightly sandy clay.	0.47+
Summary		
Test pit code: TP2BWIN-4D. To the west of TP27, on grassed area to the west of Buckingham Road, north of Winslow. No archaeological remains identified.		
TP29	Dimensions L x W x D (m)	
	2.00                      0.60                      3	
Context	Description	DBGL (m)
29001	Topsoil: mid-greyish brown silty clay with rare small stones	0–0.27
29002	Sub-soil: Mid yellowish brown sandy clay with occasional small stones.	0.27–0.45
29003	Natural: light brownish yellow slightly sandy clay.	0.45+
Summary		
Test pit code: TP2BWIN-3D. South-west of TP28, on grassed area to the west of Buckingham Road, north of Winslow. No archaeological remains identified.		
TP30	Dimensions L x W x D (m)	
	2.50                      0.60                      3	
Context	Description	DBGL (m)
30001	Topsoil: mid-greyish brown silty clay with rare small stones	0–0.45
30002	Sub-soil: Mid yellowish brown sandy clay with occasional small stones.	0.45–0.80
30003	Natural: light brownish yellow slightly sandy clay.	0.80+
Summary		
Test pit code: TP2BWIN-3D. South-west of TP29, on grassed area to the west of Buckingham Road, north of Winslow. No archaeological remains identified.		
TP31	Dimensions L x W x D (m)	
	2.00                      0.60                      3	
Context	Description	DBGL (m)

31001	Topsoil: mid-greyish brown silty clay with rare small stones	0–0.34
31002	Sub-soil: Mid yellowish brown sandy clay with occasional small stones.	0.34–0.53
31003	Natural: light brownish yellow slightly sandy clay.	0.53+
Summary		
Test pit code: TP2BWIN–1D. West of TP28, on grassed area to the west of Buckingham Road, north of Winslow. No archaeological remains identified.		
TP32	Dimensions L x W x D (m)	
	2.00	0.60 2.5
Context	Description	DBGL (m)
32001	Topsoil: mid-orange brown silty clay with rare small stones	0–0.30
32002	Sub-soil: Mid greyish brown slightly silty clay with occasional small stones.	0.30–0.80
32003	Natural: mid-brownish orange sand	0.80+
Summary		
Test pit code: TP2BSCOB–1D. On grassed field south-east of Steeple Claydon, to the west of Queen Catherine Road and north of the railway tracks. No archaeological remains identified.		
TP33	Dimensions L x W x D (m)	
	2.00	0.60 2.5
Context	Description	DBGL (m)
33001	Topsoil: md greyish brown mottled clay with pieces of post-med/modern brick and pieces of ceramic land drain. Very compact turf on top.	0–0.60
33002	Made ground: dark brownish grey clay with damp/ rotting organic material and pieces of brick. Fairly soft.	0.60–1.30
33003	Made Ground: compact mid yellowish-brown clay mottled with pieces of brick and black organic material	1.30–2.40
33004	Natural: mid-light blueish grey slightly clayey sand	2.40+
Summary		
Test pit code: TP2BSCOB–1D. On grassed field/ pasture south-east of Steeple Claydon, to the west of Queen Catherine Road and north of the railway tracks. Possible backfill of post-medieval/ modern pond or waterlogged pit.		
TP34	Dimensions L x W x D (m)	
	2.50	0.60 1.80
Context	Description	DBGL (m)
34001	Topsoil: mid-greyish brown sandy silt	0–0.32
34002	Sub-soil: Mid yellowish brown slightly silty clay with rare small stones.	0.32–0.61

34003	Natural: mid-light brownish yellow sandy-clay	0.61+
Summary		
Test pit code: TP2BSCOB–3D. On grassed field south-east of Steeple Claydon, to the southwest of Queen Catherine Road. On top of hill. No archaeological remains identified.		
TP35	Dimensions L x W x D (m)	
	2.50	0.60 2
Context	Description	DBGL (m)
35001	Topsoil: mid-greyish brown sandy silt	0–0.37
35002	Sub-soil: Mid yellowish brown sandy clay with occasional small sub-rounded stones.	0.37–0.64
35003	Natural: mid-light brownish yellow sandy-clay	0.64+
Summary		
Test pit code: TP2BSCOB–5D. On grassed field south-east of Steeple Claydon, to the southwest of Queen Catherine Road. On top of hill. No archaeological remains identified.		
TP36	Dimensions L x W x D (m)	
	2.00	0.60 2
Context	Description	DBGL (m)
36001	Topsoil: mid-greyish brown slightly sandy silty clay	0–0.40
36002	Sub-soil: Mid yellowish brown slightly silty clay	0.40–0.61
36003	Natural: Dark Brownish Grey Clay – very firm.	0.61+
Summary		
Test pit code: TP2BWE–1D. To the north-east of Winslow, on the corner of arable land between railway tracks (to the south) and Winslow Road (to the north). No archaeological remains identified.		
TP37	Dimensions L x W x D (m)	
	2.00	0.60 2
Context	Description	DBGL (m)
37001	Topsoil: mid-greyish brown loam	0–0.31
37002	Sub-soil: Mid yellowish brown slightly silty clay	0.31–0.62
37003	Natural: mid-light blueish grey clay mottled with yellowish brown sandy clay.	0.62+
Summary		
Test pit code: TP2BNL–3D. To the north-west of Newton Longville, to the west of Whaddon Lane. No archaeological remains identified.		
TP38	Dimensions L x W x D (m)	
	2.00	0.60 2.10



Context	Description	DBGL (m)
38001	Topsoil: mid-greyish brown loam	0–0.28
38002	Sub-soil: Mid yellowish brown slightly silty clay	0.28–0.51
38003	Natural: mid-light blueish grey clay mottled with yellowish brown sandy clay.	0.51+

Summary

Test pit code: TP2BNL–2D. To the northwest of Newton Longville, to the west of Whaddon Lane. No archaeological remains identified.







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