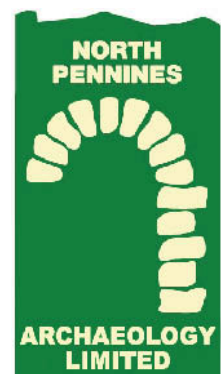


NEWBIGGIN RAILWAY BRIDGE, NEWBIGGIN, CUMBRIA



WATCHING BRIEF REPORT
CP. No: 1359/10
24/11/2010

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Quality Assurance

This report covers works as outlined in the brief for the above-named project as issued by the relevant authority, and as outlined in the agreed programme of works. Any deviation to the programme of works has been agreed by all parties. The works have been carried out according to the guidelines set out in the Institute for Archaeologists (IfA) Standards, Policy Statements and Codes of Conduct. The report has been prepared in keeping with the guidance set out by North Pennines Archaeology Ltd on the preparation of reports.

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CONTENTS

ACKNOWLEDGEMENTS	6
1 INTRODUCTION	7
1.1 Circumstances of the Project.....	7
2 METHODOLOGY	8
2.1 The Watching Brief	8
2.2 The Archive.....	9
3 BACKGROUND	10
3.1 Location and Geological Context.....	10
3.2 Historical Context	10
3.3 Previous Work.....	11
4 ARCHAEOLOGICAL WATCHING BRIEF	12
4.1 Introduction	12
4.2 Results.....	12
4.3 Archaeological Finds and Environmental Sampling	14
5 CONCLUSIONS AND RECOMMENDATIONS	15
5.1 Conclusions.....	15
5.2 Recommendations.....	15
6 BIBLIOGRAPHY	16
6.1 Secondary Sources	16
APPENDIX 1: CONTEXT TABLE	17
APPENDIX 2: FIGURES	18

ILLUSTRATIONS

FIGURES (APPENDIX 2)

FIGURE 1: SITE LOCATION

FIGURE 2: LOCATION OF WATCHING BRIEF AREAS

PLATES

PLATE 1: VIEW NORTHWEST OF TRENCH 1	12
PLATE 2: VIEW WEST OF TRENCH 2	13
PLATE 3: GLACIAL ERRATIC FROM TRENCH 2.....	14
PLATE 4: VIEW SOUTHEAST OF TRENCH 3.....	14

SUMMARY

North Pennines Archaeology Ltd were commissioned by Major and Mrs Sawrey-Cookson, to undertake an archaeological watching brief during groundworks on land to the south of Newbiggin Railway Bridge, Newbiggin, Cumbria (NGR: NY 629 281), during groundworks associated with the improvement of the railway bridge.

Archaeological monitoring and supervision of groundworks was undertaken over two days between the 22nd November and the 23rd November 2010 and monitored the excavation of three trenches to a maximum depth of 0.85m, revealing the natural substrate below subsoil and topsoil.

No archaeological deposits or features were noted during the archaeological investigation. The lack of archaeological activity suggests that either the study area has always been used for intensive agriculture or that the area was significantly truncated during the construction of the Settle to Carlisle Railway. However, the latter seems unlikely, as both the undulating landscape and the evidence below ground are not characteristic of such a dramatic reduction in ground level.

As this archaeological watching brief was conducted as part of a recommendation to observe groundworks on near the Newbiggin railway Bridge, no further work is deemed necessary.

ACKNOWLEDGEMENTS

North Pennines Archaeology Ltd would like to thank Major and Mrs Sawrey-Cookson for commissioning the project, and for all assistance throughout the work. NPA Ltd would also like to thank the employees of Stobart Rail for their assistance during the work.

The archaeological watching brief was undertaken by David Jackson. The report was written by David Jackson, who also produced the drawings. The project was managed by Martin Railton, Project Manager for NPA Ltd, who also edited the report.

1 INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 In November 2010, North Pennines Archaeology were invited by Major and Mrs Sawrey-Cookson, to maintain an archaeological watching brief on land near Newbiggin Railway Bridge, Newbiggin, Cumbria (NGR: NY 629 281; Figure 1), during groundworks associated with the improvement of the railway bridge.
- 1.1.2 All groundworks were excavated under full archaeological supervision and all stages of the archaeological work were undertaken following approved statutory guidelines (IfA 2008), and generally accepted best practice.
- 1.1.3 This report outlines the monitoring works undertaken on-site and the results of this scheme of archaeological works.

2 METHODOLOGY

2.1 THE WATCHING BRIEF

2.1.1 The works involved a structured watching brief to observe, record and excavate any archaeological deposits during ground reduction at the site. A watching brief is a formal programme of observation and investigation conducted during any operation carried out for non-archaeological reasons, on a specified area or site on land, inter-tidal zone or underwater, where there is a possibility that archaeological deposits may be disturbed or destroyed (IfA 2008).

2.1.2 The aims and principal methodology of the watching brief can be summarised as follows:

- to establish the presence/absence, nature, extent and state of preservation of archaeological remains and to record them;
- to carry out further excavation and recording work in adequate time, if intact archaeological remains were uncovered during the project;
- to accurately tie the area watched by the archaeologist into the National Grid at an appropriate scale, with any archaeological deposits and features adequately levelled;
- to sample environmental deposits encountered as required, in line with English Heritage (2002) guidelines;
- to produce a photographic record of all contexts using colour digital, 35mm colour slide and monochrome formats as applicable, each photograph including a graduated metric scale;
- to recover artefactual material, especially that useful of dating purposes;
- to produce a site archive in accordance with MAP2 (English Heritage 1991) and MoRPHE standards (English Heritage 2006).

2.1.3 Archaeological monitoring and supervision of groundworks was undertaken over two days between the 22nd November and the 23rd November 2010.

2.1.4 The study area was excavated under close archaeological supervision. The excavated area was subsequently investigated and recorded according to the North Pennines Archaeology Ltd standard procedure as set out in the Excavation Manual (Giecco 2003).

2.1.5 A summary of the findings of the watching brief is included within this report.

2.2 THE ARCHIVE

2.2.1 A full professional archive has been compiled in accordance with the specification, and in line with current UKIC (1990) and English Heritage Guidelines (1991) and according to the Archaeological Archives Forum recommendations (Brown 2007). The archive will be deposited within the Penrith Museum with copies of the report sent to the County Historic Environment Record at Kendal, available upon request. The archive can be accessed under the unique project identifier **NPA10, NRB/A, CP 1359/10**.

2.2.2 North Pennines Archaeology support the **Online AccesS** to the **Index of Archaeological InvestigationS (OASIS)** project. This project aims to provide an on-line index and access to the extensive and expanding body of grey literature, created as a result of developer-funded archaeological work. As a result, details of the results of this project will be made available by North Pennines Archaeology, as a part of this national project.

3 BACKGROUND

3.1 LOCATION AND GEOLOGICAL CONTEXT

- 3.1.1 The study area is situated on land astride the Settle to Carlisle railway line, immediately southeast of the Newbiggin Railway Bridge on Station Road within an intensive agricultural landscape at the southern end of the small village of Newbiggin, Cumbria. The site lies within pasture fields at a height of approximately 127m AOD, within the broad river valley landscapes of the Eden Valley immediately east of the A66 carriageway, and is approximately 11.5 kilometers southeast of Penrith, and 10 kilometers north-northwest of Appleby-in-Westmorland. The Eden Valley lies between the North Pennines to the east and the Cumbrian High Fells and Orton Fells to the west (Countryside Commission 1998). The area is shown on Figure 1.
- 3.1.2 The underlying geology is of New Red Sandstone, mostly comprising Lower Permian basal breccias, sandstones and mudstones, but with a narrow band of Upper Permian and Triassic sandstones. The drift geology of the area is dominated by glacial boulder clay (till) together with some sand and gravel. These deposits are often in the form of drumlins formed from ice moving down what is now the Eden Valley (Cumbria County Council 2002).

3.2 HISTORICAL CONTEXT

- 3.2.1 *Introduction:* this historical background is compiled mostly from the National Monuments Record (NMR), and is intended only as a brief summary of historical developments specific to the study area.
- 3.2.2 *Prehistoric:* there is no evidence for prehistoric activity within the study area.
- 3.2.3 *Roman:* there is no evidence of Roman activity within the immediate vicinity of the study area. However, the Maiden Way Roman road passed through the parish of Newbiggin, although its exact location is not clear. Furthermore, several Roman quarry inscriptions (No. 13574) were recorded in the 17th century at Crowdundle, north of the study area, two of which refer to the 20th Legion. These inscriptions are no longer visible.
- 3.2.4 *Medieval:* the village of Newbiggin probably has its roots in the medieval period. Surviving monuments include the Parish Church of St. Edmunds, which was rebuilt in the 14th century and extensively restored in 1854, and Newbiggin Hall, which dates to the mid-15th century, and an earthwork enclosure to the northeast of the study area which is of probable medieval date.

3.2.5 *Post-Medieval:* Newbiggin and its surrounding agricultural landscape appears to have remained largely unchanged throughout most of the post-medieval period. The most notable occurrence during this period was the construction of the Settle to Carlisle railway, which significantly altered the landscape within the area. The Settle to Carlisle line was constructed between 1869 and 1875 and covered 72 miles (Anderson and Fox 1986) and passed through some 20 stations, including one at Newbiggin. Newbiggin station was opened 1876 and eventually closed to passengers in 1970.

3.3 PREVIOUS WORK

3.3.1 No known previous archaeological work is known to have taken place within the study area.

4 ARCHAEOLOGICAL WATCHING BRIEF

4.1 INTRODUCTION

4.1.1 The archaeological watching brief was undertaken over two days between the 22nd November and the 23rd November 2010, during excavations associated with the improvement of the Newbiggin railway Bridge.

4.1.1 Three trenches were excavated within two fields either side of the railway line and immediately south of the railway bridge (Figure 2). All excavations were carried out with a Komatsu PC138 US, using a 1.8m wide ditching bucket and were subsequently investigated and recorded fully. The results of the archaeological work are outlined below.

4.2 RESULTS

4.2.1 *Trench 1:* Trench 1 was located at the southwestern edge of the field to the west of the railway line, adjacent to the modern road (Figure 2). The trench was excavated in a northwest to southeast direction following the removal of a 19m section of the western boundary wall. Trench 1 measured 19m in length, 2m in width and was excavated to a maximum depth of 0.25m, revealing mid-brown sandy silt topsoil **(100)** (Plate 1).



Plate 1: View northwest of Trench 1

4.2.2 **Trench 2:** Trench 2 was located within the centre of the field to the west of the railway line, approximately 45m northeast of Trench 1 (Figure 2). Trench 2 measured 20m square and was excavated to a maximum depth of 0.4m, revealing the natural substrate (**101**), which was comprised of red/orange sandy clay and measured over 0.15m in depth (Plate 2). The natural substrate contained frequent sub-rounded stone inclusions and a single glacial boulder (erratic) of volcanic type, which measured 0.8m x 0.65m (Plate 3). The natural substrate (**101**) was sealed by a 0.25m deposit of sandy silt topsoil (**100**).



Plate 2: View west of Trench 2



Plate 3: Glacial erratic from Trench 2

4.2.3 **Trench 3:** Trench 3 was located along the western edge of the field, immediately east and adjacent to the railway line (Figure 2). The trench measured 48m in length, c.7.5m in width and was excavated to a maximum depth of 0.85m, revealing the natural red/orange sandy clay (101) below a 0.6m deposit of reddish brown clayey sand subsoil (102). This was further sealed by a 0.25m deposit of sandy silt topsoil (100).



Plate 4: View southeast of Trench 3

4.3 ARCHAEOLOGICAL FINDS AND ENVIRONMENTAL SAMPLING

4.3.1 No finds were noted during the watching brief.

4.3.2 All deposits were deemed unsuitable for environmental analysis, therefore no samples were retained.

5 CONCLUSIONS AND RECOMMENDATIONS

5.1 CONCLUSIONS

- 5.1.1 The Archaeological Watching Brief was undertaken over two days between the 22nd November and the 23rd November 2010, during groundworks associated with the improvement of Newbiggin Railway Bridge. The groundworks comprised the excavation of three trenches to a maximum depth of 0.85m, revealing the natural substrate below subsoil and topsoil.
- 5.1.2 No archaeological deposits or features were noted during the archaeological investigation. The lack of archaeological activity suggests that either the study area has always been used for intensive agriculture or that the area was significantly truncated during the construction of the Settle to Carlisle railway. However, the latter seems unlikely, as both the undulating landscape and the evidence below ground are not characteristic of such a dramatic reduction in ground level.

5.2 RECOMMENDATIONS

- 5.2.1 As this archaeological watching brief was conducted as part of a recommendation to observe groundworks on land to the south of Newbiggin Railway Bridge, no further work is deemed necessary.

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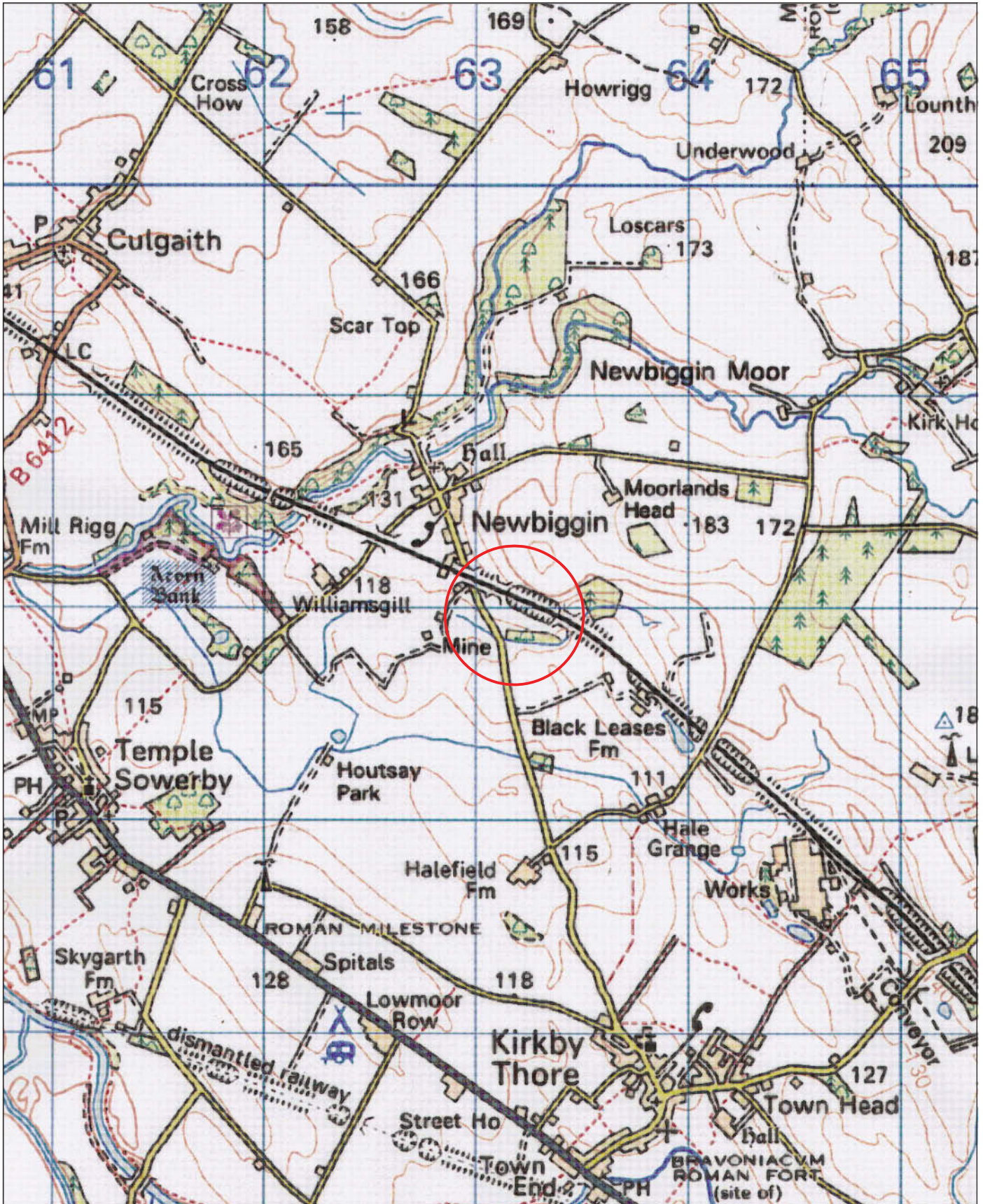
UKIC (1990) *Guidelines for the preparation of excavation archives for long-term storage*

APPENDIX 1: CONTEXT TABLE

Context Number	Context Type	Description
100	Deposit	Topsoil
101	Geological	Natural Substrate
102	Deposit	Subsoil

Table 1: List of Contexts issued during Watching Brief at Newbiggin Railway Bridge

APPENDIX 2: FIGURES



North Pennines Archaeology Ltd
2010

PROJECT: Newbiggin Railway Bridge
 SCALE: 1:25 000 at A4
 REPORT No: CP1359
 CLIENT: Major and Mrs Sawrey-Cookson
 DRAWN BY: DJ
 DATE: November 2010
 FIGURE: 1

KEY:

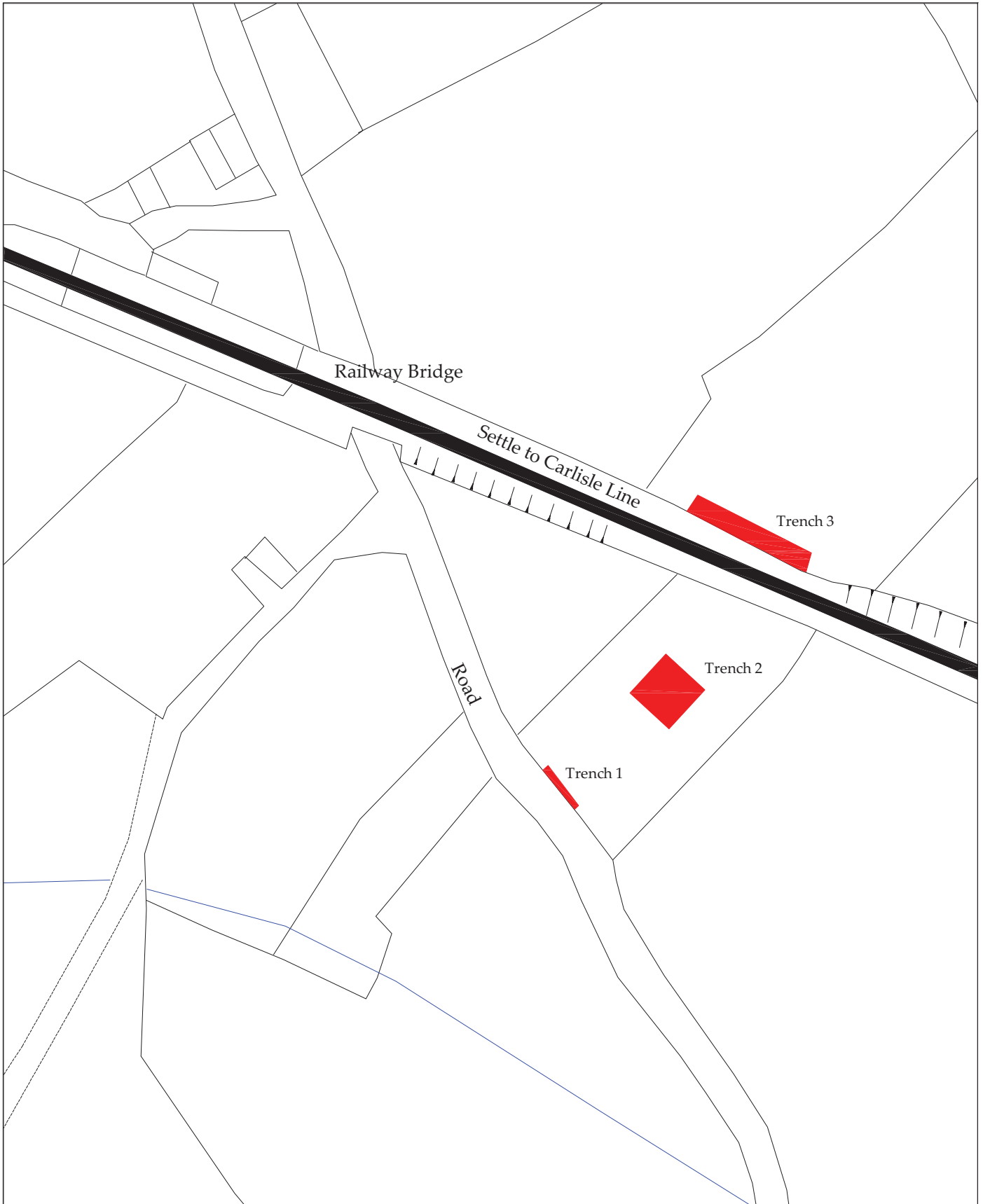


site location



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Figure 1: Site Location






 <p>North Pennines Archaeology Ltd 2010</p>	<p>PROJECT: Newbiggin Railway Bridge SCALE: 1:2000 at A4 REPORT No: CP1359 CLIENT: Major and Mrs Sawrey-Cookson DRAWN BY: DJ DATE: November 2010 FIGURE: 2</p>	<p>KEY:</p> <p> monitored trench</p>	 <p>Reproduced by permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. All rights reserved. Licence number 100014732</p>
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Figure 2: Location of Watching Brief