



ROMAN·ROADS·RESEARCH ASSOCIATION

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No. 5

NEWSLETTER

SUMMER 2017

Welcome to our fifth Newsletter, keeping all our members in touch with recent events, research, excavation, etc. organised by ourselves and by other groups. This is now a quarterly publication from the RRRA sent initially to members before being made available on our website. We are happy to consider articles and papers for inclusion in future editions - please contact the Editor.

In this edition.....

- | | |
|--|----|
| The RRRA and the Roman road at Holtye | 2 |
| Mike Haken reports on the current condition of an important site in East Sussex which was excavated and saved for posterity by Ivan Margary. | |
| Whispers from the Wolds | 4 |
| Alison Spencer tells us a little about a new community archaeology group in the Yorkshire Wolds, their first excavation and future study which RRRA is proud to support. | |
| Possible “new” Roman road north of Ebchester near the County Durham/ Northumberland border | 5 |
| John Poulter gives a brief outline of the research being carried out on the putative “Proto Dere Street” by Northern Archaeology Group, and invites members to visit the site to see for themselves. | |
| Braided Tracks | 7 |
| David Staveley takes a look at this phenomenon and how it relates to research into Roman roads using examples from Hampshire and Sussex | |
| A Roman road through Longdendale | 11 |
| Roger Hargreaves describes the discovery of this “new” trans-Pennine Roman road, and presents some of the evidence. | |

Edition No. 6, Autumn 2017 will include

Two items scheduled for this edition have been held over until the Autumn.

The Life of Ivan D Margary

Dr. David Rudling of the Sussex Archaeological Society gives an account of the life and work of this fascinating and intensely private man. This article builds on David’s presentation at our conferences last year.

Whitley Castle to Corbridge

Mike Haken will present all the evidence for this road, completing a piece started by Hugh Toller which was intended for publication in *Britannia* but never completed.

MILLE·VIAE·DUCCUNT·HOMINES·PER·SECU·LA·ROMAM

The RRRA and the Roman road at Holtye

Mike Haken

In 1929, whilst undertaking an aerial survey of the Ashdown Forest, Ivan D. Margary made a chance discovery of part of what is now known as the London to Barcombe Way, a previously unknown Roman road (Margary, 1932), to which some years later he allocated the number RR14 (Margary, 1973, pp. 59-62). The road runs roughly north south, branching off Watling Street near New Cross, Peckham. Its purpose has been suggested as a route for moving the products of the Roman Wealden iron industry (Margary, 1932) and it is believed to be late 1st century or 2nd century AD in date (Historic England, 2016).

During the early 1930s, Margary excavated a short, exceptionally well preserved length of the London to Barcombe road near Holtye Common (Margary, 1932) which he purchased in 1938. Later that year, he exposed some 250m of road (fig 1.) which he gave to the Sussex Archaeological Trust (now the Sussex Archaeological Society) on the 12th July



Fig. 1. 1938 Excavation showing the heavily rutted road surface

1939. Most of the road was later covered over for its protection, but a 40 yard length was left exposed for public viewing (Margary, 1940). The entire site, (excluding the footpath to the north giving access), was later made a Scheduled Ancient Monument. (List entry Number: 1002277 (Historic England, 2016)).

It seems that the site, under Margary's supervision, was kept in good repair, but after Margary's death in 1976, maintenance by the Sussex Archaeological Society become more sporadic. It is also clear that for reasons we can't be sure of, the "site" became



Fig. 2. Looking along the "exposed" Roman road in late 2016

regarded, to those charged with its care, as just the 40m long fenced section, leaving the remaining 210m to become ignored and disregarded.

Late in 2016, RRRA member and Projects Manager, Jayne Knight and I visited the site and found it to be in a lamentable state of preservation. Our full report is available to our members on request. Listed below are the key findings from the visit.

- There is no signage on the road edge (A264 Tunbridge Wells to East Grinstead), the entrance being marked by a dilapidated sign set well back from the road, now entirely hidden by vegetation which also impedes entry over an old, dilapidated and unsafe stile.
- Access to the scheduled site is down an overgrown 200m public footpath with encroaching hedges forming a dark and forbidding tunnel, which then opens into the Scheduled area. What should be the unique educational experience of a preserved 1900 year old Roman road is actually an unpleasant visit to a small dark wood between dense overgrown hedges, the unfenced portion of Scheduled Roman road now being entirely overgrown with established ash and other trees growing on (and presumably through) the road surface. English Heritage reports indicate that this progressive growth of trees has been noted since at least 1984.
- After negotiating 210m of the Roman road, the visitor reaches a rusty fence of wire and con-

The RRRRA and the Roman road at Holtye cont....

Mike Haken

crete posts, which encloses the 40 yards of "exposed" road surface which has not been cleared or maintained for many years, but is not yet encroached upon by trees. The other end of the fence cannot even be seen due to nettles, brambles, and other vegetation.



Fig. 3. Hazel trees growing within the Scheduled area at Holtye.

- This is today's visitor experience of a site of national importance, owned and maintained by Sussex Archaeological Society, which was discovered, excavated, and protected in perpetuity by Ivan Margary. Holtye is one of a small number of scheduled lengths of Roman road and one of very few saved for posterity. It is the only Roman road constructed of iron slag viewable by the public.

Early this year, we attempted to begin discussions with the CEO of the Sussex Archaeological Society, with a view to RRRRA taking over responsibility for the guardianship of the site, bearing in mind the Sussex Archaeological Society's obligatory expenditure on its six other properties which has resulted in the acknowledged at Holtye. In outline, the

RRRA proposes to:

- fund an exploratory excavation to assess the damage to the once perfectly preserved road caused by more than thirty years of tree growth.
- Fund clearance of the site, along with new and appropriate signage and better access.
- Fund maintenance directly from RRRRA for five years.
- Establish a trust which would take over maintenance after five years, with sufficient funding for the next hundred years.

RRRA are in a position to be able to fund the first three items of these proposals out of existing resources, should that prove necessary, although we do of course aim to attract external funding and sponsorship for this and for future projects.

Until last week, Sussex Archaeological Society has been extremely slow to respond positively or with any degree of enthusiasm to our offer to discuss this matter. The CEO informed us on the 15th May that he and two trustees would visit the site and then "be in touch to look at next steps" but we then heard nothing further. A more positive communication from the vice-Chairman last week assured us that the topic of our approach was to be discussed at last week's Council meeting. The RRRRA is extremely serious in its desire to preserve this nationally important stretch of Roman road, and halt its terminal decline; we hope and trust that we will receive a positive response in the very near future. In the meantime, we would welcome members' views on this issue.

References

Historic England, 2016. Section of Roman road 270yds (250m) in length SE of Holtye Common; National Heritage List for England/Section of Roman road 270yds (250m) in length SE of Holtye Common. [Online]
Available at: <https://historicengland.org.uk/listing/the-list/list-entry/1002277>

Margary, I. D., 1932. A new Roman road to the coast. Sussex Archaeological Collections, pp. 33-82.

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Whispers from the Wolds

Alison Spencer

Alison tells us a little about a new community archaeology group in the Yorkshire Wolds, their first excavation and future study, which RRRA is very proud to support.

To those in the know, the experience of walking on the Yorkshire Wolds has long been recognised as a hidden gem. An even greater secret, however, is the vast amount of 'hidden' archaeology lying beneath the beautiful landscape of our dry valleys and rolling hills.



For example, take the triangle of land encompassed by Fridaythorpe, Fimber and Wetwang, and three Roman roads. The Wetwang and Garton Slack Chariot Burials are well known in archaeological hierarchy and although the best known, they are far from the only important archaeological sites in the area. The excellent

work carried out by Catherine Stoertz in her "Ancient Landscapes of the Yorkshire Wolds: Aerial Photographic Transcription and Analysis" illustrates many of the area's other archaeological treasures, such as the deserted medieval village of Holm (just south of Fridaythorpe) and the many distinctive late Iron Age/Romano-British settlements based on linear trackways, known as ladder settlements from their characteristic form frequently seen as cropmarks, which are a major archaeological feature of our area. In August this year a newly formed community archaeology group, FFAP (Fridaythorpe Fimber Wetwang Archaeology Project) will be undertaking its first excavation on one of them.

Earlier in the year, a magnetometer survey was carried out by James Lyall of Geophys.biz., in a field close to RR811 which has already revealed some of its two thousand year history. Samian, Greyware as well as Crambeck and Huntcliffe pottery have been found on the surface of the field as well as Roman coins dating from between AD260 to 400 and a copper alloy brooch dated AD43-75. The results of James's survey of this ladder settlement, shown to the right superimposed on a Google Earth image, have allowed us target three trenches for our excavation, which will take place in mid-August.



Excavation of this site will become the benchmark for our further investigations in the area. During 2018 we will focus our investigations on the three roads within our study area included in Ivan Margary's Roman Roads in Britain, and sites related to them.

Over the coming years, we aim to carry out magnetometer surveys across large areas of the landscape building up a picture of 'below the surface scarring' revealing how the land was used in the past. The results of the surveys will allow us to identify targets for localised site investigations in the future.

If anyone is interested in participating in this year's excavation, which is scheduled to begin in the last week of August, or becoming involved in next year's project associated with the Roman roads in our area please contact me, Alison B Spencer (alisonbspencer@yahoo.com).

Possible “new” Roman road north of Ebchester near the County Durham/ Northumberland border

John Poulter

In his book *On the Trail of the Legions*, the late Raymond Selkirk predicted that there would have been a “Proto Dere Street” running directly from Ebchester northwards to a point called Beukley, where it would have joined the known course of Dere Street as it headed further north towards the Dry Burn (fig. 1). Believing that Raymond had correctly spotted the long-distance Roman alignment which had been followed by Dere Street to the south of Ebchester, but seeing no reason for a

ogy Group, it looks likely that I was wrong. Bill and his colleagues have carried out some nine excavations in the fields to the north of Ebchester and each of these appears to have located the remains of such a road (fig.2, p.4). What has helped to convince me (and also Mike Haken) that the road is likely to be Roman is that the majority of its traces appear to fall exactly upon a continuation of the long-distance alignment coming up from the south, and we feel that this seems unlikely to be a coincidence.

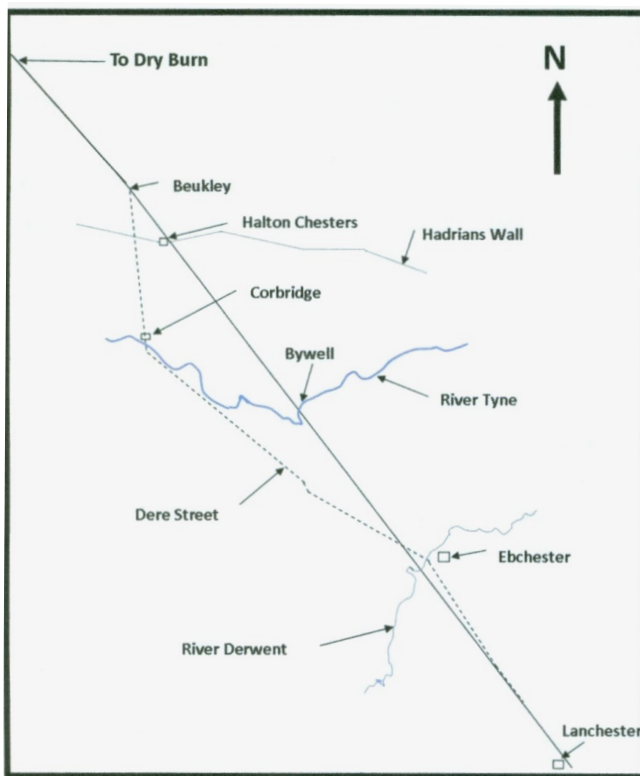


Fig. 1. Long distance alignments & Dere Street

cut-off road when the main line of Dere Street clearly deviated at Ebchester to cross the River Tyne at Corbridge rather than Bywell, I cast doubt upon Raymond’s prediction in my book on the *Planning of Roman Roads and Walls in Northern Britain*.

Now, thanks to much diligent excavation work by Bill Trow and colleagues in the Northern Archaeol-

There are some questions, though, about what has been found. Its construction is light, and where it has been possible to establish its edges, the road appears to be only 9 to 11 feet wide, which is much less than the normal width of a Roman road. In order to help clarify that the road really is Roman and not, for instance, a much later mining track, plans are being laid for a full excavation of the road to take place not far from where Bill and his colleagues have already dug, The excavation is to take place after the harvest is in, which the farmer estimates should mean an earliest start date for the excavation of Wednesday 26th July, although after the wet weather over last weekend this is likely to be a bit optimistic. After that, the excavation will be left open for investigation until the penultimate week in August.

For those RRRRA members wishing to visit the excavation, it will take place in the field just to the south of the Marley Tile Works, at approximately NZ 093 559. (See Map 2 overleaf). The gate to the field (which is in Northumberland, by the way) is immediately north of the small plantation beside the B6309. Parking in the field, which will be in stubble, is permitted. Alternatively, if the field should be too wet for vehicles, to the south of the small plantation there is a large lay-by on the B6309, near the farm entrance just to the east of

Possible “new” Roman road north of Ebchester near the County Durham/ Northumberland border continued.....



Fig. 2. Locations of Previous N.A.G. Excavations

Note: the right-hand red line across the map is the original long-distance Roman alignment from Esh in County Durham, which Dere Street picks up again at Beukley. The right-hand one of the two closely-spaced red lines is the more accurate alignment of Dere Street coming up from the south, and it can be seen that most of the remains excavated by Bill Trow and colleagues (marked as way-points) lie along this. Waypoints A to G indicate where Bill and his colleagues believe they have also located the crossing-point of the new road over the Derwent, a little off the planning alignment, as might be expected.

the triangular road junction (see aerial photo fig. 3). From there it is a walk of about 100 yards along the road to the field gate. Please note that visitors to the site should ensure that the Country Code is followed at all times.

RRRA members proposing to visit the site once the excavation has been completed and left open for inspection, may wish to contact Bill Trow beforehand on williamtrow44@gmail.com to arrange a mutually convenient time and date to meet on site and have explanations provided, including why there could be two trenches on different alignments. For Bill, each such meeting would entail a 50-mile round trip, so that being

able to consolidate as many of you as possible onto pre-arranged days would be helpful.



Fig. 2. Aerial photo showing layby for car parking

Braided Tracks

David Staveley

It's amazing what you find when looking for Roman roads on lidar. One of the things I have noticed in some areas of my investigation, are braided tracks. These are tracks formed by people simply walking,

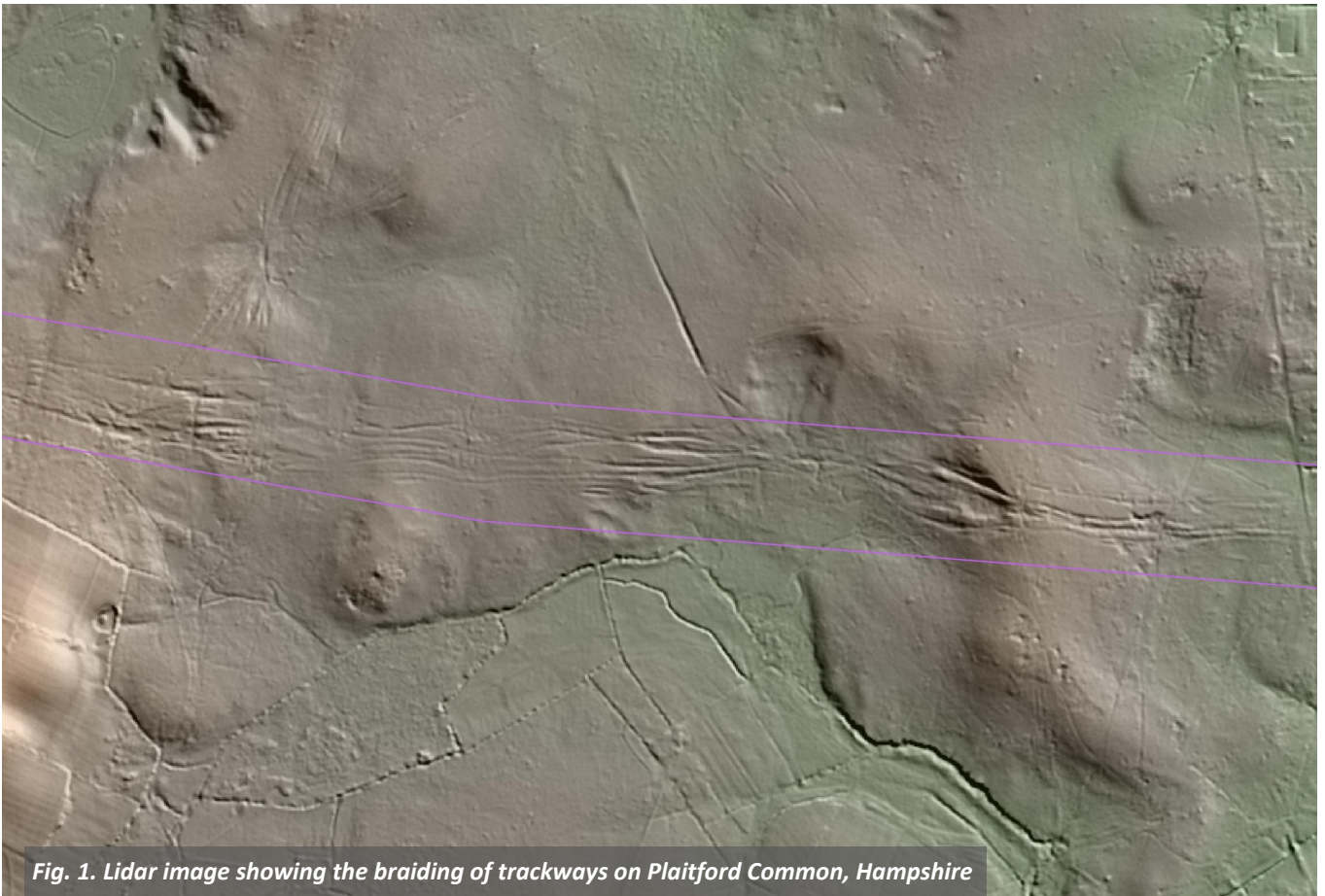


Fig. 1. Lidar image showing the braiding of trackways on Plaitford Common, Hampshire

rather than being constructed. Unconstructed roads don't wear very well, becoming boggy and difficult to walk along, so people may wander to one side of the original track, and repeat the process, producing a series of criss-crossing tracks next to each other, as can be seen in the example lidar image from Plaitford Common in Hampshire (fig. 1.). With nearby place names such as Furzley, Sturtmoor and Wicksmoor, you start to get a feeling for the sort of terrain we are looking at; an area of land unsuited to cultivation, which allows such tracks to survive, and which are boggy enough that a track will develop into a braided track. You can also see further tracks, perhaps less used, leading north from the main track.

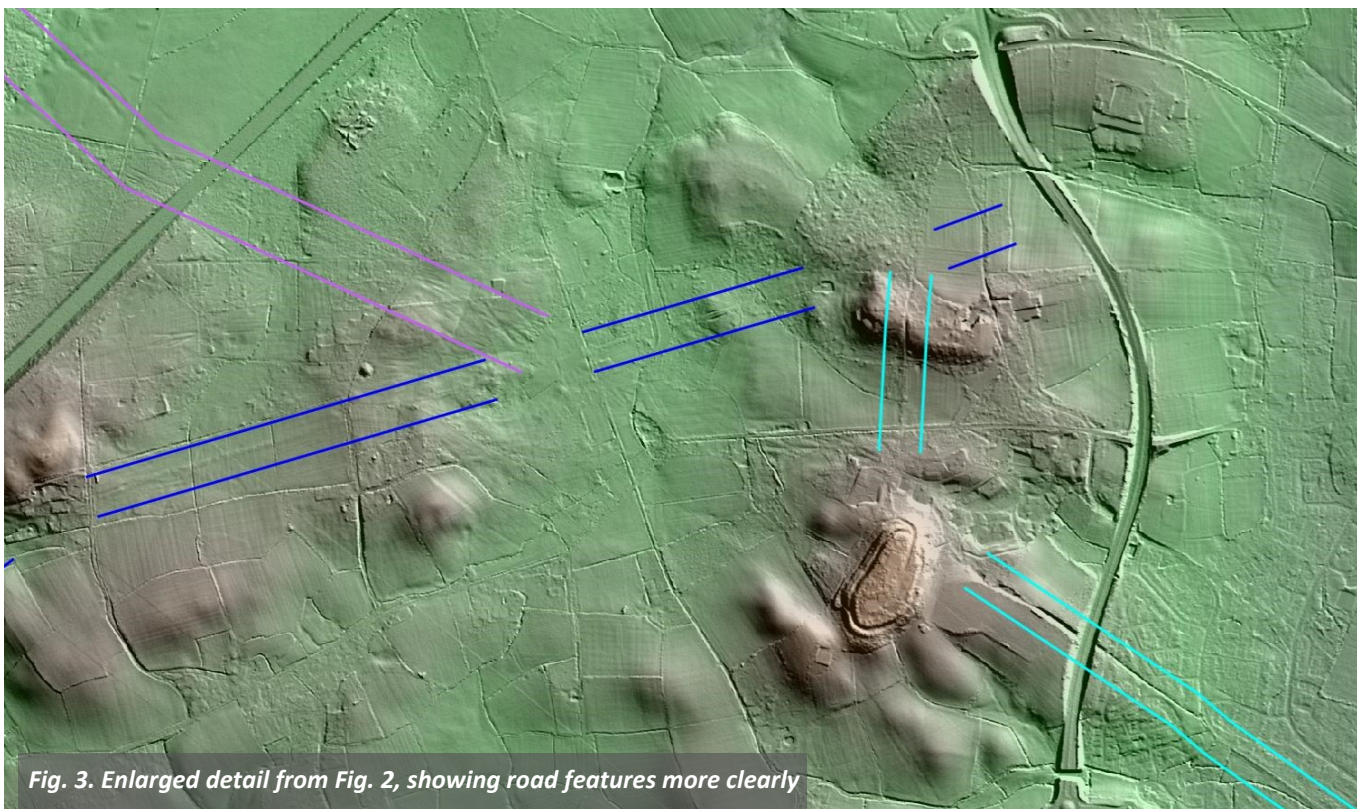
What does all this have to do with Roman roads?

If we follow this track to the east, it turns to the south, towards a hillfort named Tatchbury Mount, near the Calmore area of Southampton, which is also the junction of two Roman roads, RR422 & RR423, shown on fig. 2 (p.6). In this part of Britain, the "hillfort zone", the Roman roads seem to lead more between major hillforts, as opposed to further to the east, where they lead between towns located on rivers (but that's a subject for another article).

Braided Tracks cont.....



The dark blue line is the route of RR422 (Otterbourne to Wimbourne?). The light blue line is the route of RR423 (Lepe road), which Clark (2003) has coming in from the south-east and then turning to the north following a modern road to join RR422. If the road from the south-east is projected on past the end of



Braided Tracks cont.....

the hillfort, it joins the braided track, marked in purple. Here is where things start to get muddy, as there are several possible explanations for the braided track.

1. The tracks could be Iron-Age. Braided tracks are visible leading from a number of hillforts, though not all of them. In our example, the track seems to lead from Tatchbury Mount and disappears as it climbs the hills east of Woodgreen. A certain amount of traffic between hillforts is to be expected for trade, and the Romans record that iron-age Britons had chariots, which even more than footfall would create the conditions under which braided tracks would appear. The tracks may even predate the hillforts, with the forts being created to control the routes and/or trade.
2. The tracks could be the result of transhumance, the seasonal movement of livestock. Livestock, even more than footfall, would certainly have the weight to produce braided tracks. This could be from any period,

though some clues can be gained from context here. In our main example, the tracks seem to stop as they reach the hills, but is that a red herring created by agriculture wiping out the further course of the track in the higher ground, which is more suitable for cultivation? Such sequencing is difficult to pin down.

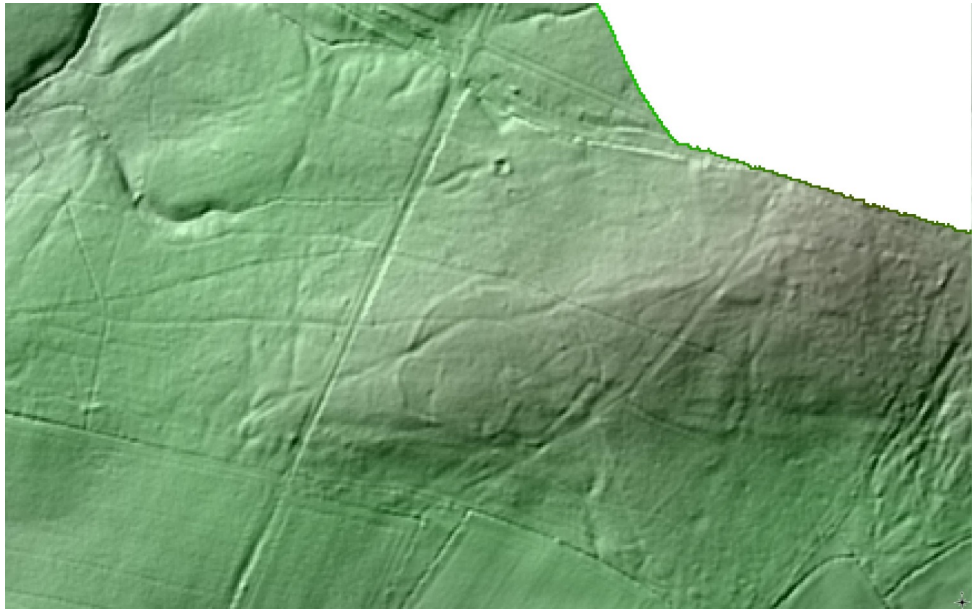


Fig. 4. Plashett Wood, Ringmer, Sussex

Fig. 4. is an example from Plashett Wood

near Ringmer, Sussex, where a braided track, perpendicular to a Roman road to the south, passes an enclosure, which is as yet undated. You can see that the track has been ploughed away to the south, and one of the tracks turns to go through the enclosure, but is that a track leading to the enclosure pound for animals being moved, or a later track that just happens to pass through the enclosure?

3. They could be related to Roman roads, but not in a single way. Let's take our main example from Hampshire. These braided tracks could have acted as an antecedent, with the Lepe road (M423) being built on the course of an iron-age track leading down to the Isle of Wight. There is no sign of braided tracks along that length however. The tracks could have been contemporary with the Roman road, acting as a path of desire, continuing the course of the road where the Romans had not built a metalled surface. It could also post date a Roman road. As the road falls out of repair, the general route still stays, but a braided track forms to replace it. In our example, the braided track is 'straight in sections', but there is no sign of agger at any point, which you would expect to see. This explanation has been put forward and accepted elsewhere though. For example, the braided track in the heathland of Ashdown forest, Sussex (fig. 5) is thought to have replaced M14 (marked as the green line) as it became unusable.

Braided Tracks cont.....



Fig. 5. Ashdown Forest. Braided trackways replace the worn out Roman road (marked in green)

4. It could be nothing to do with any of these. All it requires to generate these features is people walking on poor enough ground, and a lack of later agriculture, to preserve them to this day Each example of braided track may have a different reason for existing, and while we may get some clues from the context of their surroundings, they should be treated with caution.

If you have further insight from your part of Britain, why not share them on the RRRA forum.

References

Clark, A.; The Roman Road on the Eastern Fringe of the New Forest, from Shorn Hill to Lepe, Proc. Hampshire Field Club 58, 2003, 33-58



A Roman road through Longdendale

Roger Hargreaves

Longdendale, “the long wooded valley”, better known to motorists as the A628 Woodhead Pass across the northern end of the Peak District, has for millennia been an important trans-Pennine route, and in the 1730s it was the first such route to be turnpiked. Towards its western end is the Roman fort known since the C18th as Melandra, but probably to the Romans as Edrotalia or Ardotalia after the River Etherow, a crossing of which it overlooks. Even in Roman times the valley would have been important as a “saltway” linking the North Cheshire “wiches” to South and West Yorkshire, and the value of that trade might have been reason alone to place a fort in that location, the salt traffic along both sides of the valley passing it within a mile. However, the original (wooden) fort is believed to have been built around AD 70, and a more likely primary reason would have been to protect a supply route from the south for the campaign against the rebellious Brigantes.

The existence of a road from the south, via Buxton, was established in the early 1970s by Peter Wroe and the late Peter Mellor, and they then went on to chart the line of a road from Brough (Navio) in the Hope Valley, which may well have post-dated the road from Buxton. It can reasonably be assumed, although the route itself is uncertain, that there was also a direct connection to the fort at Manchester only 13 miles away, and very possibly north-west to Castleshaw in Saddleworth although again there is no firm evidence.

It has also long been assumed that there must have been a road north-east up Longdendale, and the existence at Highstones (SK 064 990) of what is Scheduled (albeit not universally accepted) as a Roman “fortlet” would suggest that there must have been a road of some sort at least as far as that point. However, when 20 years ago I started to research the saltway and the early turnpike which succeeded it, I assumed that, if there *was* surviving evidence, previous researchers would have found it, or that it had all disappeared under the railway,

reservoirs and the later 1820s turnpike which is now the A628.

Some things, though, puzzled me. Ancient ways, established by walkers and riders travelling across open country, tend to follow more-or-less predictable lines, but on both sides of the valley the saltway traffic did not always appear to have gone where I expected it to. In addition, where a major, heavily-used way went through open country which has not since been “improved”, I would have expected to find plentiful evidence, alongside the turnpike, of pre-turnpike traffic in the form of a wide band of holloways or ruts, and there *was* such evidence in some places, some of it very dramatic even after 300 years of weathering, but none at all in others where I would have expected to find it. However, I wasn’t at that point thinking about Romans, and so looked for other explanations, in particular that there had been extensive “pre-turnpike improvement” of the older ways by landowners and parishes. Nor (in my defence!) did I have the benefit of Google Earth and Lidar, but had to depend on maps and boots-on-ground.

About 10 years ago members of the Glossopdale and Longdendale Archaeological Society (GLAS), of which I’m now Chair, embarked on the task of completing Wroe and Mellors’ lines to Melandra from Buxton and Brough, which they had established only up to about 3 miles from the fort; and in tandem, our neighbour Tameside Archaeological Society has been researching the possible routes to the west and north-west. Our proposed final line from Brough is still unproved, but earlier this year, with the assistance of Lidar, we were able to send a report to the Derbyshire Historic Environment Record (HER) on a final line for the road from Buxton which Peter Wroe has agreed is the “best fit” with the available evidence.

One of our members, Steve Whiteley, then turned his attention to Longdendale, and staring at a screen, as do all *bona fide* roads researchers these days, spotted a couple of long straight alignments,

A Roman road through Longdendale cont.....

Roger Hargreaves

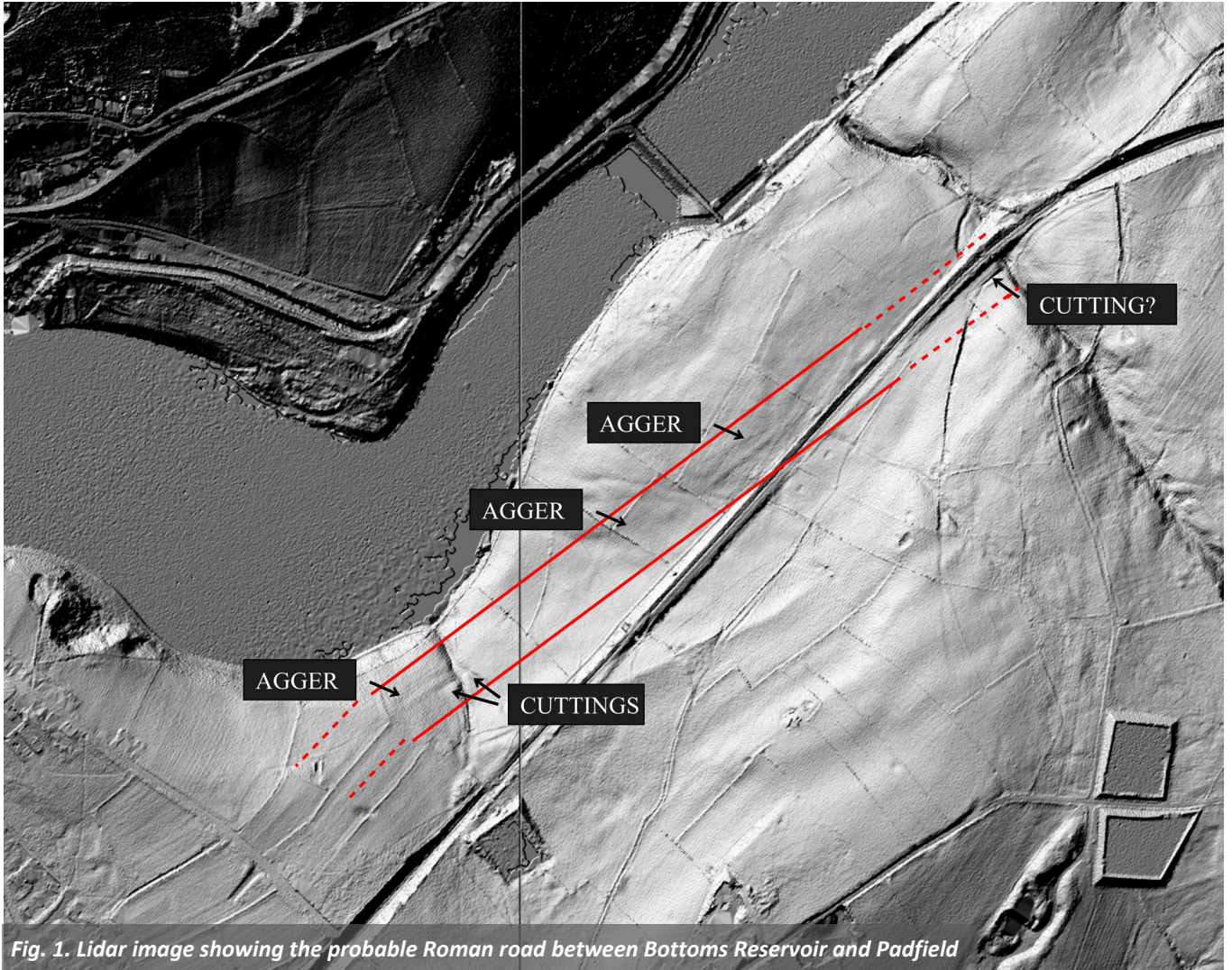


Fig. 1. Lidar image showing the probable Roman road between Bottoms Reservoir and Padfield

one immediately north of Padfield on Lidar and another east of Crowden on Google Earth. I initially discounted the latter as I assumed it was just a holloway which I'd walked many years earlier, and it was only when he drew my attention to it again several months later that I realised that it was far too straight, over too long a distance over very undulating country, to be anything but an engineered feature.

Taking this together with the line on the Lidar (which, I then realised, was visible on a photo I'd taken years before from the other side of the valley, but I was then focusing on the lines of the saltway higher up) I began to re-evaluate my earlier work, and it became apparent that the things

which had puzzled me could be explained by the presence of a surfaced Roman line onto which the saltway traffic had gone when it suited; where it was too direct and undulating the salters, being in less of a hurry than the soldiers, had preferred to follow the contours. It would also explain the peculiar orientation of Hadfield, which ignores both topography and the natural lines of post-Roman traffic flow, plus the fact that until the 1840s the village had no direct connection to neighbouring Padfield.

Putting together the Lidar and aerial images, map evidence and my earlier researches, what we now have is clear evidence of a line of about 6.25 miles up the valley which appears to have the character-

A Roman road through Longdendale cont.....

Roger Hargreaves

istics of a Roman military road and which is comparable in that respect to the lines from Buxton and Brough surveyed by Wroe and Mellor. There are some areas of uncertainty which can probably be resolved, but others which may never be as the physical evidence has been destroyed by quarrying and reservoir-building.

From the north gate of the fort, the line runs through the centre of modern Hadfield to Padfield Main Road, then on a slight change of alignment across fields east of Bottoms Reservoir where it is apparent on Lidar (fig. 1), briefly crossing the line of the former Manchester-Sheffield railway (now the Longdendale Trail), then through Deepclough and just to the south of Rhodeswood reservoir where it is evident on maps which pre-date the railway. Where it crossed the Etherow is now impossible to determine precisely, but it emerges on the other side on the 1730s Manchester - Saltersbrook turnpike, now the Pennine Way, and passes below the Highstones fortlet.

One of the factors which may have led to this road being unrecognised until now is that there is no evidence where you would most expect to find it, immediately adjacent to the fortlet. In fact, it sits about 125 metres from and 20 metres above the road, but this separation makes sense in that its occupants would have had a much better view along the valley in both directions. It is also at the very lowest elevation (and the furthest point up the valley) at which it would be visible from Melandra, although that would only be on a very clear day and I think it very likely that there would have been an intermediate signal station on the line of the road where it crested the ridge at Hadfield (SK 021 962). Highstones was a critical point, as it was where the saltway traffic coming along the north side of the valley from Mottram and Tintwistle would have met the Roman line coming across the Etherow.

The line through Crowden village is not clear, but is likely to have been more direct than that taken by



Fig. 2. Looking east towards Crowden below Highstones

the turnpike. It then emerges again on the hillside north of the A628 and strikes in a straight line across undulating terrain, visible on Google Earth and in some places followed by modern field boundaries, until it rejoins the 1730s turnpike north-east of Woodhead Chapel, close to the sled road running down from Brockholes Quarry. It carries on north-east where the turnpike turns east towards Woodhead Bridge, but is then interrupted by quarrying at Hey Clough (Enterclough), emerging on the other side as field boundaries and footpaths, and finally running down an inclined plane, still used as a farm track, which merges with a straight section of the Huddersfield and Woodhead Turnpike, now the A6024.

The next question is, where was the road going? At the point where our current evidence runs out, just north of Oaksike Bridge, it is clearly heading up the valley of Heyden Brook along the A6024 (fig. 3),



Fig. 3. Woodhead, looking NE along the A6024



A Roman road through Longdendale cont.....

Roger Hargreaves

which goes over Holme Moss to Holmfirth. However, I think it is equally if not more likely that it took a more easterly course up the valley of Withens Brook and over Withens Moor, which would offer a slightly lower and easier (475 as opposed to 524 metres) crossing of the watershed into Yorkshire. This area is, as yet, beyond the coverage limit of the available Lidar and there is nothing apparent on Google Earth, but on the east side of the summit and the county boundary is Bailie Causeway Moss, a name with no obvious alternative explanation. If the road did go this way, it would appear to be heading in the general direction of Castleford or to the west of it.

If the road to Melandra from Buxton, which I presume to have been the initial reason for the fort's construction, was a supply route from the south for the campaign against the Brigantes, this direction would make sense as a continuation of that route, taking it further into the contested territory. Even if there had been a direct link from Melandra to Castleshaw, this could only have been secondary to the line of supply up the west side of the Pennines via Manchester.

However, the assumption of previous researchers has always been that any road up Longdendale would be going towards Penistone, following the main direction of the salt traffic and of all subsequent traffic up the valley including the modern A628. There is another suggestive name, Castle Green, south-east of Penistone, towards which the pre-turnpike ways appear to be heading, although there seems to be some doubt as to whether what little survives of the presumed fortification is Roman or pre-Roman.

The two destinations are not exclusive, of course – the road could have branched at Woodhead. This possibility has led me, once again, to reconsider my earlier work, and I now think it very likely that a road going in the Penistone direction *did* branch off, possibly at Hey Clough, SK 083 998, and then follow the general line taken by the 1730s turnpike

at least as far as Saltersbrook, the county boundary at which my research terminated. The topography would not allow any significantly different line, other than that taken by the builders of the A628 with the aid of gunpowder and hundreds of navvies, and there are two places where the turnpike surveyors had by-passed sections of an earlier road which I had assumed to be a C17th “improved way” but which I now think might be Roman in origin.

In terms of further work, there is a need to cut sections across the line at places where original structure is likely to have survived. However, the re-use of much of the line by later traffic including the turnpike, plus the huge amount of work carried out in the valley in the C19th by road, railway and waterworks undertakings, means that such survival is bound to be limited. The initial large-scale surveys carried out in advance of the railway and waterworks will therefore be especially valuable in clarifying uncertainties, and I now need to revisit some of the plans I last saw 20 years ago when I was looking for other things. There is also a need to look in Yorkshire for evidence of continuation of the lines, there being as yet no obvious links to known roads or sites.