

ARHEOLOOGILISED
VÄLITÖÖD
EESTIS

ARCHAEOLOGICAL
FIELD WORKS
IN ESTONIA

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Esikaas: rihmajagaja Harjumaalt Harmi kalmest
Cover: strap-divider from Harmi grave in Harjumaa

Tagakaas: kaelavõru fragment Harjumaalt Harmi kalmest
Back cover: fragment of neck-ring from Harmi grave in Harjumaa

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THE TRACKWAY OF KATA HEINASSOO

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In spring 1999 the amateur archaeologist Arne Kivistik discovered in the peat layers of the walls of the drainage trench traversing Kata Heinassoo the traces of a still unknown log trackway. The C^{14} analysis of the timber sample taken from the beam remains was dated to 1775 ± 46 BP, calibrated 3rd-4th centuries AD (Tln-2403). Since it had not been possible yet in Estonia to study trackways of the early 1st millennium, and the remains of the monument were in danger of falling off the steep walls of the drainage trench, small scale trial excavations with rescue purpose were carried out on the site in September of the same year.

The trackway lies 25 km SSE from Tallinn, in Kose parish, about 1 km SSW from the Vanatammi farm in the Kata village. Between higher agricultural settlement centres of Tuhala, Oru and Saula lies a small mire of Heinassoo, with the diameter of about 1 km, on the banks of the Tuhala stream (Fig.). The peat layer, only 0.2-0.3 m thick in the northern part of the mire, becomes considerably thicker in the southern part, at the Ojaniidi wells watering the Heinassoo mire. The area that was hardly passable in the old days, has become a relatively dry grassland overgrown with shrubs after the dredging of the Tuhala stream in 1995, and the trenching of the mire.

At the depth of about 50-70 cm the traces of the NW-SE oriented trackway came to light. The log pavement was in a dark, well-decayed peat layer, which lay under the less decayed layer containing numerous timber remains. As with the other Estonian trackways investigated, the log pavement consisted of relatively poorly preserved trunks of birch and coniferous trees, 11-18 cm in diameter, set transversely to the direction of the trackway (Photo). Sporadically, traces of chopping with axe at an angle of 45° were preserved on the trunk ends. The pavement contained also poles with a diameter of 4-8 cm. The logs of the trackway were damaged, the longest preserved log was 2.5 m. Quite likely the trackway could have been 2.8-3 m wide. The pavement consisted of a single layer of logs. Underneath, no supporting laths were found to carry the weight of the log pavement. Only sticks with the diameter of 3-6 cm had been thrown down in a disorderly fashion before paving the trackway. Some of the sticks had retained the traces of chopping with axe. The trackway traversing the southern corner of the mire, narrower but with a thicker peat layer, and thus less passable in the old days, at Ojaniidi wells, could have been originally about 600 m long.

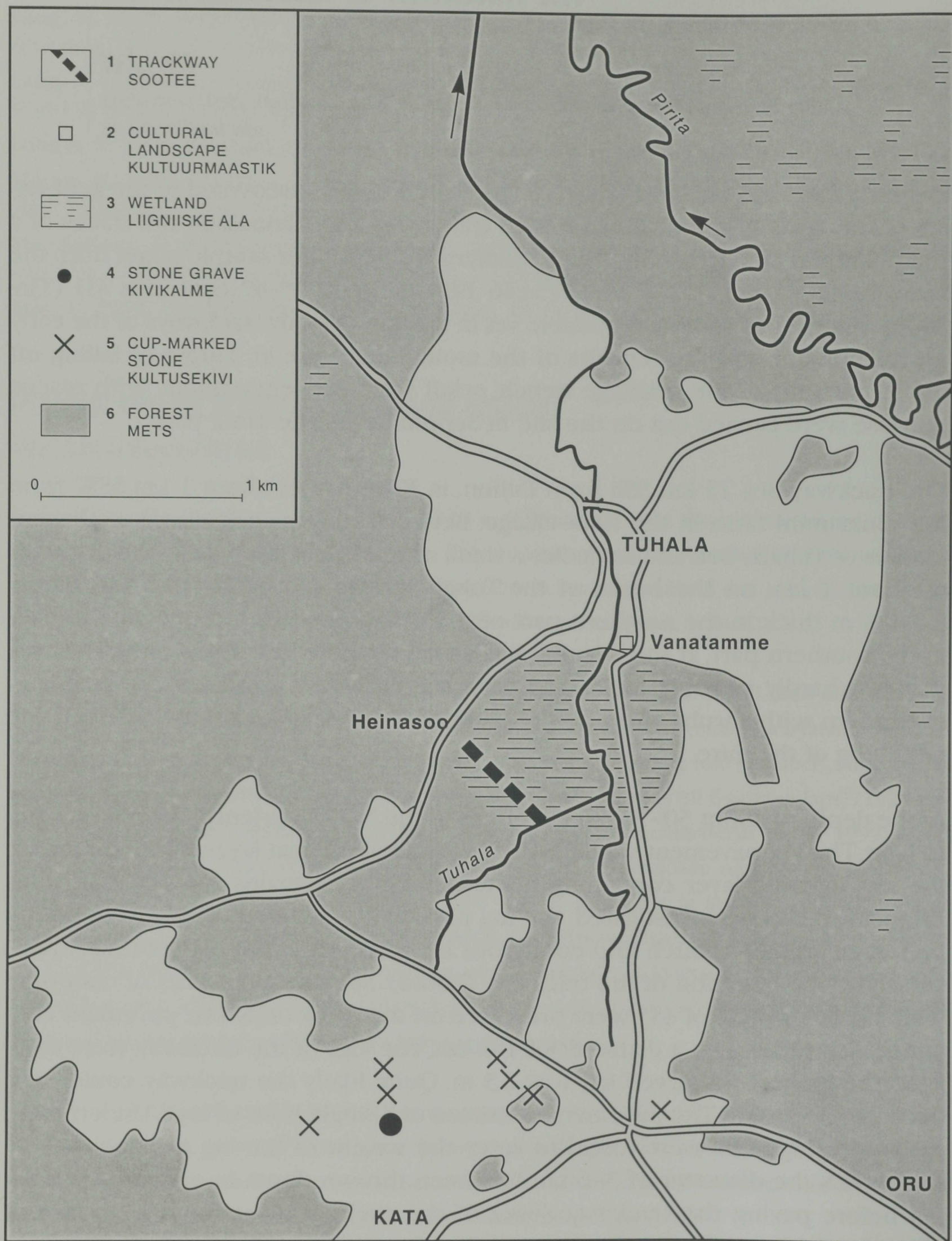


Fig. The location of the trackway of Kata Heinassoo.
Joon. Kata Heinassoo sootee.



Photo. The remains of the trackway.

Foto. Väljapuhastatud sootee jäänused.

Comparing the construction of the trackway of Kata Heinassoo with the other trackways investigated in Estonia, we can observe several common traits. Thus it is interesting to note that several of the construction methods of the medieval trackways date back as far as the Roman Iron Age.

It is difficult to determine the original purpose of the trackway of Kata Heinassoo. The small patch of a mire could hardly have been used itself as a shelter. The purpose would have been, more likely, to reach a shelter in the extensive forest and bog areas between Tuhala and Nabala. At the same time the trackway could be used as a shortcut between Tuhala, Oru and Saula settlement centres.

As we know, most of the investigated trackways of Estonia date from the Middle Ages, only the trackway of Mustamäe was used at the end of the prehistoric period already, i.e. in the 12th-13th centuries (Lavi 1998a, 65-92; Lavi 1998b, 143-155). Thus the trackway of Kata Heinassoo, dated to the Roman Iron Age, is the oldest of the investigated Estonian trackways. It is of interest to note that in the Germanic areas and on the British Isles, trackways dating from the Bronze Age and

even from the Stone Age have been discovered (Coles & Orme 1980, 25; Raftery 1990, 11). The recent discoveries in Estonia of older trackways might indicate that here the tradition of building trackways might be more ancient than presumed.

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KATA HEINASSOO MUISTNE SOOTEE

Ain LAVI

1999. aasta kevadel avastas muinsuskaitseinspektor Arne Kivistik Harjumaal Kata küla lähedal Heinassoo magistraalkraavi seinas vana palktee jäänuseid. Umbes kilomeetrise läbimõõduga Heinassoo jääb Tallinnast 25 km lõuna-kagusse, Tuhala, Oru ja Saula maaviljeluslike asustuskeskuste vahele (joon.). Sama aasta sügisel toimus leiukohal proovikaevamine, mille eesmärgiks oli sootee ehituse uurimine ja tema vanuse määramine. Ühtlasi taheti tõkestada säilinud teejäänuste varisemist kraavikalda kindlustamisega. Uurimine näitas, et loode-kagusuunalist palksillutist katab 50–70 cm paksune turbakiht. Tee oli ehitatud keskeltläbi 10–20 cm läbimõõduga männi- ja kasetüvedest ning mõnevõrra peenematest roigastest nii, et need olid laotud teesihiga ristisuunas (vt. foto). Mõne teepalgi otsal oli säilinud 45° all kirvega raiumise jälgi. Enne palkide paigaldamist oli nende alla loobitud korratult oksti ja peenemaid roikaid. Ligemale 600 m pikkuselt ja 2,8–3 m laiuselt ühekihiliselt mahalaotud tee läbib Heinassoo lõunapoolsemat kitsamat soppi. Väike Heinassoo ei saanud pakkuda erilisi varjumisvõimalusi. Võimalik, et ohu korral pääses sootee kaudu Tuhala ja Nabala vahel asuvale ulatuslikule metsade- ning sooderohkele alale, kus võis leida sobivaid pelgupaiku. Sama palkteed võidi kasutada ka Tuhala, Oru ja Saula asustuskeskusi ühendava otseteena. Heinassoo palktee dateerimiseks võeti puiduproov ühest teepalgist, mille C¹⁴ analüüs andis ehituse vanuseks 1775±46 aastat, mis kalibreeritult langeb ajavahemikku 3.–4. sajand. Kuigi ehitusviisilt on Kata Heinassoo tee üsna sarnane varem uuritud keskaegsete sooteedega, osutab selle vanus Eestis teadaolevaist kõige vanemale, rooma rauaajast pärinevale palkteele.