

MEGAPROJECTS AND ARCHAEOLOGY PUBLICATIONS

Extensive Rescue Excavations in the Light of Publications (1997–2012)

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The changes in legislation during 2010, later the flood of governmental and ministerial decrees, which was almost impossible to follow, brought an undeniable turn to, and induced fundamental changes in the established system of Hungarian archaeological heritage protection. Therefore, I believe, the field is worth revisiting and assessing with the help of its publications, a specific but all the more important manifestation. The justifiability of my choice may be supported by the fact that these publications are kept in public collections and libraries that are available to the “average” interested reader too who is not necessarily a connoisseur of the field, and through these books the public can understand and appreciate our profession.

I think Hungarian archaeology has never been characterized by retiring to its ivory tower. Thus, when following the political change, the end of the Socialist system, large-scale archaeological excavations started – although they were not supported with clear regulations until 1997 and 2001 – the genre in compliance with the challenges of scientific books was soon born and reborn. Although the publications naturally addressed a multilayered target group of readers, they did not necessarily reach the whole spectrum, that is 1) investors; 2) the layer of wider public interested in this kind of scholarly literature; 3) archaeologists in Hungary and 4) abroad. The publications introduced here genuinely show the serious intentions of the publisher and that of the professionals who resolved to communicate. At the same time, the size of the sum earmarked for this purpose also determined the quality of the volume. Considering all the above I can say that from simpler B5 format „educational” type booklets to bulky monographs a great variety of publications have been created.

Firstly, I have to state that I sense a painful lack concerning the work pursued between 1991–2004 on the trail of the M1 motorway section avoiding Győr and leading to the Austrian border. This was, beyond doubt, the first large-scale work in the beginning of the period under examination. It was characterized by natural teething troubles, since the participants were not following a trodden path, they were pioneers. Thus this heroic series of work did not yield a result that could be grasped and published in a book, neither did the rescue excavations of the “giga shopping complex” taking shape around the junction of Route 83 joining to it. Apart from some studies (such as those by András Figler †, Ildikó Egry, András Grynaeus, Eszter Szőnyi †, Miklós Takács, Károly Tankó, Péter Tomka, Andrea Vaday) I only know of a mass of unrestored finds, their repeated moves, crammed storages, unfinished field documentations and unpublished manuscripts. Therefore, from this January on, the personnel of the Museum of Győr recently named after Flóris Rómer, and the staff of the Hanság Museum in Mosonmagyaróvár will have quite a lot to do, provided, of course, that they and their maintaining authorities agree.

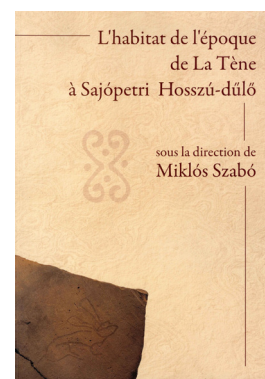
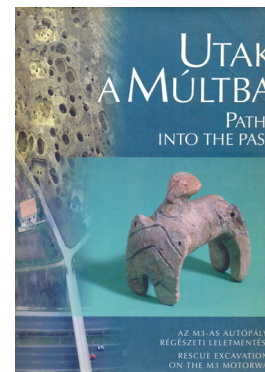
The *Paths into the Past* exhibition and its catalogue published jointly by the Hungarian National Museum and the Archaeological Institute of Eötvös Loránd University in 1997 set the standard on a European scale, and also set an example worth following.¹ The research pursued in four counties, (Heves, Borsod-Abaúj-

¹ Raczky, Pál – Kovács, Tibor – Anders, Alexandra (eds): *Utak a múltba. Az M3-as autópálya régészeti leletmentései / Paths into the Past. Rescue excavations on the M3 motorway* (Budapest: Magyar Nemzeti Múzeum – Eötvös Loránd Tudományegyetem Régészettudományi Intézet, 1997).

Zemplén, Hajdú-Bihar, and Szabolcs-Szatmár-Bereg) is summarised in a 200-page-long paperback book with a distinctive format, printed in colour. The investigation of 150 archaeological sites was conducted along the 175-km-long motorway from 1992 to 1997. The volume is the bilingual (Hungarian and English, arranged in two columns) catalogue of the exhibition organized from the finds unearthed at those 21 sites that were considered the most significant. Its satellite images, digital relief maps and colour reconstruction drawings yield a novelty. A brief introduction into the natural sciences applied – geophysical survey, geoinformatics, dendrochronology, examination of bone and antler tools – is followed by the actual catalogue part. All these qualities make the book worthy of its extraordinary popularity in Hungary and abroad, and it can be very well used at every level of education as well.

Thanks to Andrea Vaday and her colleagues, another genre was soon born: the monograph written primarily for the representatives of the profession, describing a site of a megaproject that is *A Neolithic, Bronze Age, Sarmatian and Avar site*.² The 367 pages of text of the serious and exemplary book with a modest printing quality are completed with 18 maps and more than one hundred tables including drawings and photographs. The orientation of foreign professionals is aided by an English summary on pages 351–367. The *Sajópetri* and *Ludas* monographs by Miklós Szabó and his colleagues are also connected to this motorway construction.³ The books were published in French at L'Harmattan Publishing House in 2010 and 2012. Both titles will most probably play a role definitive for decades even beyond the research of the settlements and cemeteries of the Eastern Celts.

Only one exhibition catalogue is available on the archaeological work on the trail of M9 motorway in Tolna County (ca. 200 000 m², 1999–2002). It is a B5 format book of 86 pages, with a colourful cover and 38 colour tables, but only one section of it (pp. 11–38) is concerned with our topic.⁴ Sadly, it does not include a general map of the archaeological sites, and it does not contain aerial photographs or a foreign-language abstract either. It is a popular educational



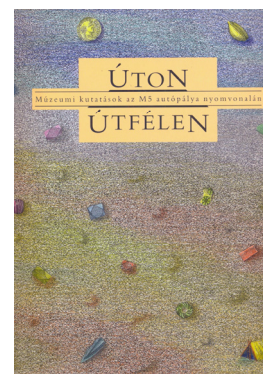
² Vaday, Andrea et al.: *Kompolt-Kistér. Újkőkori, bronzkori, szarmata és avar lelőhely. Leletmentő ásatás az M3-as autópálya nyomvonalán / A Neolithic, Bronze Age, Sarmatian and Avar site. Rescue Excavation at the M3 Motorway* (Eger: Heves Megyei Múzeumi Szervezet, 1999).

³ Szabó, Miklós (ed.): *L'habitat de l'époque de La Tène à Sajópetri Hosszú-dűlő* (Budapest: L'Harmattan, 2007); Szabó, Miklós (ed.): *La nécropole celtique à Ludas – Varjú-dűlő* (Budapest: L'Harmattan, 2012).

⁴ Gaál, Attila (ed.): *Tolna megye évszázadai a régészet tükrében. Válogatás az elmúlt tíz év ásatási anyagából. Időszaki régészeti kiállítás a szekszárdi Wosinsky Mór Megyei Múzeumban 1999. május 18. – 2002. szeptember 30.* [Tolna County through the centuries from the archaeological perspective. A selection from the excavation finds of the past ten years. Temporary archaeological exhibition in the Wosinsky Mór County Museum in Szekszárd] (Szekszárd: Wosinsky Mór Megyei Múzeum, 2001).

publication, archaeologists can find novelties almost only in its drawings and photographic material. Neither the museum of Tolna or Fejér, nor that of Baranya County has published any significant material on the rescue excavations along the trail of the adjoining M6 motorway. Only brief articles and professional reports have been published with visual material, and reports in the Annuals of KÖSZ / MNM NÖK are available for the interested reader.⁵

The catalogue of the *On the Road!* exhibition is a 284-page-long, full-colour paperback.⁶ Although it does not have an English title, every study in it is followed by an English summary. The book offers a survey of the finds unearthed at the 42 sites expanding over 300 000 m² excavated along the 48-km-long trail in the periods between 1992–1994 and 1998–2000. The description of the vast and unavoidable work of restoration is a noteworthy innovation. The chapter on food remains (Ferenc Gyulai) and the one on geoarchaeological research (Pál Sümegi and his colleagues) provide information about exciting findings. It is unprecedented that the present condition of the natural environment surrounding the trail was recorded before the beginning of the construction. The documentation and collection of ethnographic material was likewise a unique enterprise. By this volume the reader is given opportunity to get insight into the secrets of the explosive ordnance disposal squad and motorway engineers working on the project, even to learn about the people operating the motorway. The book further improves the virtues of the above described M3 catalogue, and enhances them with awareness and social sensitivity. The connected monograph on the Cuman leader of Csengele is a tribute to the quick and thorough processing work of Ferenc Horváth.⁷ About the motorway section running through Bács-Kiskun County only a few popularizing writings by Ágnes Somogyvári are at the disposal of the interested reader.⁸



⁵ Ódor, János Gábor: Beszámoló az M6 autópálya Tolna megyei szakaszán végzett megelőző feltárásokról [Report on the rescue excavations on the M6 motorway in Tolna County]. *Magyar Múzeumok* 13 (2007)/1, 18–20; Nagy, Erzsébet: Az M6 – M60 gyorsforgalmi út Baranya megyei szakasza (2005–2006) [The M6 – M60 freeway in Baranya County]. *Magyar Múzeumok* 13 (2007)/1, 21–24; Kutatási beszámolók / Reports. In: *Évkönyv és jelentés a Kulturális Örökségvédelmi Szakszolgálat 2008 évi feltárásairól / Field Service for Cultural Heritage 2008 yearbook and review of archaeological investigations*, ed. Kvassay, Judit (Budapest: Kulturális Örökségvédelmi Szakszolgálat, 2010), 17–24; Kutatási beszámolók / Reports. In: *Évkönyv és jelentés a Kulturális Örökségvédelmi Szakszolgálat 2009 évi feltárásairól / Field Service for Cultural Heritage 2009 yearbook and review of archaeological investigations*, ed. Kvassay, Judit (Budapest: Magyar Nemzeti Múzeum Nemzeti Örökségvédelmi Központ, 2012), 14–22.

⁶ Szalontai, Csaba (ed.): *Úton – útfélen. Múzeumi kutatások az M5 autópálya nyomvonalán* [On the Road!: Museum research along the intended route of the M5 motorway] (Szeged: Móra Ferenc Múzeum, 2003).

⁷ Horváth, Ferenc: *A csengelei kunok ura és népe* [The ruler and people of the Cumans of Csengele] (Budapest: Archaeolingua, 2001).

⁸ e.g. Somogyvári, Ágnes: Nagyberuházások és régészet Bács-Kiskun megyében (M5) [Megaprojects and archaeology in Bács-Kiskun County (M5)]. *Magyar Múzeumok* 13 (2007)/1, 14–17.

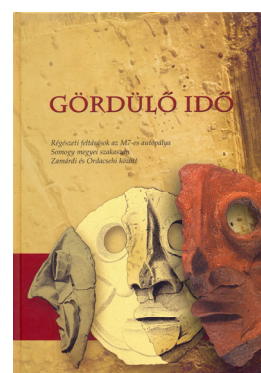
Several titles have been published on the rescue excavation carried out on the Somogy County section of the M7 motorway.⁹ These give an account of the excavation of 18 sites extending over 550 000 m² on a 45-km-long section unearthed between 1999 and 2003. The paperbacks are illustrated with black and white photos. The fourth volume published in 2007 also includes a report on the archaeological activity on 356 230 m² conducted on Route 67. It has three colour appendices as well, among them those depicting the Hun age bronze cauldron of Balatonlelle-Rádpusztá. It is sensible to mention here the volume *Rolling Time*, published jointly by the Directorate of Somogy County Museums and the Archaeological Institute of the Hungarian Academy of Sciences, although chronologically it should follow later, since it was published only in 2007.¹⁰ The 348-page-long, hardcover, aesthetic, high quality and colourful book does have an English title, but sadly there are no English abstracts in it. We can read about the densest section here, with 13 sites on 500 000 m². The high number of satellite images is by all means a novelty, as is the documentation of the fluctuation in the water level of Balaton, that is, the changes in its expanse over the centuries. The latter is the work of the Szeged school of Pál Sümegei. The book can be regarded as an improved version of the earlier catalogues of excavations along the M3 and M5 motorways, without foreign-language summaries. The book by Tünde Horváth and her colleagues on the prehistoric settlement details at *Balatonőszöd-Temetői dűlő* was published in 2012 by the Archaeological Institute of the Research Centre for the Humanities at the Hungarian Academy of Sciences. The complex, Hungarian-language monograph on 834 pages is only available on the internet yet.¹¹ Besides Tünde Horváth's hard work, the discovery of a fragment of a clay masque that counts as a sensational find even in the context of European prehistory, might have contributed to the publication.

The monographic processing of road constructions in Vas County, and those concerning megaprojects in county seats and their immediate surroundings between 1997–2002 were written by the author of these

⁹ Published as a series: *Az M7-es autópálya Somogy megyei szakaszának megelőző régészeti feltárásai (I–IV)*. [Rescue excavations on the M7 motorway in Somogy County] First published in *Somogy megyei Múzeumok Közleményei* 14 (2000), 15 (2002), 16 (2004) and 17 (2006) edited by Szilvia Honti, later in 2007 Vol. I–III. were published in one volume. Honti, Szilvia et al. (eds): *Gördülő idő. Régészeti feltárások az M7-es autópálya Somogy megyei szakaszán Zamárdi és Ordacsehi között* / *Rolling Time. Excavations on the M7 Motorway in County Somogy between Zamárdi and Ordacsehi* (Budapest: Somogy Megyei Múzeumok Igazgatósága – MTA Régészeti Intézete, 2007).

¹⁰ Belényesi, Károly – Honti, Szilvia – Kiss, Viktória (eds): *Gördülő idő. Régészeti feltárások az M7-es autópálya Somogy megyei szakaszán Zamárdi és Ordacsehi között*. / *Rolling Time. Excavations on the M7 Motorway in County Somogy between Zamárdi and Ordacsehi* (Budapest: Somogy Megyei Múzeumok Igazgatósága – MTA Régészeti Intézete, 2007).

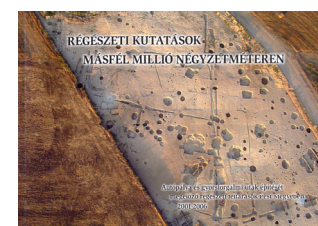
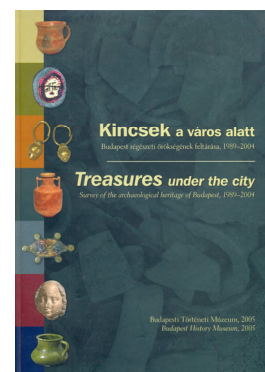
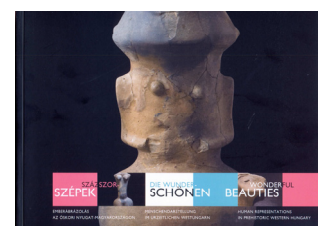
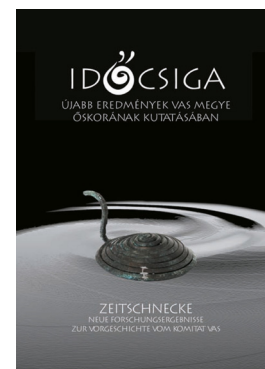
¹¹ Horváth, Tünde: *Balatonőszöd-Temetői dűlő őskori településrészei* [Prehistoric settlement details at Balatonőszöd-Temetői dűlő] (Budapest: MTA BTK Régészeti Intézet, 2012) <http://real.mtak.hu/2959>



lines with the title *Outline of the Pre-historic settlement of Szombathely*.¹² The 277-page-long paperback includes several tables with drawings, colour aerial-, field-, and object photos, together with 5 folded appendices. A travelling exhibition of the county provided the opportunity for a book published likewise in Szombathely in 2011, edited by Csilla Farkas, on the finds related to megaprojects in other areas of the county.¹³ In the 258-page-long paperback “minor monograph” the material of each site includes colour illustrations, bilingual abstracts and several shorter scientific summaries (e.g. environmental history, anthropology, archaeozoology, processing of stone tools). Its greatest innovation is the publication of radiocarbon data. Here I have to mention the material of the travelling exhibition assembled from the special find material (idols) of the megaprojects of three counties, Győr-Moson-Sopron, Vas and Zala, and its full colour, three-language (Hungarian, German and English) catalogue.¹⁴

The book related to an exhibition of the Budapest History Museum with the title *Treasures under the city* was published in 2005.¹⁵ It is a full colour, aesthetic, very high quality book of 208 pages with a hard cover. The Hungarian and English texts are arranged in two columns, from this aspect of form the book is the only successor of the M3 volume of 1997. Its structure is thematic, it lists the results of rescue excavations connected to road constructions, industrial and public investments and residential parks, as well as historic city centres and monasteries. The volume lacks in chapters disclosing multidisciplinary and scientific results – that are almost compulsory elements in similar books –, but touches upon the questions of restoration and the conservation of ruins.

The volume with the title *Régészeti kutatások másfél millió négyzetméteren* (Archaeological research on 1.5 million square metres) lists the findings of 37 km, 47 sites on more than 1 million m², presenting the south-eastern section of the M0 motorway and the section of



¹² Ilon, Gábor: *Szombathely őskori településtörténetének vázlata. Avagy a római kor előtt is volt élet / Outline of the Pre-historic settlement of Szombathely, or Life Before the Roman Age* (Szombathely: Vas Megyei Múzeumok Igazgatósága, 2004).

¹³ Farkas, Csilla (ed.): *Időcsiga. Újabb eredmények Vas megye őskorának kutatásában. Kiállítási katalógus / Zeitschnecke. Neue Forschungsergebnisse zur Vorgeschichte vom Komitat Vas. Ausstellungskatalog. Őskorunk 3.* (Szombathely: Vas Megyei Múzeumok Igazgatósága, 2011).

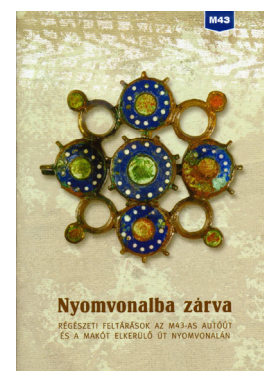
¹⁴ Ilon, Gábor (ed.): *Százszorszépek. Emberábrázolás az őskori Nyugat-Magyarországon / Die Wunderschönen. Menschendarstellung im urzeitlichen Westungarn / Wonderful Beauties. Human Representations in Prehistoric Western Hungary* (Szombathely: Vas Megyei Múzeumok Igazgatósága, 2007).

¹⁵ Zsidi, Paula (ed.): *Kincsek a város alatt. Budapest régészeti örökségének feltárása, 1989–2004 / Treasures under the city. Survey of the archaeological heritage of Budapest, 1989–2004* (Budapest: Budapesti Történeti Múzeum, 2005).

Route 4 avoiding Vecsés and Üllő.¹⁶ The 111-page-long paperback does not contain foreign-language abstracts. It includes the established “compulsory” elements (aerial photo, general map, detail drawings, colour finish). However, as a new and singular trait, it also introduces the reader to the register of features and finds, thus they can face the great challenge that processing archaeologists experience. Besides the works connected to motorways the illustrated *Képek a múltból. Az elmúlt évek ásatásaiból Pest megyében* (Pictures from the past. From the excavations of the past years in Pest County) presents outstanding megaprojects starting from the turn of the 1980s–1990s (industrial and logistic parks, residential parks, petrol stations, etc.). The book was not primarily meant for archaeologists, it is a very good looking, large size, hardcover, full colour publication of the selected material of 49 sites on 119 pages.¹⁷

Régészeti feltárások az M7 – M70 autópálya Zala megyei nyomvonalán (Archaeological excavations on the M7 – M70 motorway in Zala County) contains short reports on 58 sites covering 549 799 m², with the presentation of the most spectacular finds.¹⁸ The paperback is obviously full colour, 88 pages long with a landscape format. It is of great importance that the full book is available on the web page of the Gőcsej Museum. It dedicates a page to the work of the Digital Processing Group of the project, equipped with geoinformatic instruments, GPS, etc., thus this field is presented in the publications for the first time. It is another good and useful idea that it includes a bibliography listing the literature published from the time of the excavations to the date of its publication.

Although the dimensions of the excavated area are the same as that of the works in Csongrád County (cf. *On the Road!*), the drastic narrowing of financial possibilities are clearly indicated by the substantial and colour, but only B5 format, 48-page-long paperback booklet with the title *Nyomvonalba zárva* (Enclosed by road trails).¹⁹



¹⁶ Tari, Edit et al.: *Régészeti kutatások másfél millió négyzetméteren. Autópálya és gyorsforgalmi utak építését megelőző régészeti feltárások Pest megyében 2001–2006* [Archaeological research on 1.5 million square metres. Rescue excavations prior to the construction of motorways and freeways in Pest County 2001–2006] Pest megyei Múzeumi Füzetek, Új sorozat 7. (Szentendre: Pest Megyei Múzeumok Igazgatósága, 2006).

¹⁷ Ottományi, Katalin (ed.): *Képek a múltból. Az elmúlt évek ásatásaiból Pest megyében* [Pictures from the past. From the excavations of the past years in Pest County] (Szentendre: Pest Megyei Múzeumok Igazgatósága, 2008).

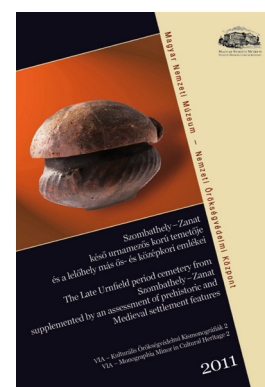
¹⁸ Horváth, László – Frankovics, Tibor (eds): *Régészeti feltárások az M7 – M70 autópálya Zala megyei nyomvonalán. Összefoglaló jelentés az 1999–2008 között végzett feltárásokról* [Archaeological excavations on the M7 – M70 motorway in Zala County. A comprehensive report on the excavations between 1999–2008] (Zalaegerszeg: Zala Megyei Múzeumok Igazgatósága, 2008).

¹⁹ Balogh, Csilla (ed.): *Nyomvonalba zárva. Régészeti feltárások az M43-as autópályán és a Makót elkerülő úton* [Locked in road trails. Archaeological excavations on the M43 main road and the road avoiding Makó] (Szeged: Móra Ferenc Múzeum, 2009).

In 2008–2009, work groups of the Móra Ferenc Museum and ELTE excavated and documented 30 archaeological sites on 299 582 m² with the coordination of the Field Service for Cultural Heritage. As a novel feature, apart from the environmental history, it presents geophysical prospecting (with metal detectors) as well, but the absence of a general map leaves us with a sense of lack.

Évkönyv és jelentés 2008. and 2009. (Annual and report 2008 and 2009), the publications of the Field Service for Cultural Heritage were edited by Judit Kvassay. The hardcover, 360- and 556-page-long volumes with colour illustrations are assemblages of brief excavation reports and longer studies, following the structure of the series of *Régészeti kutatások Magyarországon* (Archaeological research in Hungary), or, for instance, that of *Fundberichte aus Österreich*. The FSCH, now National Heritage Protection Centre at the Hungarian National Museum started a series of hardcover, colour, bilingual (Hungarian and English) monographs, *VIA Monographiae minor*, publishing the processing of archaeological finds in depth, together with the basic data. Two volumes of the series have been published so far.²⁰ The most remarkable part of the first volume is the publication of the results of petrographic analyses. The other one is characterised by the wide scope of interdisciplinary and multidisciplinary research.

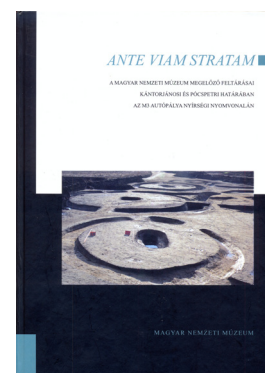
The fifteen-year-long series is closed by the title *ANTE VIAM STRATAM. A Magyar Nemzeti Múzeum megelőző feltárásai Kántorjánosi és Pócspetri határában az M3 autópálya nyírségi nyomvonalán* (ANTE VIAM STRATAM. Rescue excavations of the Hungarian National Museum at the border of Kántorjánosi with Pócspetri on the M3 motorway in Nyírség), launched in April 2013.²¹ The Hungarian-language book with English abstracts is 552 pages long with a hard cover.



²⁰ Kvassay, Judit (ed.): *Település- és temetőfeltárás Dunaszentgyörgy határában / Settlement and cemetery excavations at the borders of Dunaszentgyörgy*. VIA – Kulturális örökségvédelmi kismonográfiák 1. / VIA – Monographia minor in cultural heritage 1 (Budapest: Kulturális Örökségvédelmi Szakszolgálat, 2009); Ilon, Gábor–Sümegei, Pál–Tóth, Gábor et al.: *Szombathely–Zanat késő urnamezős korú temetője és a lelőhely más ős- és középkori emlékei. Természettudományos vizsgálatokkal kiegészített anyagközlés / The Late Urnfield period cemetery from Szombathely–Zanat supplemented by an assessment of Prehistoric and Medieval settlement features and interdisciplinary analyses*. VIA – Kulturális örökségvédelmi kismonográfiák / VIA – Monographia minor in cultural heritage 2 (Budapest: Magyar Nemzeti Múzeum – Nemzeti Örökségvédelmi Központ / Hungarian National Museum – National Cultural Heritage Protection Centre, 2011).

²¹ Szabó, Ádám – Masek, Zsófia (eds): *ANTE VIAM STRATAM. A Magyar Nemzeti Múzeum megelőző feltárásai Kántorjánosi és Pócspetri határában az M3 autópálya nyírségi nyomvonalán*. [ANTE VIAM STRATAM. Rescue excavations of the Hungarian National Museum at the border of Kántorjánosi with Pócspetri on the M3 motorway in Nyírség] (Budapest: Magyar Nemzeti Múzeum, 2013).

After all the above I can only note with a feeling of shock, sorrow and despair that “thanks to” the planned methods of archaeological site capping – which I do hope will never be implemented anywhere – we would be deprived of publications of the aforementioned sort both in Hungary and abroad, and we would have to do without an immeasurable amount of information, without knowledge and learning about the past. However, without these the present will be impossible to be imbued with and the future to understand.²²



²² I learned the basic data for a part of the article from a study by Pál Raczky. Raczky, Pál: Az autópálya-régészet helyzete Magyarországon. Módszerek és tapasztalatok az 1990 és 2007 közötti munkálatok alapján [The facts of motorway-archaeology in Hungary. Methods and experiences on the basis of the work done between 1990 and 2007]. *Archaeológiai Értesítő* 132 (2007), 5–36.