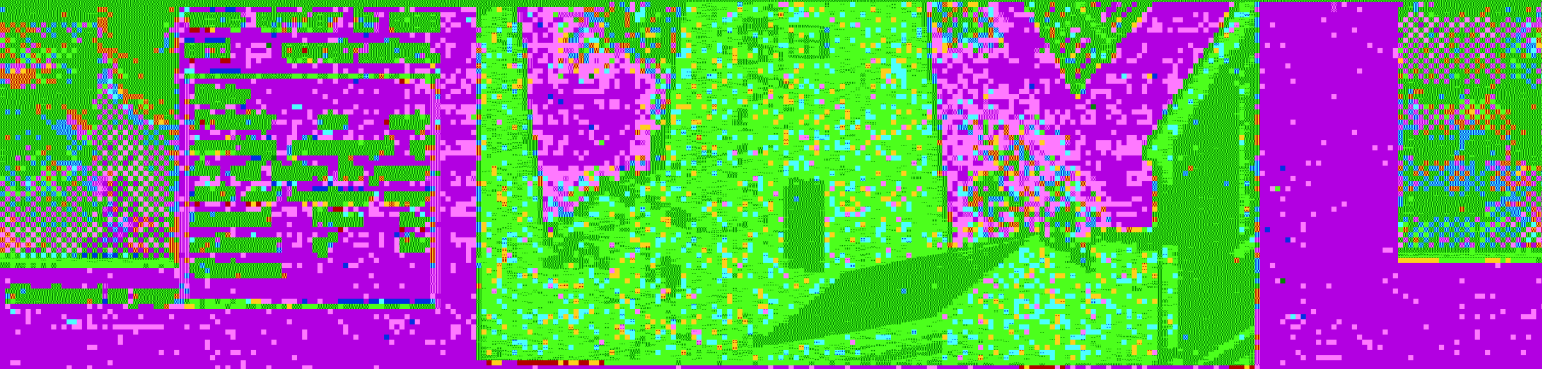




# Pont Arc



(Continued from page 1)

knowing the links between the two. The kind offer was finally taken up in July 2006 and David made arrangements to meet Malcolm at Dandy Mill Farm, on Water Lane, on Sunday 23rd of July at 10 O'clock. Unfortunately the third member of the team was unable to attend on the day, but David and I arrived on one of the warmest days of the year with measuring, drawing, and photographic equipment.

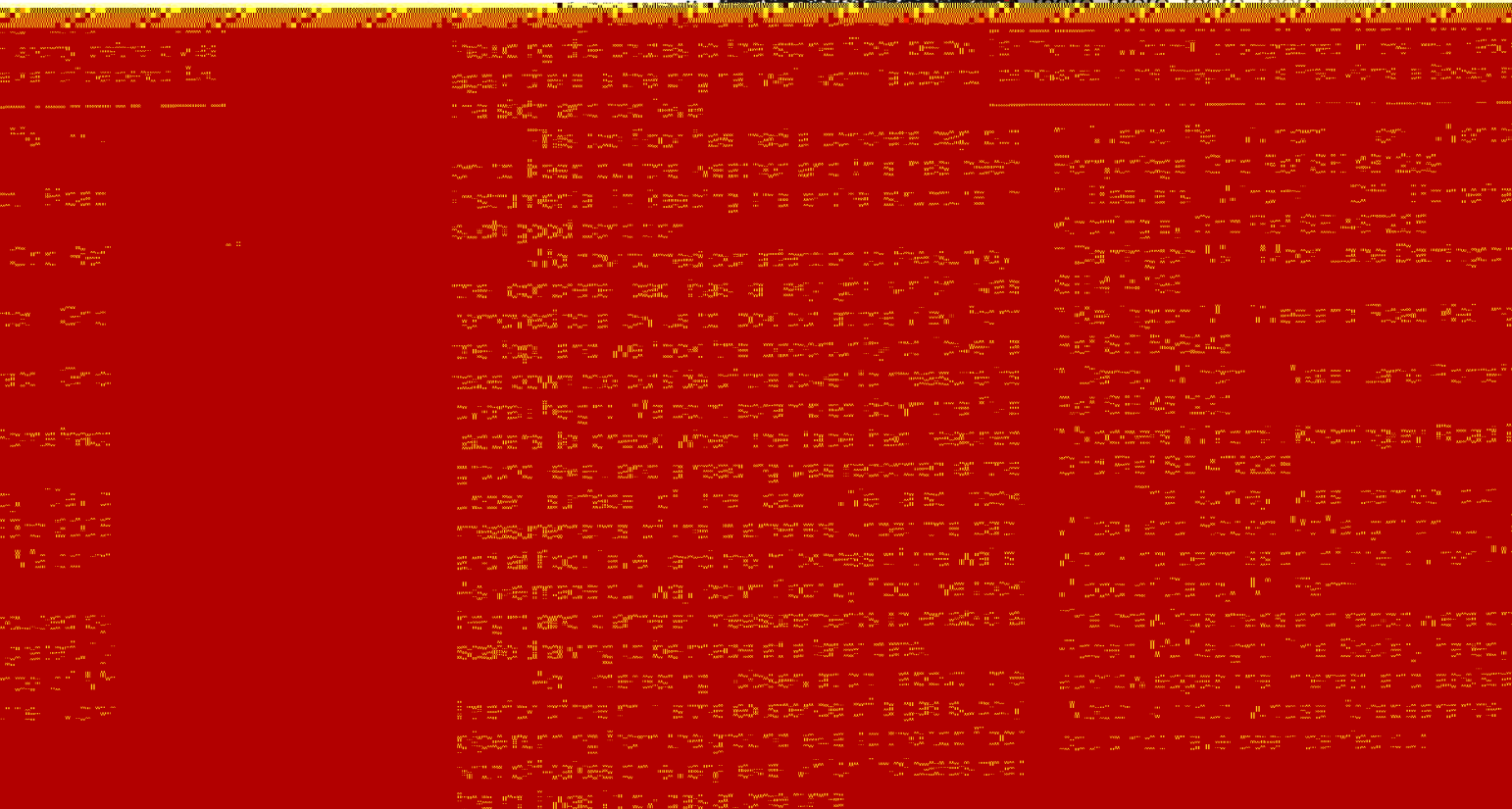
The mill is in a self contained farm yard which has been surrounded by modern housing but it still retains its rural atmosphere. The tower is of brick construction with a wider tapering base in a similar style to a lighthouse, and access to the entrance door is by a flight of steps built in to the taper. The ground floor is constructed of stone flags with an iron or steel tube supporting the floor above, and a ladder leading to the second level. Between the second and third level are two square section timbers with the corner arrises removed, one central, and one offset, each having signs of attachment points for the mill machinery which has been removed; again there is a ladder to the next floor. The third level has a timber floor and a ladder to the fourth level.

The fourth level is the floor that originally held the three millstones, these have been removed but the owner has drawn their positions on the floorboards. Again there is a ladder to the fifth level. The fifth level still

Dandy Mill was reputed to have been built by a Dutchman for a union of local farmers and there is still visible an inscription above one of the windows which reads "BOREAS Union Mill 1819". The building of the Lancashire and Yorkshire Railway on an embankment to the north would have had a great effect on the efficiency of the mill and there is evidence that the sails were removed and the machinery was run by a gas engine during the early part of 20th century.

Other mills in the area were:

\* St Thomas Mill on Mill Lane Pontefract Grid Ref SE 465234



CONCRETE CAP

GRAIN BINS STILL SURVIVE  
ON THIS FLOOR

SITE OF 3 MILLSTONES  
NOW REMOVED

DOORWAY SHOWN ON  
1905-6 PHOTOGRAPH  
NOW BRICKED UP

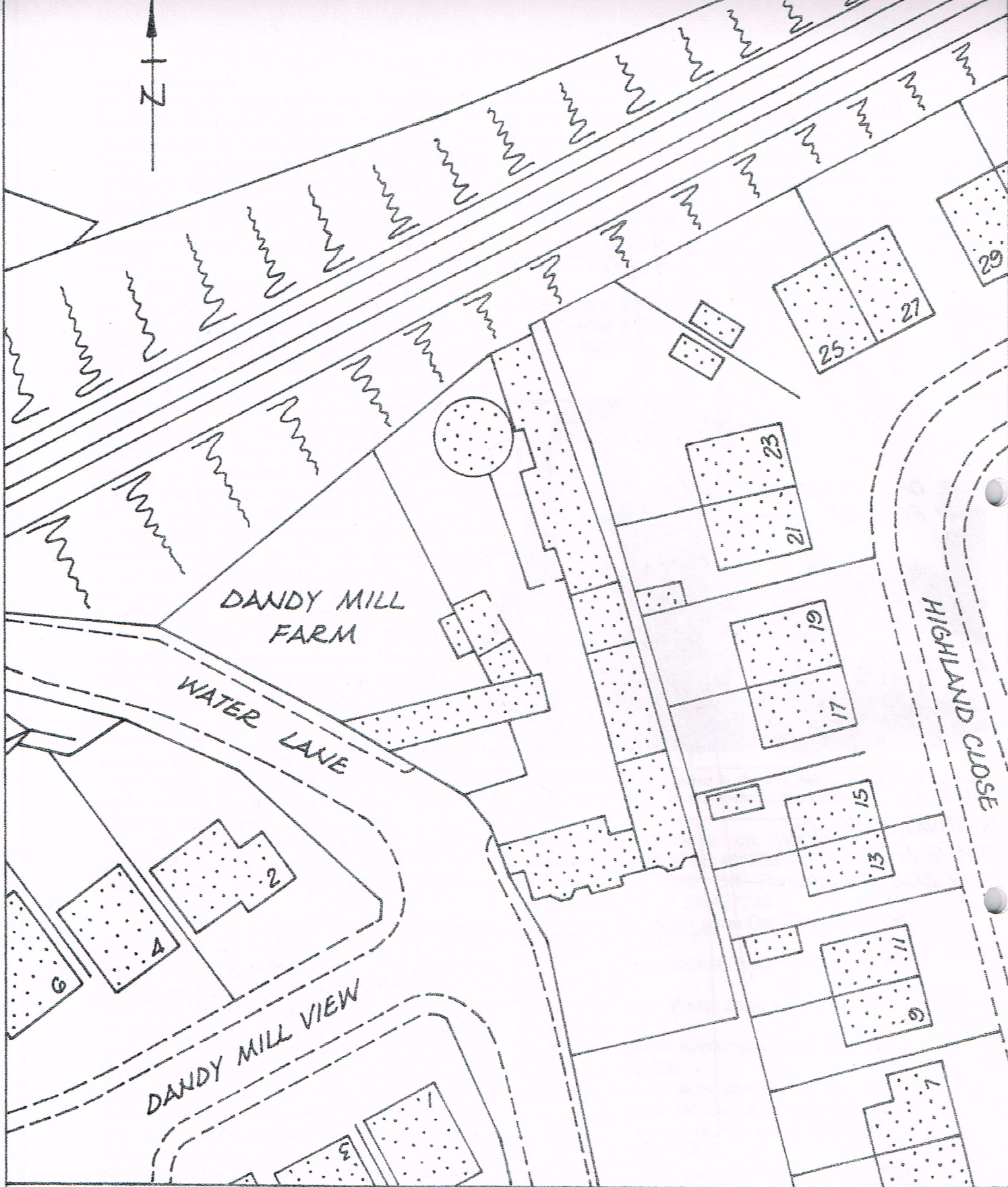
TOWER BUILT OF BRICK  
COATED WITH TAR FOR  
WEATHERPROOFING

STEPS

DANDY MILL PONTEFRAC - BOREAS UNION MILL 1819

RECORDED BY D. WILCOX & R. McNAUGHT 23RD JULY 2006





LOCATION PLAN OF DANDY MILL  
BOREAS UNION MILL

SCALE



© RBMEN 2006

# GALLERY: TWO OTHER LOCAL WINDMILLS.

Forty years ago, two paintings of local windmills were purchased by local historian Mary Whitehead. Signed, and dated to the late 1880s, they show, as no other contemporary medium could, the mills in their immediate environs. Luckily, John Whitehead allowed our Chairman to photograph the pictures before he took them out of the area.

**Above:**  
Nodder's Windmill, Knottingley Road, Pontefract. In the foreground is the original Bubwith Bridge and Bubwith Farm. The stump of this mill was still visible into the 1950s immediately adjacent to the railway embankment on the Knottingley side.

**Below:**  
Ackworth windmill, seen behind the later steam mill which replaced it.

Note that both mills have ogee caps and patent sails



# THE RECORDING OF A MILESTONE AT DARRINGTON.

R Evison, A Wilson & R M<sup>c</sup>Naught.

After a recent and very informative lecture about Yorkshire mileposts and waymarkers by Jan Scrine and Liz Hayes of the Milestone Society, given to The Pontefract And District Archaeological Society, a discussion took place between our Secretary/Treasurer Robert Evison and Alastair Wilson a fellow member and lifelong Darrington resident. He reminded us of a stone mile post at Darrington and it was decided to arrange a visit to the location to see if the stone was still in situ, and to record the position and any wording still visible.

The milestone is located at the junction of the minor road from East Hardwick and Moor Lane which runs between Wentbridge and Darrington, near the disused windmill at O.S. Grid Reference SE471195.

Wednesday the 24th of May 2006 was the agreed time to begin the survey and the three of us met on site at 7:00 PM with surveying and drawing equipment. At first glance the stone was almost completely hidden by the spring growth of roadside grass but, after cutting this back and taking a closer look at the stone, it became clear that some letters were visible on three sides. A small amount of digging was done around the base to see if any of the stone had been buried but we were quite certain we could see the original ground level.

A sketch plan was drawn with dimensions and each side of the stone was photographed with scale bars to enable scale drawings to be completed away from site. Thought was then given to how we would record the wording. The first attempt was to hold a large sheet of paper to each face and rub with a soft crayon but this proved to be unsuccessful because of the very rough texture of the stone. The second idea was more successful and this involved rubbing chalk across the area of lettering, we could then make out some of the letters. The chalked areas were then photographed from various angles

The wording on the stone could be made out as follows:

East Face

The letters: **Doncast**  
could be read, we assume would say Doncaster.

South Face

The letters: **Hardwic**  
could be read, we assume would say Hardwick.

North Face

The letters on this face are more puzzling. On the top line are letters: **ou**

a

This could possibly say Pontefract because of the spacing available on the stone and assuming the **u** to be an **n**, and also the fact that Pontefract is the nearest large town to the site. And on the lower line are the letters **R o a d**.

On completion of this stage of the recording we removed as much of the chalk as we could so as not to draw undue attention to the now very visible milestone considering the fact that a cast iron milestone on Hardwick Road Pontefract has recently been stolen after having been repainted.

Now that the fieldwork part of the project was completed a start could be made on the paper recording. This involved drawing scale elevations and plan of the stone at a scale of 1:5 which were prepared from the field sketches and photographs. The drawings were to include the Ordnance Survey Grid Reference, the orientation of the stone and the position of all lettering that could be read. A 1:500 scale plan of the stone's location on the road junction was drawn as was a 1:2500 scale plan showing the position within the more general area.

On Saturday the 3rd of June a further visit was made to the site on a sunny afternoon to see if any more lettering could be read with the sun shining across the stone. The only difference was a that a letter could be seen on the south face under the **c** in Hardwick, again we were unable to identify the letter but it is possible that it could be the **k** from the word Hardwick which has become indistinct with age.

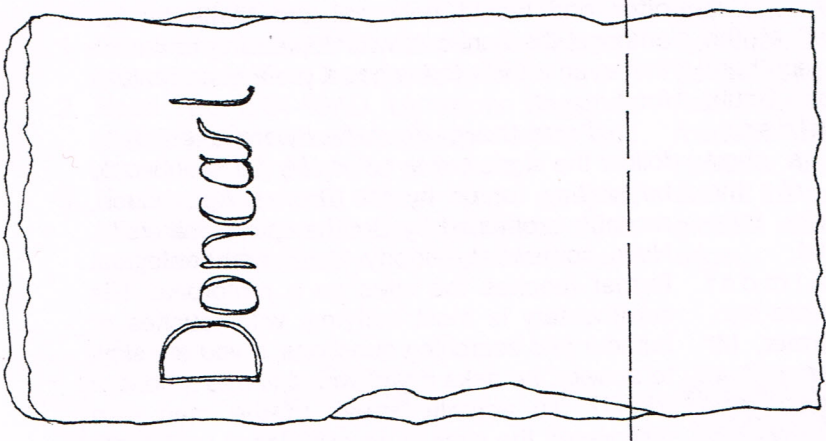
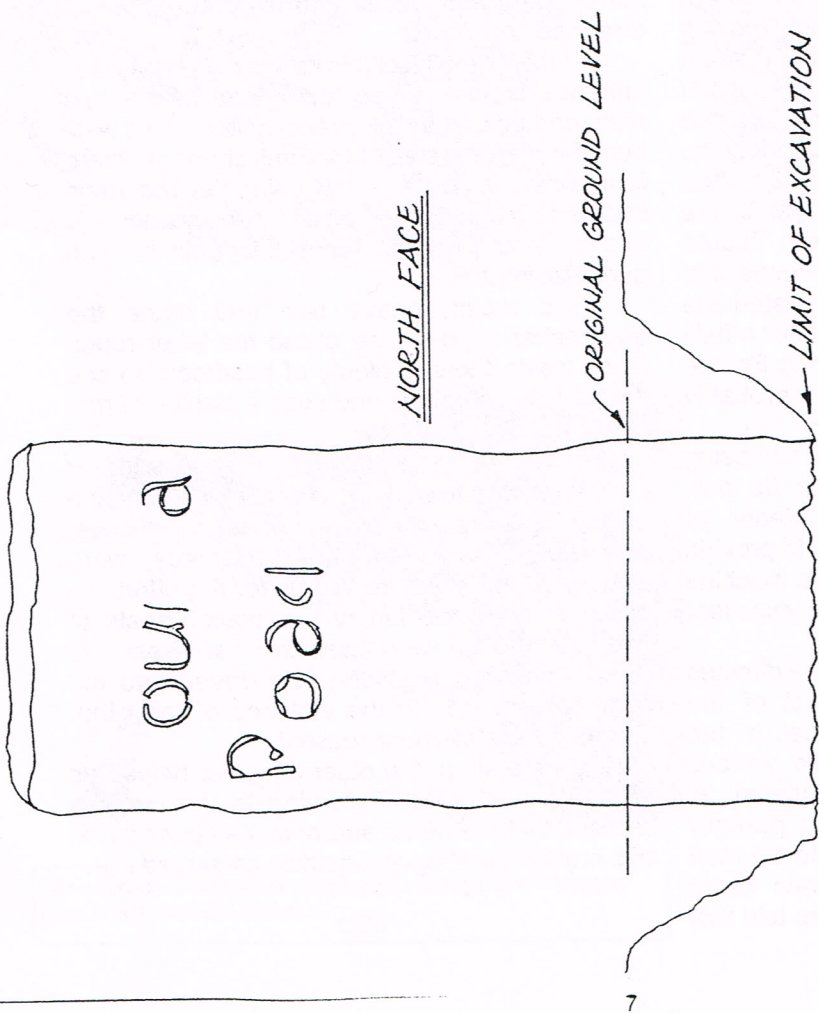
Hopefully this milestone should remain safe for many more years because of its plain appearance and the fact that at first glance it could be mistaken for a gate post and when the grass grows round it again it will only be visible to anyone actually looking for it. A copy of this report will be sent to the Milestone Society for inclusion in their database.

*Fieldwork was carried out by Robert Evison, Alastair Wilson and Robert McNaught on 24th May 2006*

*The drawings, maps and report were produced by Robert McNaught.*

Whilst doing some general reading about milestones an interesting fact came to my attention which I had never realised although I have been working with large scale O.S. maps for almost 40

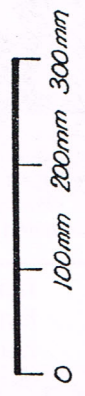
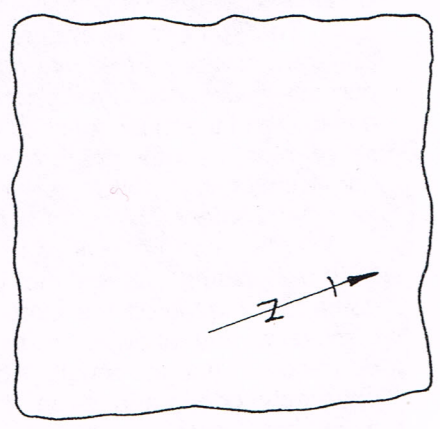
*(Continued on page 8)*



EAST FACE

PLAN

WEST FACE IS BLANK



RECORDED BY R. EVISON  
 A. WILSON  
 R. McNAUGHT

DATE 24TH MAY 2006

DRAWN BY R. McNAUGHT

(Continued from page 6)

years, the fact is that on the earlier editions of these maps quite often part or all of the inscriptions of milestones are recorded. In this case the 1892 edition 1:2500 scale O.S. map show one inscription

Doncaster .....12 which corresponds with the information found during this survey. RM.

## THE TOMB OF THE EAGLES, ORKNEY,

by E Houlder.



Using the trolley to access and exit the Tomb of the Eagles. The name commemorates the fact that claws of sea eagles were found with the excarnated human skeletons.

The tomb of the eagles is situated at the very southern tip of South Ronaldsay, within a short walk of the Burwick ferry terminal.

Almost fifty years ago, the farmer, Mr Ronald Simison, was sitting on a mound on his island overlooking the Pentland Firth and idly moving stones, when he noticed bones and stone artefacts. Thus was discovered the

famous Neolithic tomb. Mr Simison taught himself archaeology, and with the occasional help of experts excavated and renovated the site. Today he and his two daughters offer a fully guided visit to the tomb and to the nearby Bronze Age house, complete with what is probably Britain's oldest cat-flap!

The Tomb of the Eagles is unique in being privately owned and managed, with its own purpose-built museum. There is plenty of parking, and the museum shop claims to provide refreshments - in the shape of a coffee machine and freezer, the latter serving the excellent Orkney Ice Cream.

On arrival in the car park, we were directed to the museum, where the youngest of the daughters explained the circumstances of the discovery, and allowed us to handle various artefacts. Though small, the museum is extremely good, and even shows a partially excarnated skeleton, which appears to be real! Nearby photographs show a live sea eagle perched by the corpse, though we were told that

the eagle would not sample the free meal on offer and would only eat the titbits hidden amongst the bones. It was depressing to realise that even wildlife today has a preference for junk food.

From the museum we were directed to follow the signs out to where Mr Simison would be waiting for us by the Bronze Age house, recently excavated by Southampton University. Now somewhat elderly, our archaeological farmer reaches the sites on a motorbike. His commentary is most edifying, with touches of humour and searching questions; if you are slow to answer, he asks if you would like to 'phone a friend?' To actually speak to the man who discovered the sites is an experience well worth the journey.

After hearing everything about the house, and the local geology, he shows the way to the actual tomb and retires into his green shed to await the next group.

Like all the Neolithic tombs on Orkney, the entrance passage is very low indeed. At the sites managed by Historic Scotland visitors must walk bent double, or crawl. At Mr Simison's tomb there is a choice. One can crawl using the mats and kneelers provided, or lie on a low trolley and glide into the tomb propelling oneself by pulling on an overhead rope.

As recent heavy rain had made the approaches slippery, we chose the latter route. Once inside there is plenty of headroom to see the various chambers and even a display of real crania *in-situ*.

To return to the museum shop and car park, we chose to walk the scenic route along the clifftop, an extra mile or so and well worth while. The views, as everywhere in Orkney, were wonderful and amply repaid us for the effort. To assist visitors, the family has placed seats at intervals, though we noticed that each seat was firmly anchored to thick posts driven into the rock; a testimony to the violence of the wind. Orkney is treeless for a reason!

In the shop, the other daughter helped us with our purchases. Returning to the car, we realised that the whole afternoon had gone by on this most interesting and quirkily presented site.

oOo



# EVEN MORE WORK ON ROMAN ROAD M28b,

by Field Director Simon Tomson.

The Society field section has been digging on 28b again! For a full report, do not miss the Don Lodge Memorial Lecture on January 19th.

We have found three superimposed Roman road surfaces:

1. Road One. c.74-78AD. Sandstone flag and gravel road, about 5.5 metres wide.
2. Road Two. c.84-90AD. Limestone flagstone (derived from the Wentbridge area) and gravel. Heavily pot-holed over time.
3. Final surface, Road Three. Thick, compact local sandstone c. thirty centimetres thick, undated but probably late Roman or even

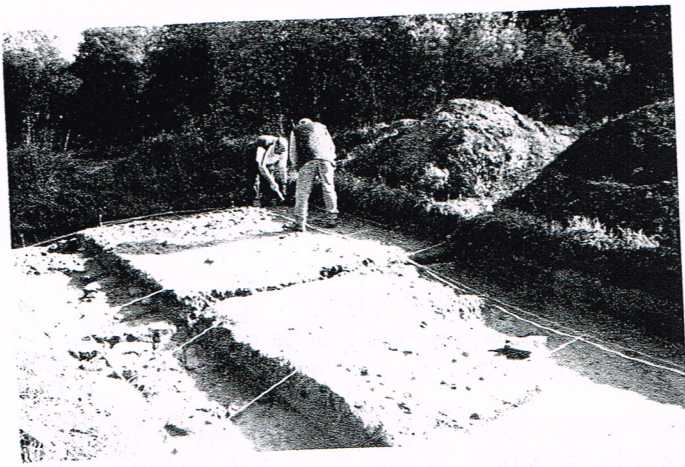
Saxon. This road was 6.5 metres wide and included numerous filled potholes in Road Two.

Sealed below Road One were three parallel prehistoric ard (plough) grooves.

Conclusion: The Roman military built their Conquest-period road over an Iron Age ploughed field. Thus no earlier track pre-dated the road. No roadside ditch was found on the south side. However, the parish boundary ditch on the north side of the road showed numerous re-cuts before modern interference, and was clearly Roman in origin.



The selection of pictures on these pages are by David J Hedges, Mark Lovett, and Eric Houlder.



# EDITORIAL

It is a newsletter editor's dream; most of an issue actually contributed by other people! I am so lucky. Thanks to the industrious members who gave us the superb articles on windmills and the milestone. Thanks also to Simon our Field Director who rushed a quick report in time for this issue. My sincere thanks too to David Hedges who printed nearly all the pictures used in this issue, and shot many of them.

In a society such as ours, much goes on behind the scenes. Many members attend meetings connected with the heritage (in its broadest sense) of the area, whilst simply maintaining the database of members is a job in itself. Treasurer/Secretary Bob is constantly at work, whilst our Field Director is never off duty. My thanks to everyone, not just those named here. For some of us, the opportunity to indulge in a little actual archaeology is quite a breath of fresh air and something to really look forward to.

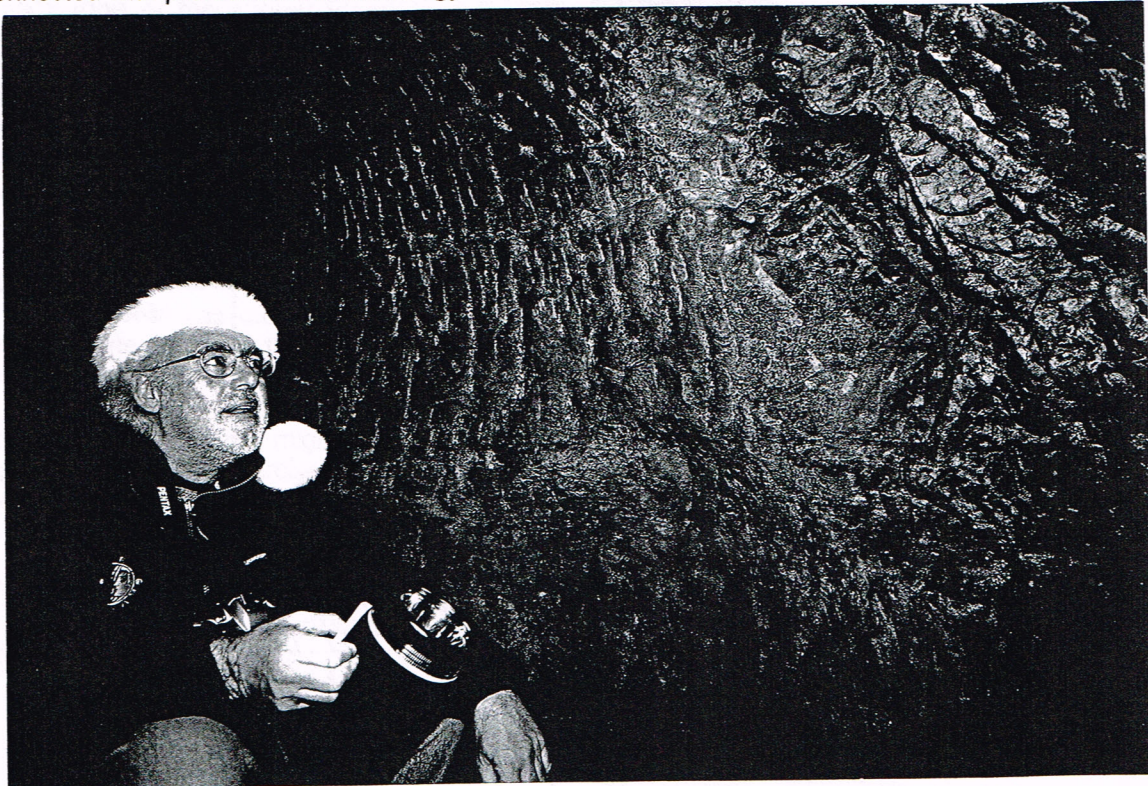
Looking ahead, we have a season of excellent lectures to attend, and even here we are beginning to ring the changes, for, for the first time ever, the **Don Lodge Memorial Lecture** will not be given by our Chairman and Editor, but by Simon our Field Director.

Those of us who are, or have been connected with professional archaeology are still

consulted at times. Society members who are full members of the Council for British Archaeology will have noticed a preponderance of pictures in *British Archaeology* relating to local, regional or national digs which members have featured in over the years. This is because your Editor was asked to contribute a series on photography in archaeology, which appears every other issue. Particularly gratifying was the appearance in the last issue of a thirty-nine year old picture of the Sutton Hoo ship one dig of 1967, with Don Lodge prominent on the right gangway.

Don Lodge was a founder member, who from humble beginnings rose to be a President of the Society. He learned his excavation skills at Pontefract Priory, and went on to be highly valued by the directors he worked for. As a permanent memorial, the Society decided to name one lecture from the programme each year as the Don Lodge Memorial Lecture.

As we approach our Golden Anniversary in 2007, it is sometimes instructive to look back and see just why societies such as ours were formed, and how the years have treated them since. This thought came to my mind when I was given a small brochure publicising the Golden Jubilee of our neighbouring society, the Huddersfield and District Archaeological Society, which is just



*Professor Mick Aston visiting our Society just before Christmas five, yes five, years ago. Members really do get to rub shoulders with the personalities of archaeology!*

*(Continued on page 12)*

(Continued from page 11)

a year older than our own P&DAS. Like us, the H&DAS has won two British Archaeological Awards, and like us they have a hard core of active diggers (who often work alongside us) supported by an enthusiastic membership most of whom are happy in the supporting role.

This seems to be the recipe for a successful group. I travel all over the country

giving talks to societies large and small, and too many are at present shrinking. Huddersfield have got it right, and, though I should not say it myself, we seem to have got it right too. Why? How? Again, in my opinion it is the breadth of programme allowing excavators and lecture-goers to rub shoulders, not only with each other but with experts in many areas of the past, not just archaeology. But what do you think? Please let us know.

This Newsletter is published by THE PONTEFRACT & DISTRICT ARCHAEOLOGICAL SOCIETY, and Edited by Eric Houlder. Submissions, which should be plain text (\*.txt) format, on floppy disc or CD, should be sent to him at 31 Fairview, Carleton, PONTEFRACT, WF8 3NT, UK., enclosing a SAE if you wish your text, disc(s) and/or pictures to be returned. In the absence of a SAE it will be assumed that items may be disposed of. All items published are copyright the author, and may not be reproduced, (except for review, of course,) without permission of the Editor who will seek the author's permission. Opinions, letters and articles published do not necessarily represent the views of the P&DAS unless this is stated categorically.  
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Field Director: Mr S Tomson, 36, Holgate Gardens, HEMSWORTH, WF9 4NQ

## PONTEFRACT & DISTRICT ARCHAEOLOGICAL SOCIETY,

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Subscription rates (*please circle*) Student/OAP £3. Adult £4. Family £7.



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I would/would not (*please delete as appropriate*) like to be included on the fieldwork register.

*Please forward with the appropriate remittance to the Hon Treasurer, P&DAS, Mr R Evison, 55, Hardwick Road, PONTEFRACT WF8 3QY. It would help greatly with the administration if you would be kind enough to enclose a stamped, self-addressed envelope with your application for the return of your Membership and Programme Card.*