ROMAN·ROADS·RESEARCH ASSOCIATION

MILLE·VIAE·DUCUNT·HOMINES·PER·SECULA·ROMAM

ISSN 2752-8235 NEWSLETTER NO.31 WINTER 2025

# FROM THE EDITOR, HANNAH COLLINGRIDGE

Welcome to 2025.

The days are getting longer and it's almost time for the fieldwork you've been planning during the darker months. In this edition of the newsletter the indefatigable David Ratledge offers another interpretation to RR163, and revisits one of his own papers around Harlow. Dave Armstrong, meanwhile, reminds you of the excitement of the AGM. Plus our usual selection of Nippets sent in by viewers. Do keep sending them in, please.

Enjoy.

Cheers, Han

# IN THIS EDITION

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# The Silchester to St Albans Roman Road, RR163: Did the Romans go around the Bend?

**David Ratledge**

## *Background*

I spotted the first stretch of this road from Silchester towards Reading 10 years ago working with the late Hugh Toller and Bryn Gethin. That was on some of the very first lidar publicaly available. Its alignment strongly hinted as to its likely course (more later) but the lidar coverage was very patchy back then so progress stalled. I left it with Hugh, who had begun work on further researching the route and it appears in the Toller Archive (2016) but unfortunately time was to run out for him.

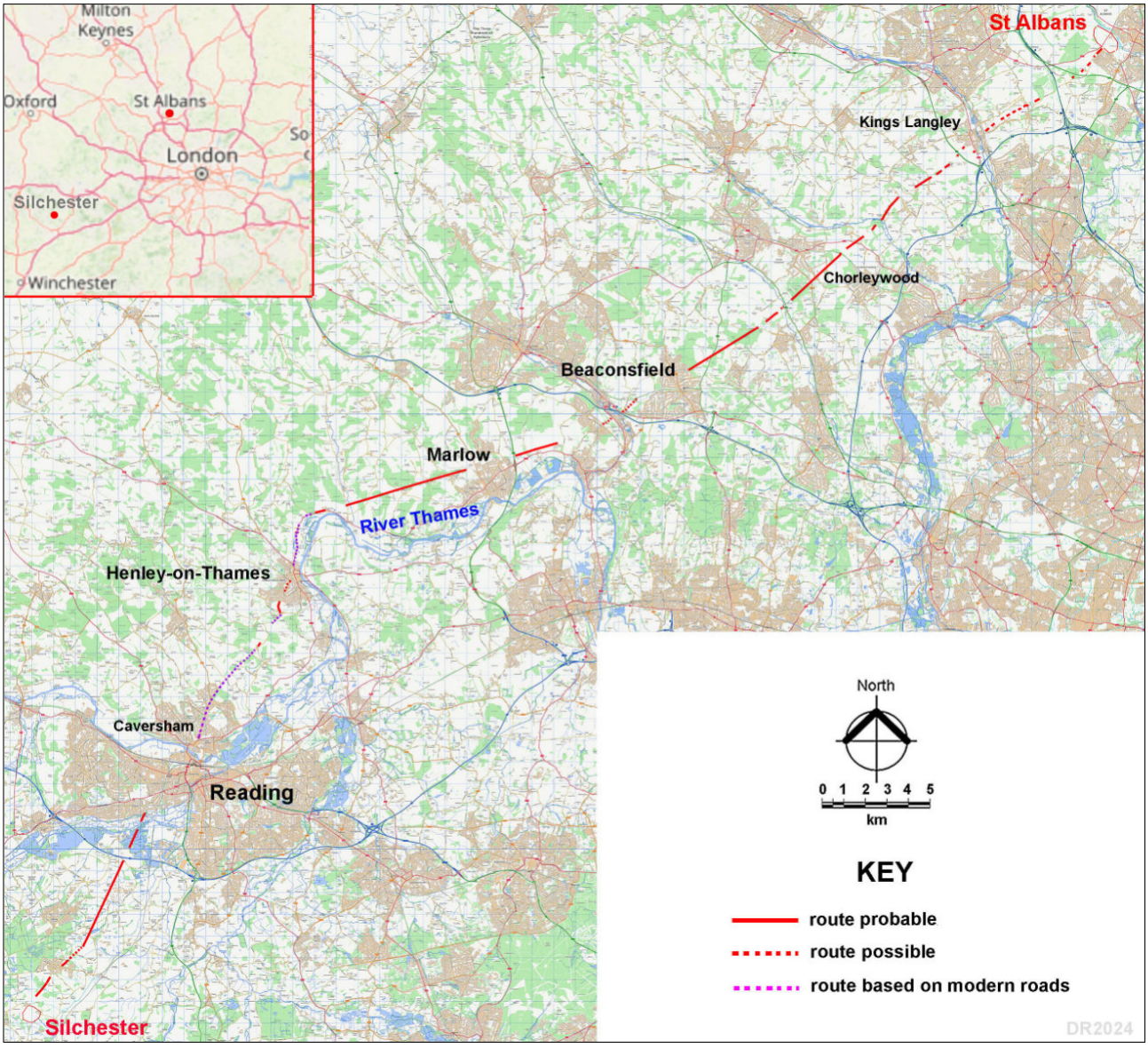



*Fig. 1. The suggested route of RR163 angling around the Thames Valley to the north of Henley-on-Thames. Inset: location map. Contains Ordnance Survey data © Crown Copyright and database, 2024.*

Fast forward 10 years to *Itinera* Volume IV (2024) and this road was extensively researched and documented by Nigel Rothwell but working in the opposite direction. Two routes from St Albans were described referred to as RR163 and RR163C branching off it. The former was a direct one with a Thames crossing near Bourne End and the latter branch taking a more northerly course with a Thames crossing suggested at Mill End. Also available online through YouTube is a similar route described by David Staveley again crossing the Thames at Mill End.

However, these routes were not what I had envisaged 10 years ago. Their suggested crossing points for the Thames looked to me more like fords than potential bridging points. At the 2024 RRRA AGM, Mike Haken showed a sample of the forthcoming interactive mapping, which coincidently was of the Silchester environs and it reminded me of this road. With full lidar coverage available nowadays, plus with Mike's help, it was time to see if my original suspicions for the course of the road would stand up.

## *Introduction*

That original logic that I had put my faith in was that instead of a simple straight line the road targets skirting around the River Thames to the north of Henley-on-Thames. I have met this Roman strategy before (RR571 & the River Nene). That first alignment I found from Silchester strongly suggests it was targeting crossing the Thames at Caversham, an ancient bridging point built before AD1163, Wikipedia. Once across the Thames then crossing the Thames again would make no sense. The only logical course is to skirt around the Thames north of Henley-on-Thames. Admittedly the evidence between Caversham and Henley is not the strongest but the logic of the alignments surely leaves little doubt that this would have been the Roman route (*Fig.* 2).

Once the corner in the Thames valley is passed then long stretches of the road survive well so a destination of St Albans was not really in doubt. Several of these sections were recorded by both Nigel Rothwell and David Staveley. The direction of the alignments here also strongly suggests the route was targeting

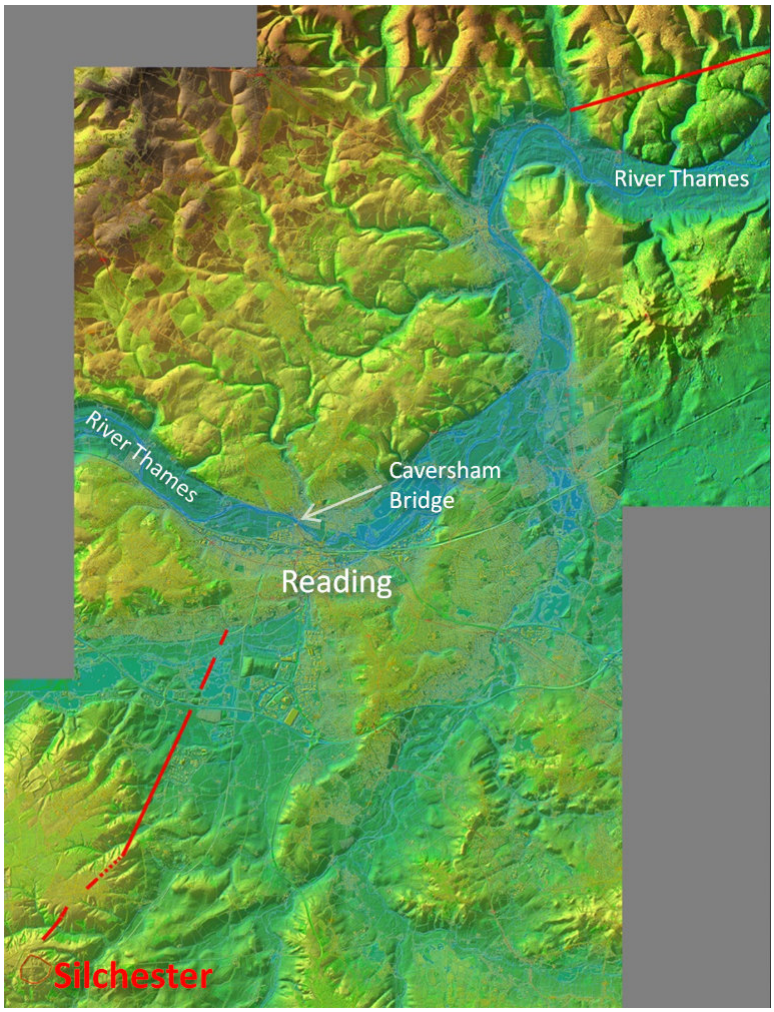



*Fig. 2. The two definite alignments north of Silchester. Extrapolating the first alignment strongly suggests a Thames crossing at Caversham, an ancient bridging point. Having crossed there it would make perfect sense to continue around the Thames, north of Henley-on-Thames, to join the second alignment shown. Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.*

skirting around that valley corner. On this section the road has to cross several river valleys running down to the Thames and in many cases the road surveyor has cleverly routed the road down natural side valleys. The final stretch to St Albans is surprisingly vague and what is shown here should perhaps be regarded as indicative rather than absolute.

## *The Suggested Route – Section 1 Silchester to Greenlands*

The first lidar trace of a possible road *agger* is heading past Silchester's amphitheatre before turning more to the NNE. Subsequently this has been demonstrated to be a pre-Roman dyke (Fulford, Barnett & Clark, 2016, 8). Nevertheless continuing the dyke alignment northwards was how I found the main alignment, north of Mortimer, towards Reading 10 years ago. It would now appear this was therefore a very serendipitous discovery.

The much more certain route to Mortimer is from Silchester's northern gate. It is very clear crossing The Fairground in the centre of Mortimer (SU 65566 64781). North of Mortimer, the lidar evidence resumes from the head of a little valley and sufficient survives of the main alignment all the way to the M4, north of Burghfield (*Fig.* 3). At the latter location then cropmarks had been seen in aerial photos immediately south of the M4 and again north of it at Searles Farm (Fenner and Dyer, 1994, 64). This formerly detached section fitted perfectly with the alignment from Mortimer.

The conurbation of Reading then intervenes but projecting this alignment onwards strongly suggests the road was targeting a Thames crossing at or near Caversham Bridge. It then would be able to skirt around a bend in the Thames to the north of Henley-on-Thames. From a highway engineering viewpoint this makes perfect sense and why I had guessed this was what the Romans would have done. Yes the Thames still had to be crossed but Caversham Bridge is an ancient bridging point where the Thames valley

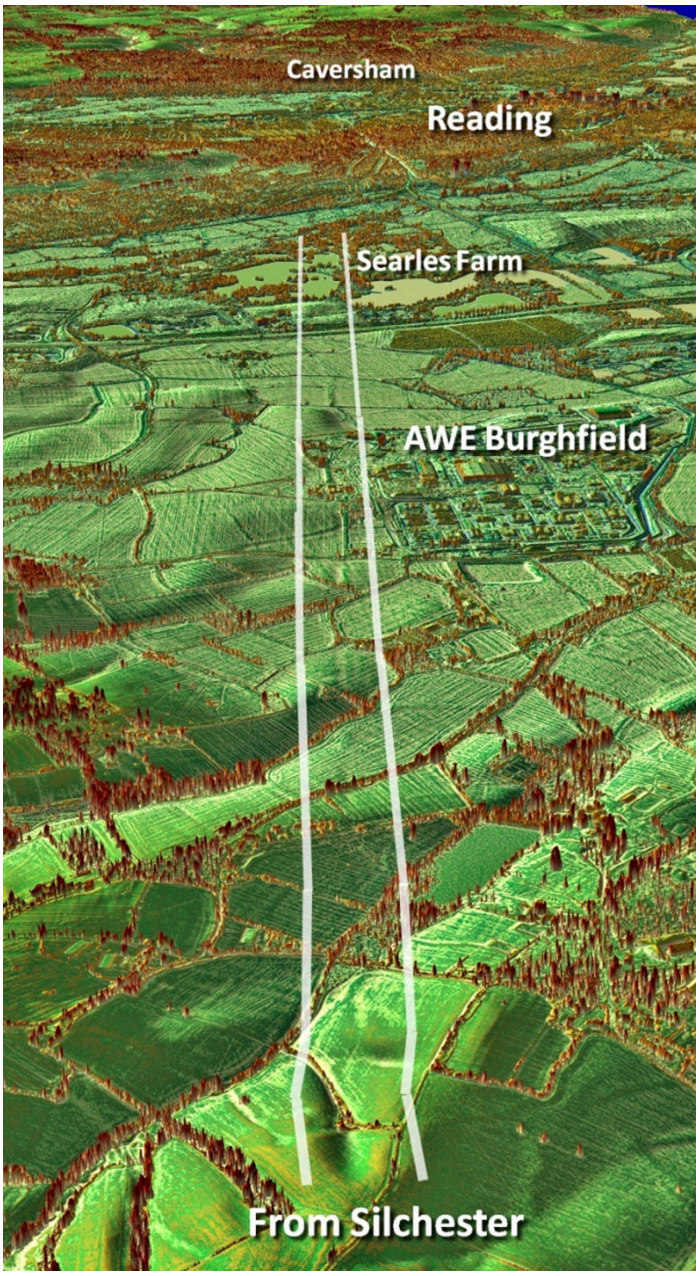



*Fig 3. Oblique lidar image looking along the first alignment towards Reading and Caversham. There can be little doubt that this alignment was chosen to facilitate a crossing of the Thames at, or very near, Caversham Bridge. Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.*

narrows (*Fig*. 2) plus there are islands there. Such a solution is precisely how the Romans crossed the Thames at Southwark, i.e. island hopping (ref: Becky Haslam, 2024).

North of the Thames at Caversham then it must be admitted evidence is in short supply. Peppard Road, Buckingham Drive, Kiln Road and Emmer Green Road continue the general alignment. Some sections look possibly Roman in origin (*Fig*. 4 lower inset) but some less so. Approaching Henley then the road has to cross a valley and here an angled terraceway descends although overlain now by a modern lane (Chalk Hill – *Fig* 4 upper inset). The modern road eventually swings off (Gillot's Lane) and an *agger*/terrace-like feature continues the suggested route ascending a natural side valley, marked by a parish boundary (*Fig*. 4). This would be the logical route north being the easiest crossing of the main valley by using a natural side valley of it. This is a trait we will meet several times on this road.

Passing into Henley, a Coldharbour Farm is visible on First Edition mapping, not proof of a Roman origin but possibly indicative of an old route, and Greys Road would now approximate the line. Beyond Henley then the A5144, Marlow Road, heads around that bend in the Thames and has several straight sections. The final section, when we have turned the bend approaching Greenlands, does align reasonably well with the lidar evidence further east (*Fig*. 5). From here on the evidence for the road in lidar imagery is not in doubt.

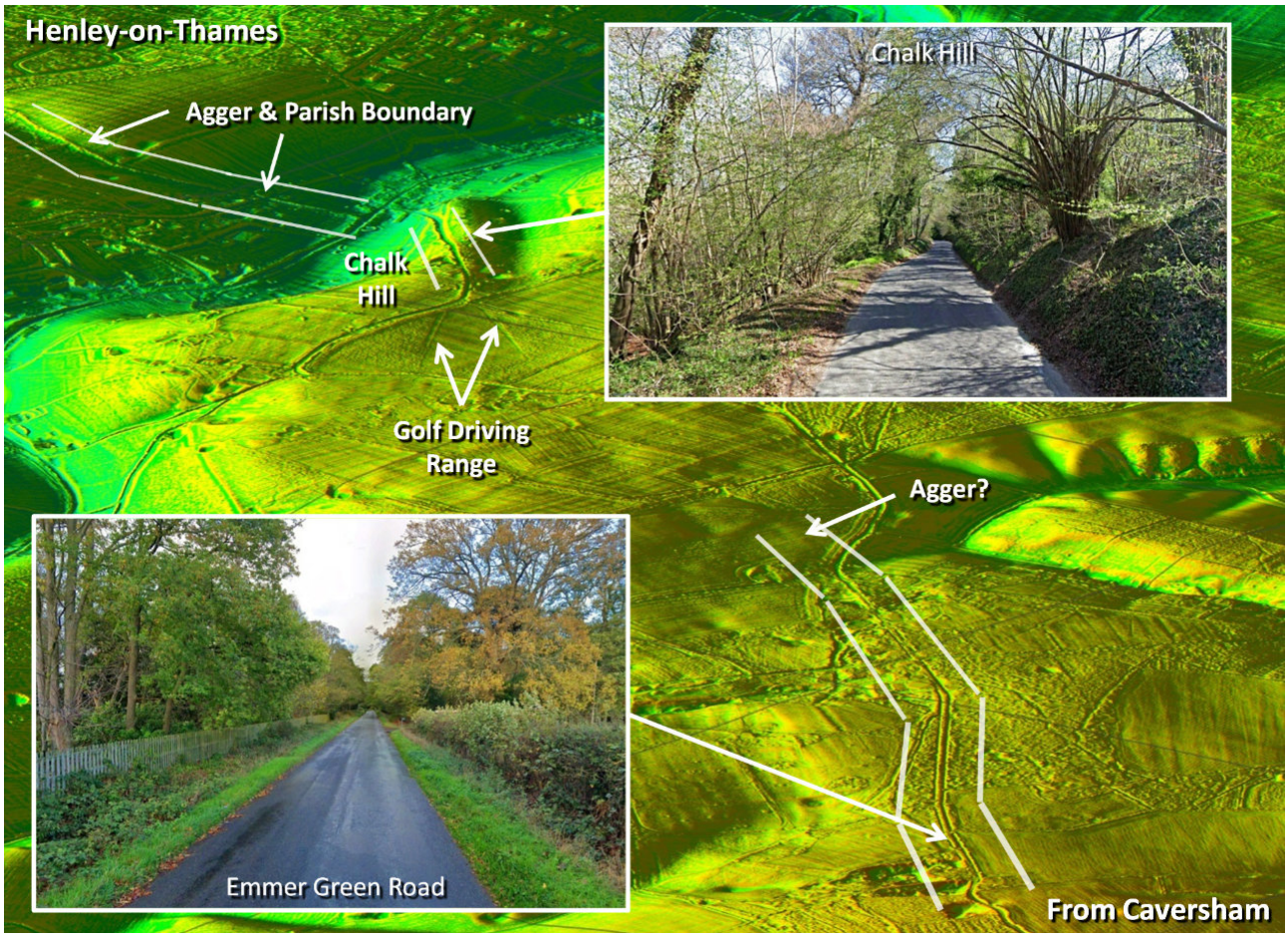
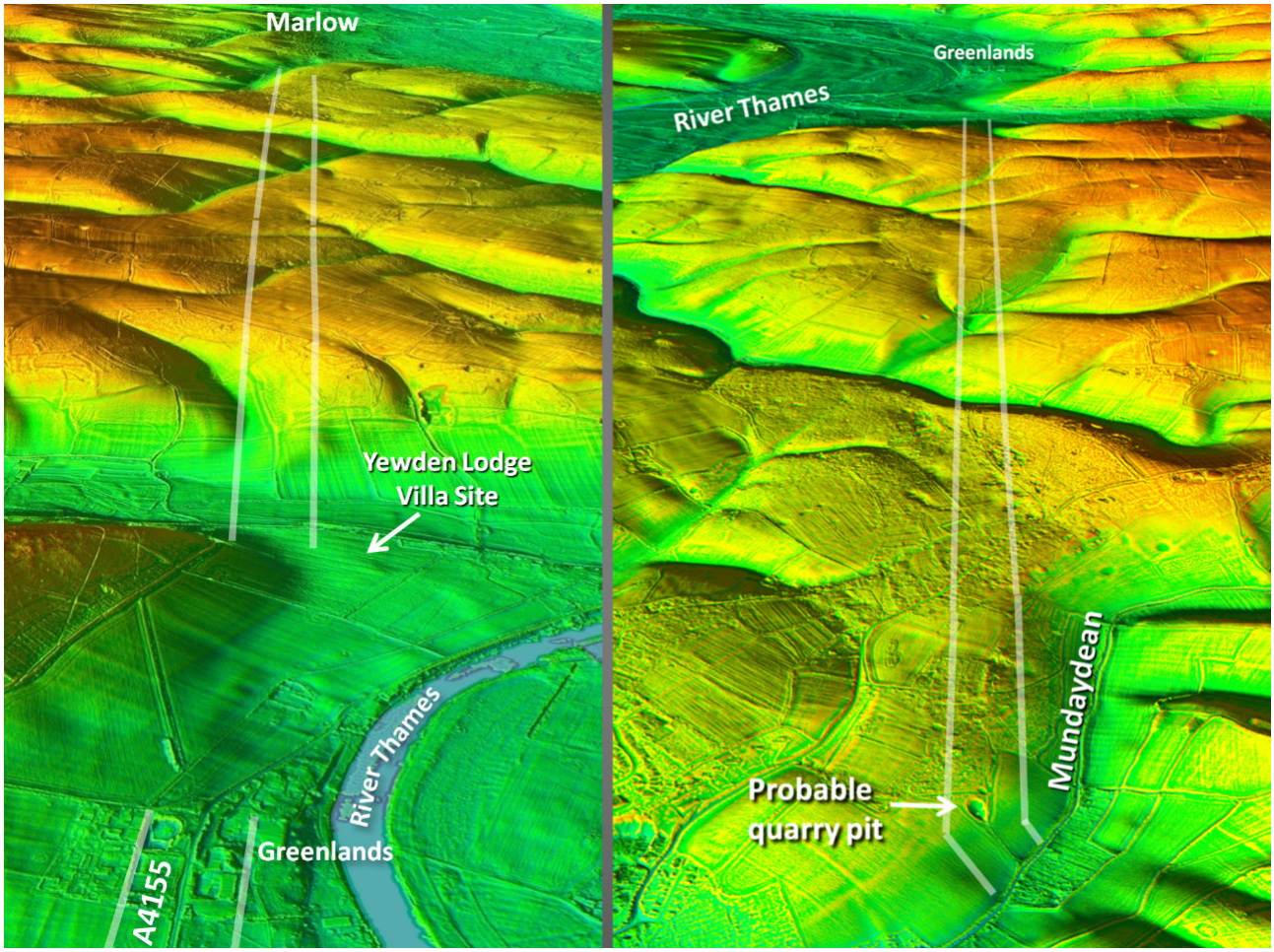



*Fig. 4. Oblique lidar image looking towards Henley from Emmer Green. There are some clues this could be the Roman route but ignore the golf driving range feature. Inset bottom left – this stretch of Emmer Green Road is straight and is on a built-up agger. Inset top right – the terraced descent down Chalk Hill is certainly a well-engineered route. Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved. Images © Google.*



*Fig. 5. (above). A4155 at Greenlands. Having turned the corner around the Thames is this the start of the alignment to Marlow? Its direction seems too much of a coincidence to not be. Image © Google.*

*Fig. 6. (below). Oblique lidar images of the alignment from Greenlands to Marlow. Left is looking ahead towards Marlow and right is the reverse view. Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.*



## *The Suggested Route – Section 2 Greenlands to St Albans*

This section has been mostly recorded by both Nigel Rothwell and David Staveley and in effect all I have done is filled-in some of the gaps and refined the route here and there. Some lengths are very faint and only reveal themselves when looking down the length of the road in 3D. As mentioned in the introduction the route has to cross several feeder valleys to the Thames. Here the Roman surveyor was often able to make use of their natural side valleys in order to ease the gradients. These multiple ups and downs are possibly why the road went out of use in the post Roman period.

The first section of the A4155 towards Greenlands probably represents the road's course as it aligns well with the visible lidar evidence, which starts around 200 metres west of Hamble Brook (SU 79479 85791). This is just to the north of the Yewden Lodge Roman villa site. The route can then be followed in lidar imagery (*Fig.* 6 left) continuing straight to Woodside Farm where it turns to drop down to Mundaydean. On the bend of this turn (SU 83990 87429) is a large quarry pit, one would think of Roman origin (*Fig.* 6 right).

Lidar evidence ends at Mundaydean as we now cross Marlow but resumes on the same alignment albeit very faintly (*Fig.*7 left). It was reassuring to see that this was independently confirmed by

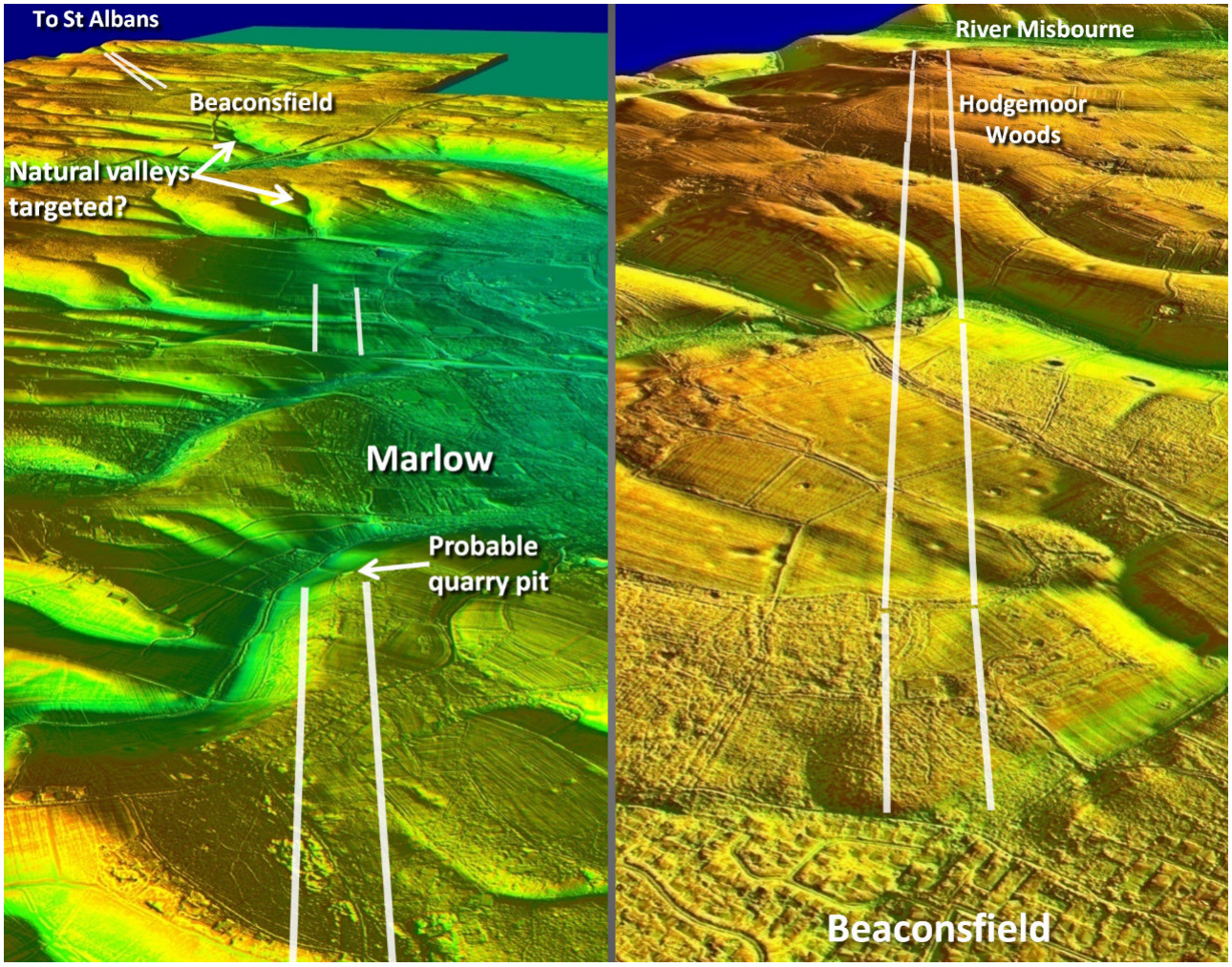



*Fig. 7. Again looking along the line of the road. There was a small turn between Marlow and Beaconsfield. The alignments strongly suggest the Roman surveyor directed the road to make use of side-valleys in order to ease the gradients approaching Beaconsfield (left). Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.*

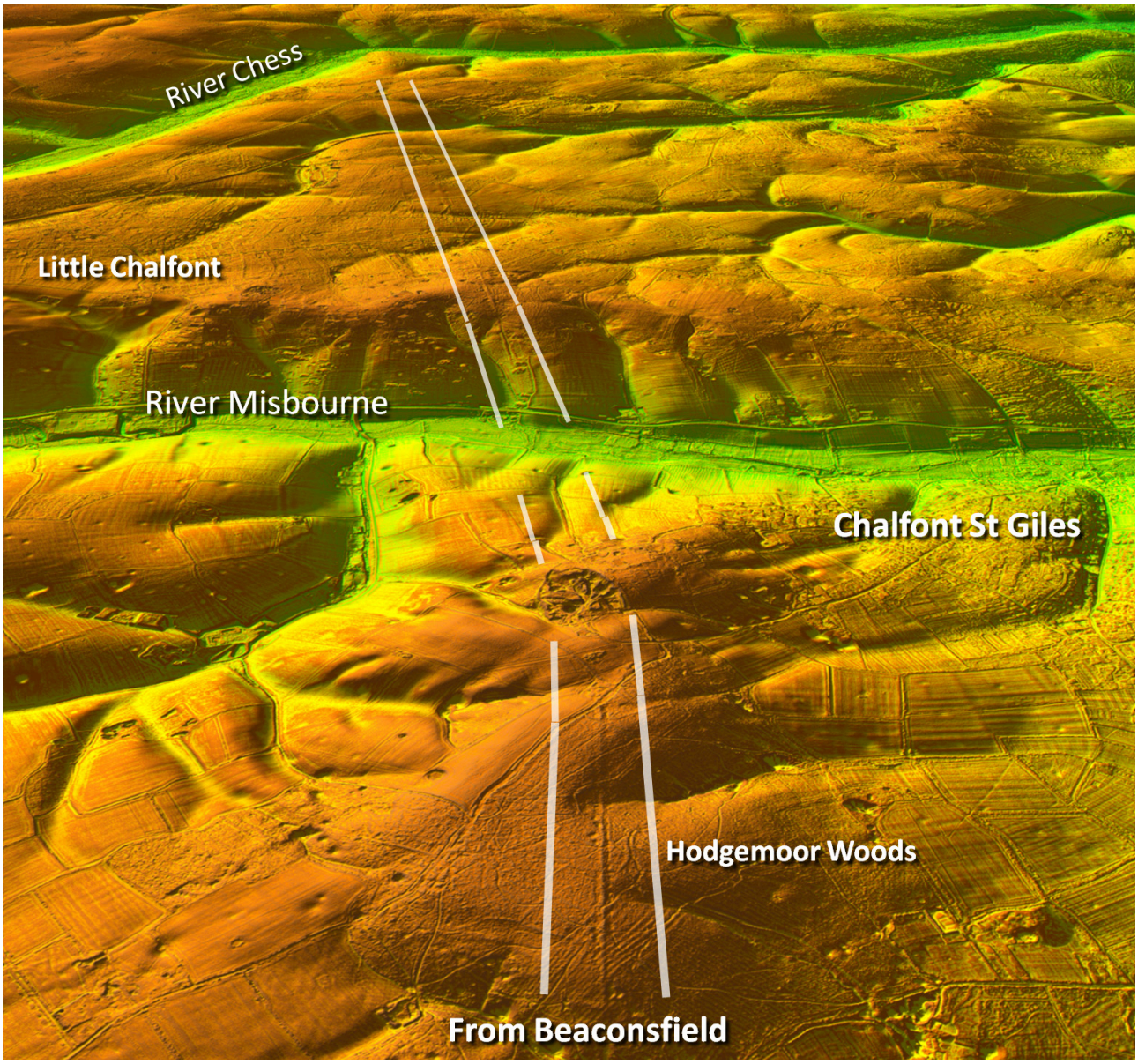



*Fig. 8. Oblique lidar image from above the almost pristine Hodgemoor Woods section. There was then another slight turn, probably where a quarry has destroyed the road, for the next alignment to the River Chess. Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.*

both Nigel Rothwell (2024, *Fig.* 12) and David Staveley, who spotted a series of quarry pits marking the road's course. The alignment appears to be making for a natural valley near Pigeon House Farm although it is unclear whether it ascended through the valley or via its south shoulder. Either way it would then pass over the crest of Flackwell Heath, where the road will have to descend down to the River Wye. Here a footpath heads down another side-valley and could well be the Roman line as it fits well with the approaching alignment (SU 90572 89706). Across the river valley then another side valley appears to be the target to climb back up to Beaconsfield but the M40 and a railway line could well have destroyed the evidence.

Certainty resumes after Beaconsfield (*Fig.* 7 right) and here begins a long stretch of the road that is not in doubt (SU 94307 92080). This includes the famous Hodgemoor Woods length. A slight turn is made at Chalfont St Giles and the road continues to Mountwood Farm, above the River Chess (*Fig.* 8). How the road descended is perhaps a puzzle as it needs to lose around 50 metres in height. I believe there are faint traces of the road veering a little off line to angle down the slope rather than

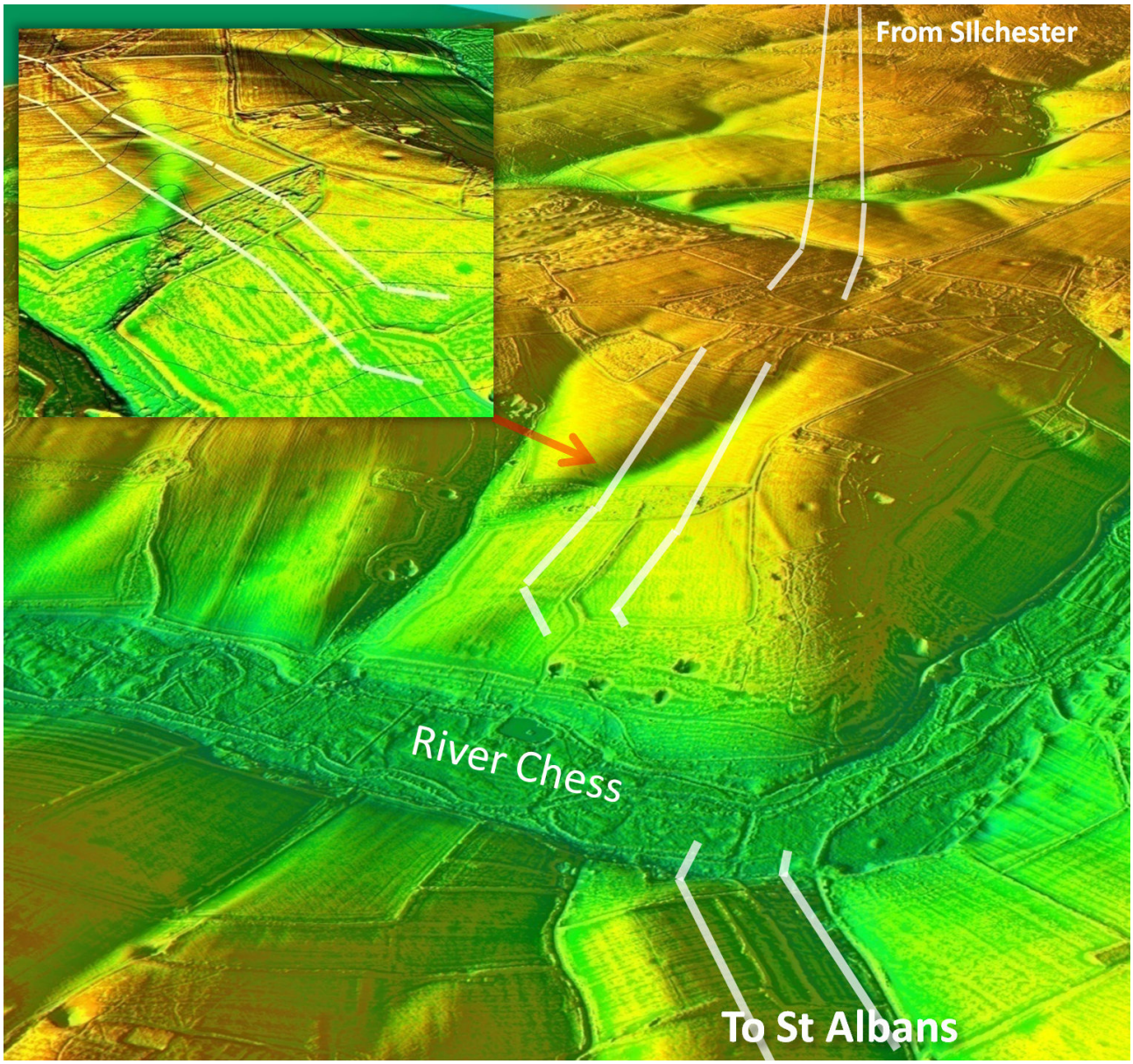



*Fig. 9 .The road arrives at the River Chess valley and has to drop around 50 metres. Details are faint but perhaps sufficient to suggest this is the route the road took to descend. The inset image has contours overlaid. Across the Chess then another side valley eases the climb back up. Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.*

going over the top of Mountwood (TQ 02930 98477). I discounted this at first but examining the contours shows it would be a perfectly viable route (*Fig.* 9 and inset).

On the east side of the Chess then again a side valley has been exploited which takes the road up to near Sarratt Hall although whether it ran in the valley bottom or as a terrace-way is uncertain. There are some intermittent clues towards Commonwood but it is much more certain from there (TL 04625 00410) towards Langley Lodge (*Fig.* 10 left). From the latter though onward to Kings Langley it fades again and it must be admitted the course is far from certain. There are perhaps a couple of clues, one on a footpath (TL 06836 02242) and another on a slightly different line spotted by Mike Haken (TL 07342 02081) but both could be incorrect as a straight line would bisect them.

From Kings Langley there are some visible clues but I would only class these as low confidence (*Fig.*10 right). Perhaps somewhat supportive of this is it would cross the River Gade (canalised as

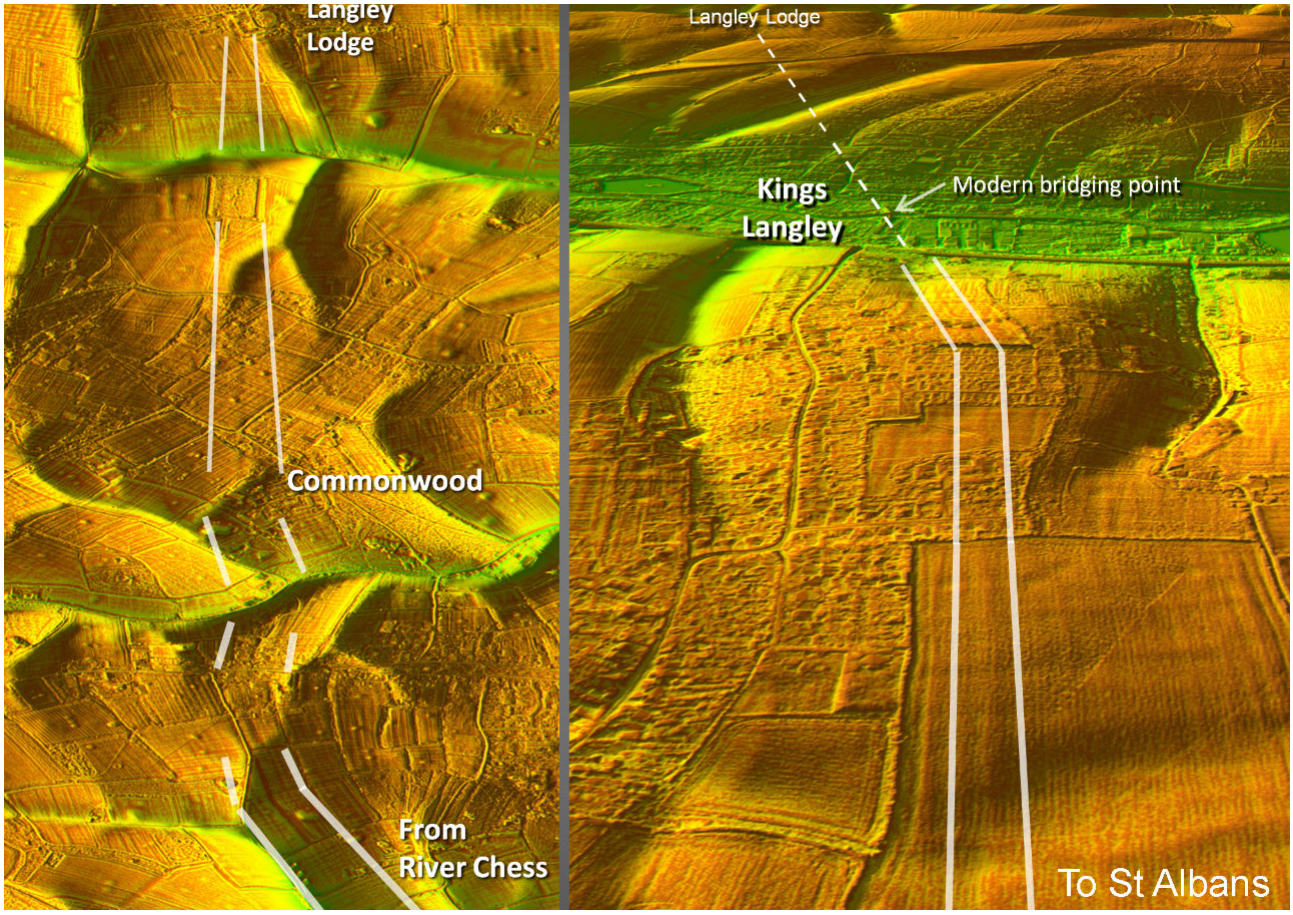



*Fig. 10 .Beyond the River Chess then the section at Commonwood is perhaps the last definite stretch (left). The possible route from Kings Langley has some faint signs heading up from the modern river bridge but not certain ones (right). Roman remains were found nearby. Lidar data is © Environment Agency copyright and/or database right 2024. All rights reserved.*

the Grand Union Canal) at the modern Water Lane bridge in Kings Langley, which appears well built up. Here too are recorded Roman finds (Hertfordshire HER MHT17588).

Approaching *Verulamium* the road obviously entered the city via the Silchester Gate (South-West gate) but with very little evidence apparently surviving. Several of the roads in *Verulamium* are known to have been robbed (Kris Lockyear, 2025) so this is perhaps not surprising here too. The road was proved by excavation by Stead and Rigby (1989, *Fig.* 1) for around 400 metres from Silchester Gate. Beyond the 400 metres distance then aerial photographs (Bing) could indicate the road (TL 12320 05770 and TL 12630 06080) and this would fit reasonably well with both the possible traces towards Kings Langley plus Stead & Rigby's excavated road. In reality more work is required here.

## Conclusions

That there must have been a direct route between the important Roman cities of *Calleva Atrebatum* and *Verulamium* was never in doubt, just its precise course. The finding of the road heading NNE from Silchester and, most significantly its alignment, clearly suggests the intention was to cross the Thames at Caversham and then skirt around the bend in the Thames Valley to the north of Henley-on-Thames. This all fitted perfectly with the sections recorded by Nigel Rothwell coming in the opposite direction from St Albans. Admittedly evidence north of Reading to Henley is

compromised by modern roads probably overlaying much of the Roman line but from a highway engineering point of view the route suggested here is believed to be the most practical and logical.

## Acknowledgements

Clearly much of northern section of this road (Mill End to St Albans) was recorded and published by Nigel Rothwell and this is duly acknowledged. With regard to the overall route suggested here then my thanks are due to Mike Haken. This was for assistance in both the formative stage when ideas were being exchanged plus also when compiling this article with several helpful suggestions and improvements. Nevertheless any remaining errors are solely down to me.

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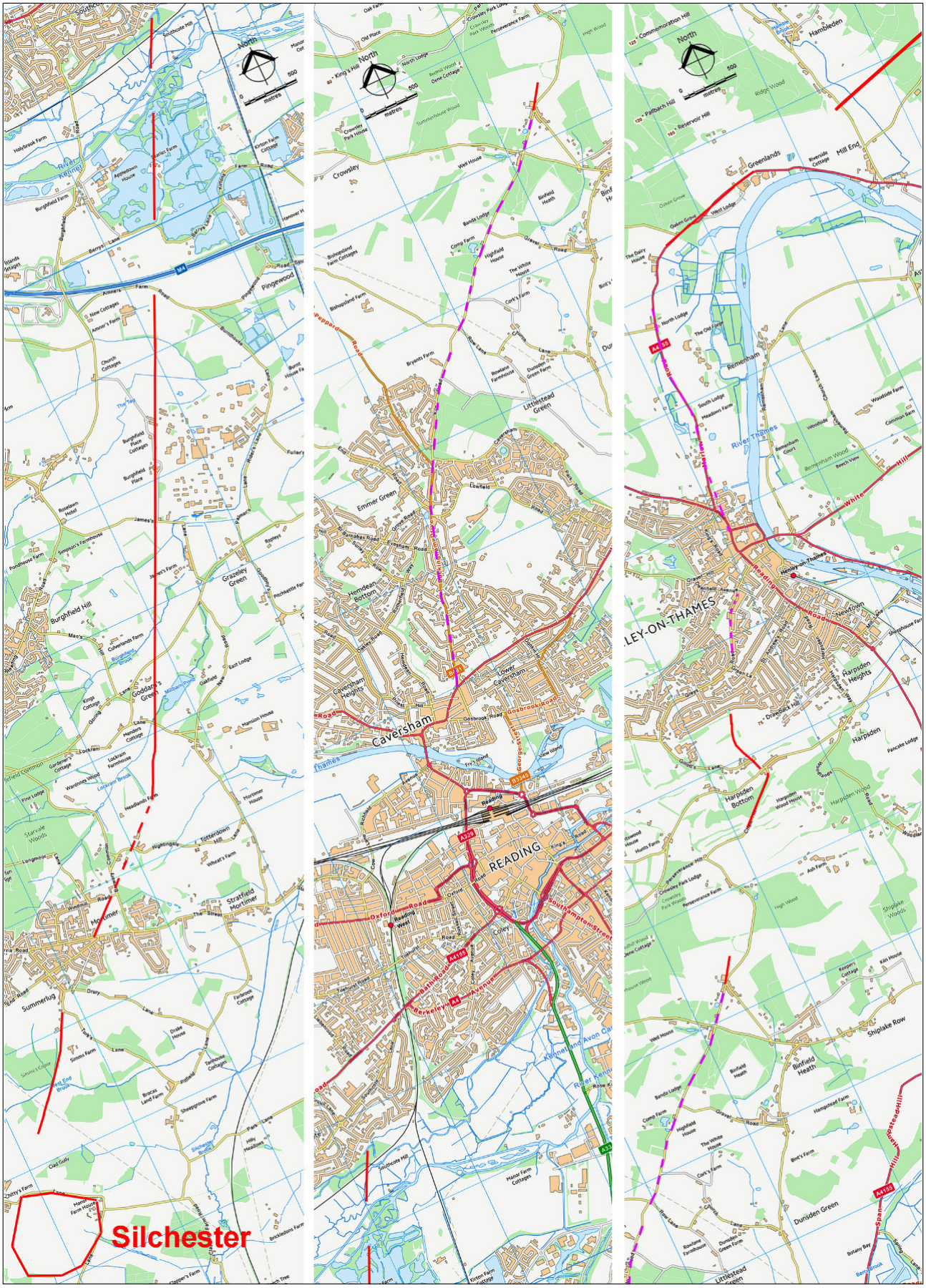
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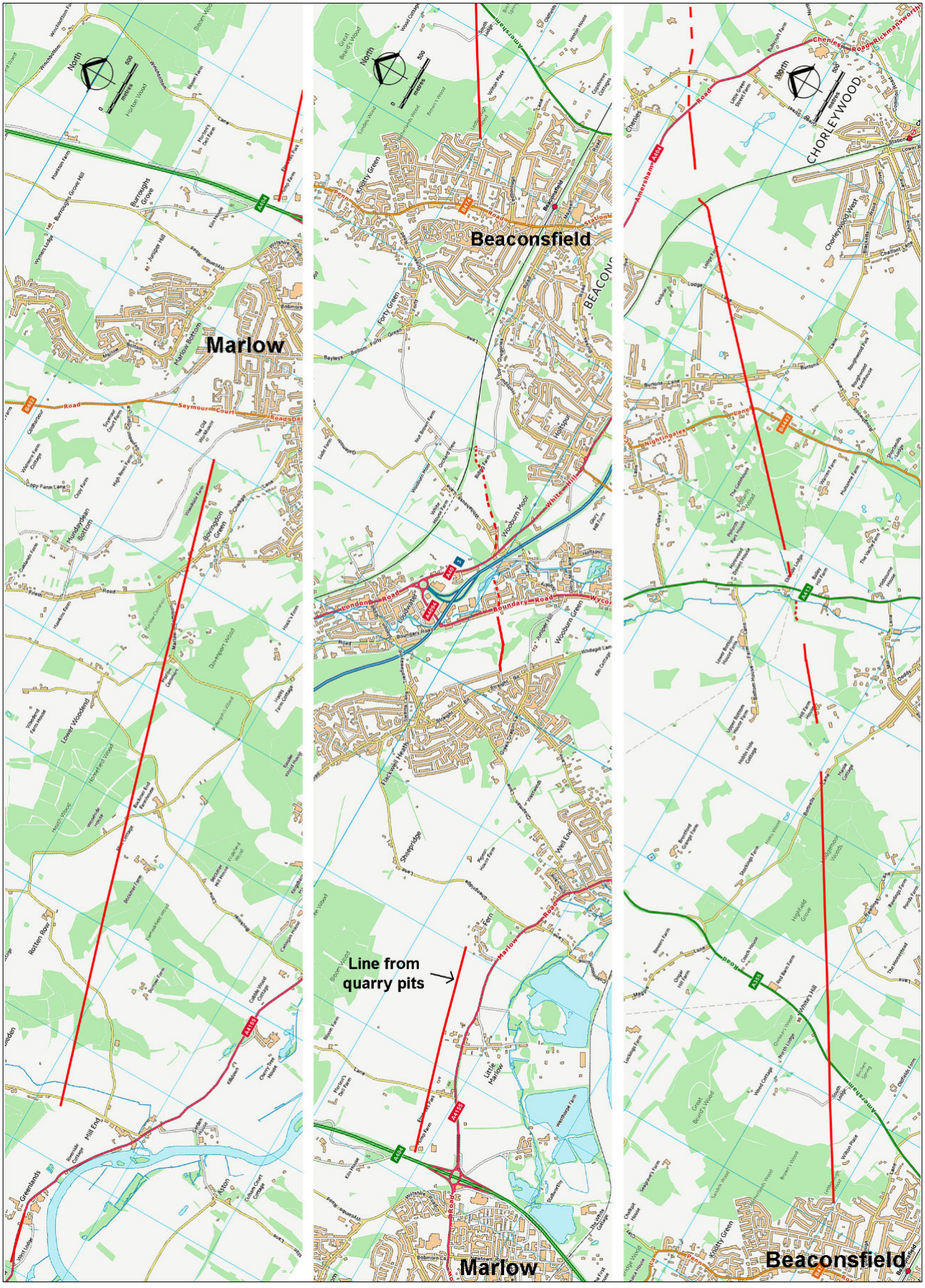
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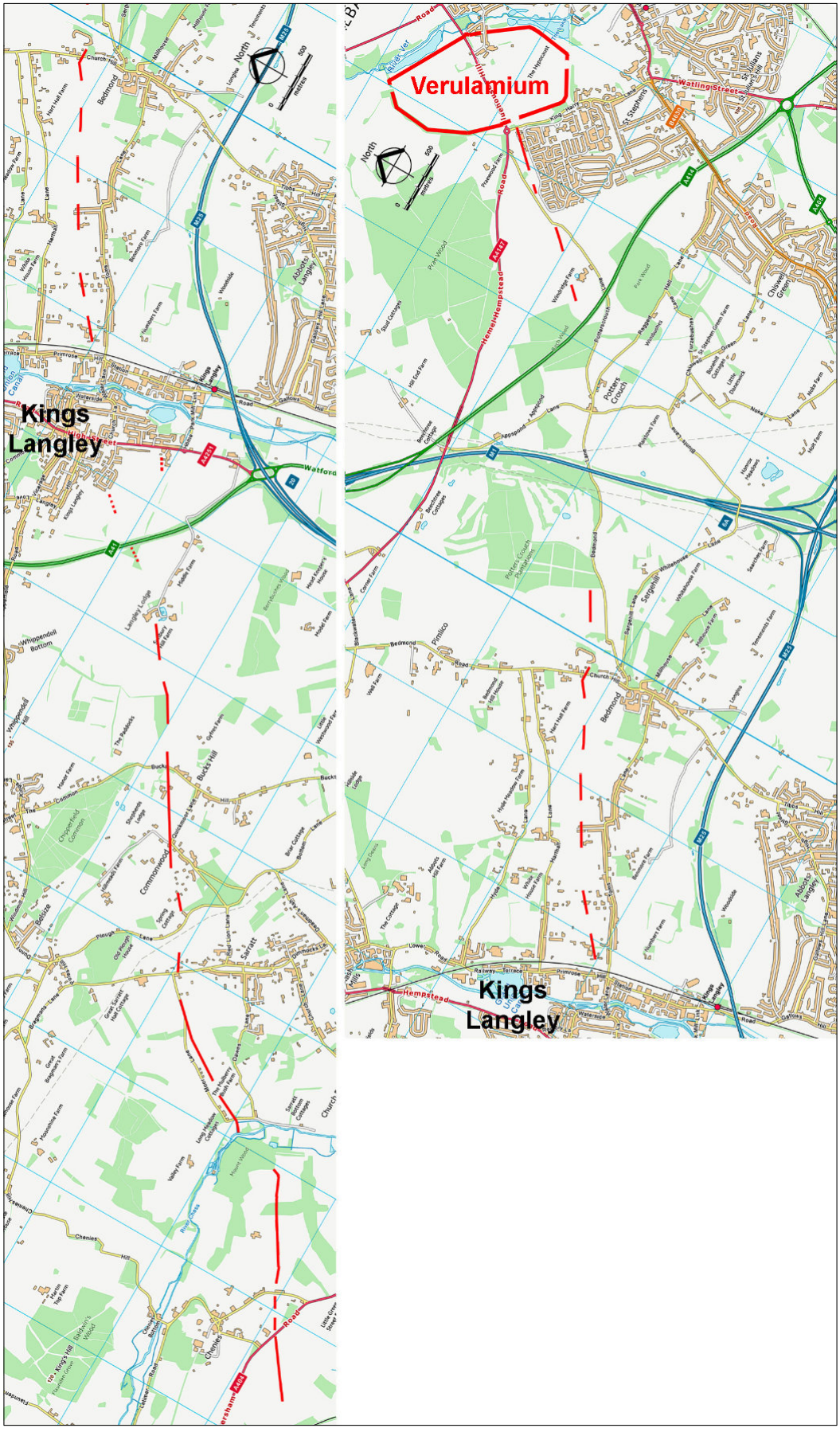
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## *Appendix - Route Maps 1-8*

Mapping used is Opendata - contains Ordnance Survey data © Crown Copyright and database, 2024.


Silchester
Caversham
READING
LEY-ON-THAMES


Marlow
Beaconsfield
Line from
quarry pits
Marlow
Beaconsfield
CHORLEYWOOD


Kings Langley
Verulamium
Kings Langley

# Route of RR329(x) across Harlow, Essex

**David Ratledge**

I had traced the Roman roads around Harlow 2 years ago using lidar (RRRA Newsletter 24, 2022) but across the urban sprawl of Harlow New Town I was struggling (*Fig.* 1). There were two options, one following straight parish boundaries and one along part of old London Road. I favoured the former as it passed closer to Harlow's Roman temple but requested (online) local help. I was wrong in my guess of route but correct in asking for local help. Roll on two years and I was contacted by Andrew Johnson, who was to provide that vital local knowledge.

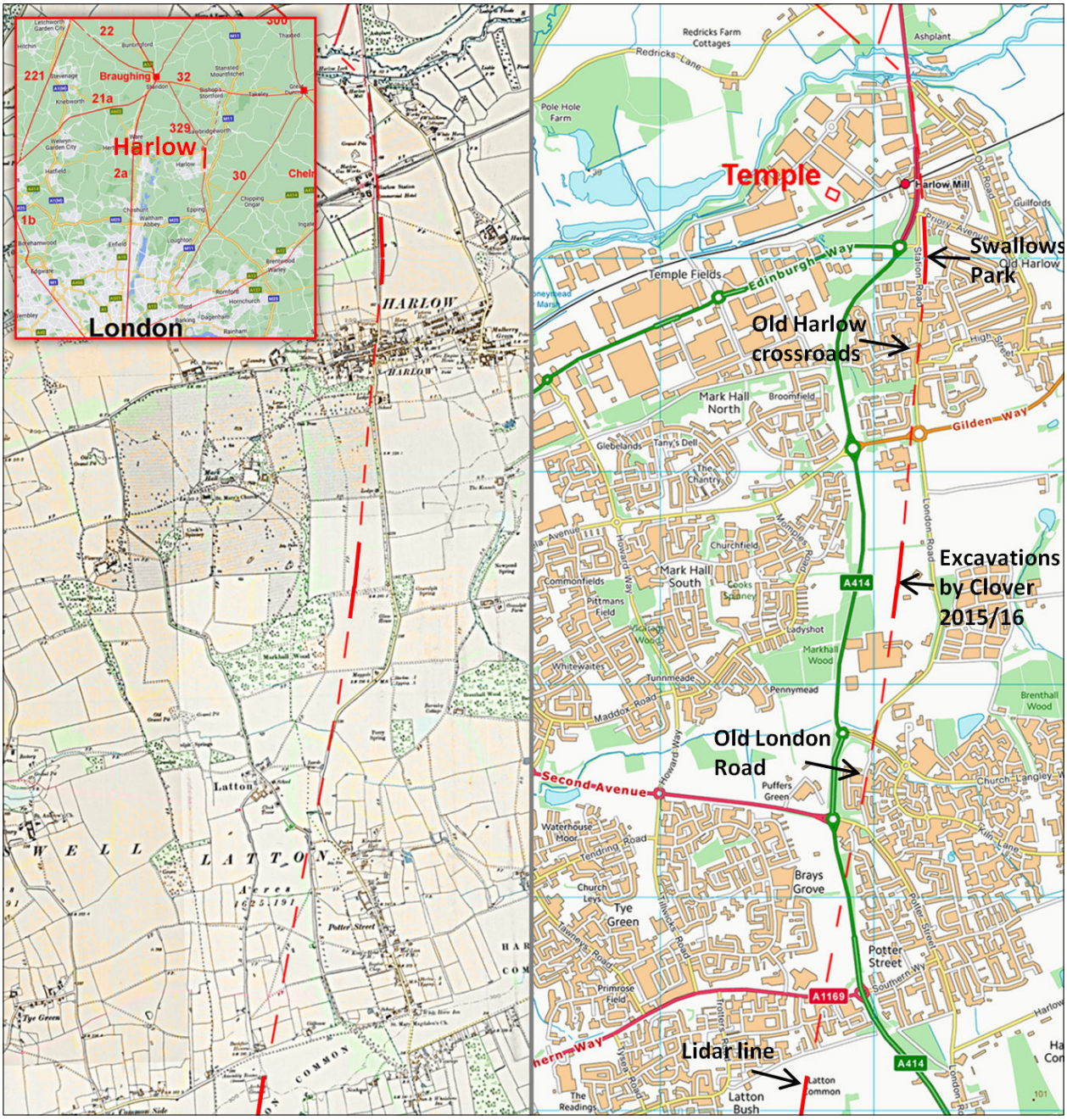



*Fig. 1. Ordnance survey mapping old and new showing the locations of the sites referred to the text. Left map © 2024 National Library of Scotland under the terms of the Creative Commons Attribution (CC-BY) license. Right map and inset contains Ordnance Survey data © Crown Copyright and database, 2024.*

The road leaves RR30 at Hobb's Cross and heads for Harlow and that was easy to spot in the lidar imagery as far as Latton Common but beyond there was the development of Harlow New Town. What Andrew found was that excavations in 1972 had taken place at Stafford House, directed by Jan Sewter. This appears unpublished but it was quoted by Stephen Rippon (2016, 153). These revealed "*The main north to south Roman road was traced for 110 m, lying c.45m east of the old A11 (Station Road, Old Harlow). The road was made up of 0.35m of packed gravel and was defined by ditches 12m apart.*" The spot in question is now in Swallows Park and lidar did actually show the *agger* there, albeit very faintly. Andrew agreed to visit and his photograph is included (*Fig.* 2).

I was then able to refine the route using interpolation from Latton Common to Swallows Park this indicated that the cross roads in the middle of Old Harlow was on the Roman line. The next clue that Andrew turned up was rescue excavations by Kate Clover for the London Road North Enterprise Zone (Clover, 2016, *Fig.* 2). Not only did this confirm the alignment but also this now implied that Old London Road near Potter Street would also have also been on the line. Note Potter Street itself is not the Roman line.

So we now have two positive fixes plus two strongly suggestive ones as well. Interpolating between these four and the lidar route across Latton Common gives a route in which we can be highly



*Fig 2. The faint trace of the agger heading northwards in Swallows Park. Image Andrew Johnson*

confident. None of which follows those parish boundaries on the Ordnance Survey first edition mapping (*Fig.* 1 left) but what we now have must be very close to reality.

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# Notes from the AGM

**Dave Armstrong**

These notes are to keep you in touch with the outcomes of the AGM if you couldn't make it yourself on the night. They are not the formal minutes that will be reviewed at the next AGM.

The virtual meeting was opened on Zoom by the Chair Mike Haken, who was suffering from bronchitis and he passed over the meeting chair to Dave Armstrong after welcoming the good turn out of members and thanking those who had presented apologies for absence. The attendance of 52 exceeded the Constitution quorate requirement of 5% of the membership (i.e. >30).

Minutes from the 2023 AGM were accepted as a fair record unanimously by the meeting. Rob Entwistle stepped down at this meeting in compliance with the Constitution requirement but put himself forward for re-election, proposed by Albert Hills and seconded by Dave Armstrong. There were no other nominations and he was re-elected unopposed as a Trustee.

The Trustees Annual report was summarised by the chair, Mike Haken, who had saved his voice for this part. Another successful year was recounted against the Objectives in the Association's Strategic Plan agreed at the 2023 AGM. The 2024-2025 season of online talks continues to be a resounding success, with most talks achieving audiences of around 200 or more. Generous donations from attendees have increased our revenue that more than offset the costs. Dave had volunteered to take over the role of organising the Talks Programme in 2023, supposedly on a very temporary basis whilst we found someone else to take it on. Mike said he has done an amazing job and has put together another excellent programme for the 2024-2025 season, however he would like this season to be his last, so we are now looking to recruit a new Talks Coordinator to develop this interesting and fulfilling role into the future.

This year has been unusually quiet in terms of geophysical survey, whilst we research more potential sites. The Roman A1 Project has made some progress near Southwell, Nottinghamshire. The results have proven the existence of RR59(x), another link in the chain of roads which, if our speculation is correct, would have formed a direct and essential line of communication from the provincial capital into the territory of the Brigantes at a relatively early stage in the Roman conquest of Britain.

Progress has been made with the Roads of Roman Britain project, designed to update Margary's 1973 work incorporating all the data revealed since then from what modern digital technology is now enabling. This is to be made available as an open-source map to provide an accurate background map for anyone who needs it. An impressive demo version of the map was shared with the AGM.

The Association's financial performance was described by the Treasurer Albert Hills. Finances showed a positive surplus for the year despite investment in a restructured website and a second geophysics trolley. This is largely funded by a generous donation as well as membership subscriptions that have been supplemented by increasing membership plus the modest subscription rise recently initiated at the 2022 AGM. Funds are held in a current account and an interest yielding one year bond that also acts as a strategic reserve. Lottery Funding to enable larger community supported events is being explored to involve more members and potential members, reaching further out into the community.

The Membership Secretary Pete Webb reported that our membership continues to rise, currently standing at 595 (November data, now Feb 2025, over 620). The Association recruits three times as many as it loses having this year welcomed 117 new members, whilst losing 21 through non-payment and 14 who have left us for a range of reasons. The figures are therefore looking healthy,

not just across England which unsurprisingly predominates, but it is also growing in the rest of the U.K. and abroad, where we now have 30 members around the globe. If we divide England's counties into four geographical groups based upon position, it is interesting this year that the Association has become more broadly spread across the country with a surge in interest in Central and Southern counties.

*Itinera* editor Rob Entwistle reported that Volume 5 is in preparation and is expected to be a little smaller than Volume 4, our largest so far. Sales of Volume 4 did not reach the level of earlier editions with the increased cost believed to be a factor and we are intending to drop the price of the printed edition of Volume 5 to hopefully stimulate sales. There is an ongoing debate regarding the value of printed copies as the digital version becomes open-source. We continue to attract contributions from abroad, with two papers this year from Romania. Volume 4 contained a focus section, on the Devil's Causeway, RR87. This is an approach we are hoping to continue in future Volumes along with contributions regarding Scotland and Wales which are proportionately under-represented. Mike Bishop has decided to step down from the *Itinera* Committee, and we would all like to take this opportunity to thank him for his efforts over the last four years - without his experience and expertise *Itinera* would probably never have got off the ground. At the same time, we are extremely pleased to welcome Prof. James Gerrard (Newcastle University) onto the *Itinera* Committee. His insight from a more academic stance will be invaluable in ensuring *Itinera*'s future success. Finally, we must not forget that the journal could not happen without the combined efforts of the 36 RRRA members who willing to devote so much of their time to making the publication a success.

Dave reported that following our 2023 AGM we have set up an Eastern England local group. While it was hoped this would have been active by the time of this AGM, circumstances have intervened. The group leader, Geoff Lunn, is an experienced researcher and the Associations Zoom account and access to our GoogleDrive will be made available for their use. Prototype versions of the recording paperwork have been drafted that their use will further refine, plus any gaps being filled, for the group and those in other groups following their lead. It is intended to get the group initiated early in January. (This Zoom meeting has now happened and the group are up and running).

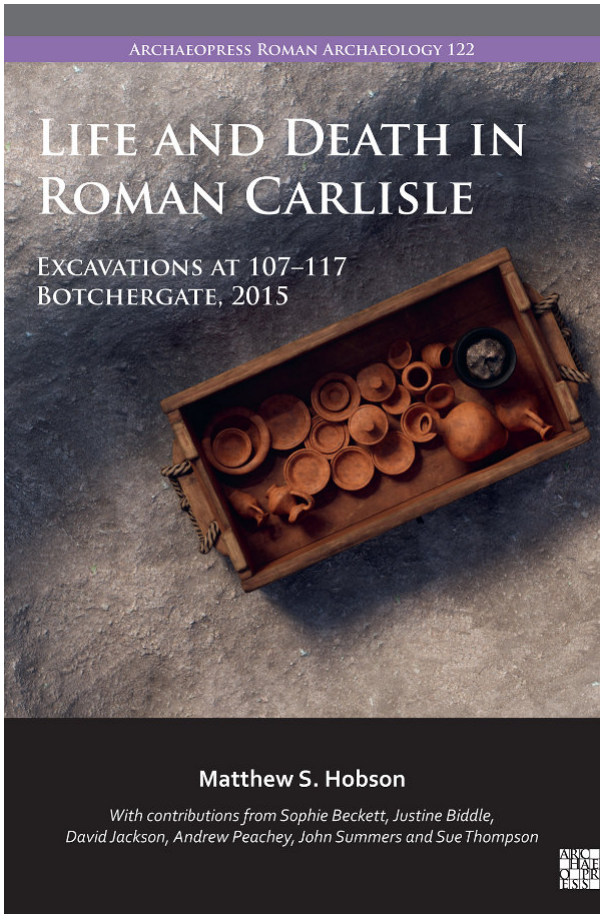
A demonstration version of our new website was shown by Albert Hills. It is designed to appeal to a wider audience as the public facing front of the Association. Work on this is ongoing and it is hoped to be released soon. It largely contains the technical content of the current version – which will need checking, updating and refining. The new site would be enhanced with more new insightful illustrations that we are hoping members could help provide, with clear high-resolution images.

Drawing on our Strategic Plan it is intended in 2025 to further 'Involve Members in Activities' by increased and more widespread deployment of the geophysics equipment as well as setting away further local groups investigating their nearby roads. This will also include involving those who live remotely from the area who may still wish to be involved.

Any Other Business included a discussion on increasing the Association's profile on Social Media particularly liaison with Universities. Dave took an action to draw together those who are already helping on this aspect.

The meeting was summarised by the Secretary and was closed by the chair, with thanks to those who attended and contributed, at 9:15pm.

# Other News, Events, Updates & Miscellany




## *Roman Carlisle*

The good news is there's a new book about Roman Carlisle available. The even better news is that it's on Open Access for download from *Archaeopress* here.

Here's a bit of the blurb to whet your appetite:

Finds from a Roman cremation cemetery in Carlisle offer an important study of burials and identity in the region. Excavated graves, including rare richly furnished burials, reveal cultural ties to the *Nervii* of *Gallia Belgica* and suggest a *Nervian* presence in early Roman Carlisle linked to military recruitment and local pottery production.

On a not so good front, the opening map *Fig.* 1.4 of the roads around Carlisle seems to be very conjectural and has taken no account of the extensive work carried out by David Ratledge nor common sense for the course of the Military Way RR86 and the straight through alignment of RR7.

Download it now and enter the discussion - conclusions presented may differ from previous ones. I await your comments.

## *Also in Carlisle - Hadrian's Wall Networking day*

The Patterson Suite, Carlisle Racecourse, Durdar Rd, Carlisle, CA2 4TS. Saturday 29th March 2025. 10am - 4.30pm

This is a great opportunity to come along and discover more about current and future projects across the Hadrian's Wall World Heritage Site. There will be plenty of time to network with people from a wide number of organisations and community groups involved in the management of Hadrian's Wall.

Light refreshments and lunch will be provided. Places are on a first come first served basis. Final programme to be circulated shortly.

This year, whilst encouraging car sharing, we are also providing a complimentary bus shuttle service between Carlisle Railway Station and the venue, thanks to our friends who operate the Border Rambler bus service. Please highlight on your booking form if you'd like to use this service!

To book your FREE place for the event, please click here. Confirmation and automated reminder emails won't be sent out (as the organisers no longer use Eventbrite to manage bookings) but they will be in touch again with more information before the event. So, if you book a place but haven't heard by Friday 7th March then please drop an email to: Kerry.shaw@newcastle.ac.uk.

We look forward to seeing you there

## The Hugh Toller Dissertation Prize

This year our Association is launching an annual prize for the best Undergraduate or Masters dissertation (or research project) on the subject of Roman roads, transport and communications. We welcome submissions relating to any region of the Roman Empire and are open to a wide range of approaches (fieldwork, landscape archaeology, documentary research, theoretical approaches, material culture studies, experimental archaeology etc).

Dissertations should be submitted by 1 August 2025. The winning dissertation will be chosen by a panel of judges and the winner will receive a prize with a value of £100 and a year's free membership of the Association. They will be expected to submit a revised version of their winning work for publication in the Association's journal *Itinera*.

If you are interested in learning more about our journal or prize, please contact the *Itinera* Editor: rob.i.entwistle@gmail.com

## Roman Croydon

Here's a warming Christmas story from Matt Sparkes:

In the run-up to Christmas I received a parcel through the post, and having no idea what it was I assumed it was a Christmas present that a relative had purchased online and sent directly to my address. On Christmas morning that parcel was the very first present that I opened, and imagine my surprise when it turned out to be the new volume of Surrey Archaeological Collections, directly from the printers with my paper on Roman Croydon inside.

I presume in his other presents there were some more traditional gifts as well, everyone needs new socks in winter. In the spirit of Christmas sharing, the paper is online here.

## Itinera Spare Copies

If anyone has finished with their physical copies of *Itinera*, there's now a recycling scheme in place to forward them on to new homes. Please get in touch with Chris, if you have an unwanted volume 1. New copies of volumes 2, 3 and 4 are still available from Chris.

## Internet Nippets

Thanks to Jo Heron for spotting these references on the internet, presumably whilst supposed to be doing something else. Here's a story about spotting rocks in Switzerland and what it can lead to: On the trail of the Legions

Teffont Archaology have been busy at Combe Bissett and in the Chalke Valley. Read about their findings here. I'm not wholly convinced by the captions on the pictures. I think caption one should read more like: "Look, my find is better than your find". To which she is replying, "If I can ever get back out of this stupid squat they suggested for the photo, I'm going to take this sit mat and stick it somewhere."

Caption two is easy: "Right, lad, you're wanting to do archaeology at uni? Crack on with drawing that ditch then."

And here is information about an AHRC-funded project studying the last Roman hoards to be dropped in Britain

And from the font that is David Brear; You'll know about the suspected Imperial bath house at Carlisle, it's been in the news and on the archaeology TV programes. Work is still continuing and

the road alongside the bath house is being further uncovered. What the purpose of this was and where it ran to and from is an open debate. Recent news has been posted here.

Walk an ancient road in Northern *Norium*: A straightforward methodology for analysing intra- and inter-regional connectivity systems along Roman Frontier Zones (c. 1st—5th century AD). Link at https://www.sciencedirect.com/science/article/pii/S030544032400219X

Still abroad; Analysing Roman itineraries using GIS tooling: the case of the road XIX (mansions from *Tude* to *Luco Augusti*). https://link.springer.com/article/10.1007/s12520-025-02175-w

Richard Judd has passed details that the Roman Finds Group Spring 2025 Conference is being held in association with the University of Durham on Saturday 5th and Sunday 6th April, at the Department of Archaeology, Durham University. The theme is '*New Research on Roman Finds at the University of Durham and New Finds from the Region*' with talks from a range of speakers from Durham and the North.

The programme and booking information is at - https://romanfindsgroup.org.uk/event/rfg-spring-conference-2025-durham-university/. The cost for non-members in person attendance includes a free one year membership to RFG. Attendees must book via the website and the full programme and Zoom link for online attendance will be sent closer to the conference date.

## *And to close with something completely different;*

