

NYCC HER	
SNY	19223
ENY	6453
CNY	
Parish	8049
Rec'd	? 1997



ARCHAEOLOGICAL
SERVICES
WYAS

**Foxcliffe Quarry
Byram-cum-Sutton, Brotherton
North Yorkshire**

Desk-based Assessment

October 1997

CLIENT

Darrington Quarries Limited

© WYAS 1997

Archaeological Services WYAS
14 St John's North, Wakefield WF1 3QA

WYAS R519 6 October 1997

***Foxcliffe Quarry,
Byram-cum-Sutton,
Brotherton, North Yorkshire***

Desk-based Assessment

Contents

1. Introduction
2. Methodology
3. Sources
4. Location, Topography and Geology
5. General Historical Background
6. Presentation of the Data
7. Catalogue
8. Discussion
9. Effects of proposed development
10. Recommendations

Acknowledgements

Figures

Bibliography

Cartographic Sources

1. Introduction

- 1.1 This study was carried out on behalf of Mr David Harper of Darrington Quarries Ltd. The aim of the study was to undertake an archaeological assessment of the corridor of a proposed new access route to a Foxcliffe Quarry, Byram-cum-Sutton, North Yorkshire, centred at NGR SE 485266.
- 1.2 The assessment involved a consideration of known and potential archaeological sites, their extent, forms, degrees of preservation and susceptibility to the development area. This was achieved through the collation of information held by the North Yorkshire Sites and Monuments Record (SMR) Office, West Yorkshire Archive Service (Wakefield), the Yorkshire Archaeological Society, Leeds City Archives, Wakefield City Local History Library, John Goodchild Private Collection, Wakefield. Where material has been used from the North Yorkshire SMR their SMR number has been used. Ordnance Survey plans have also been consulted. Details of other sources consulted are provided with the catalogue entries (section 7), and the Bibliography.
- 1.3 Information relating to known and potential archaeological sites is presented in catalogue form accompanied with an enlargement of the 1:2,500 scale location map. In order to place the proposed development site within the historical and archaeological context of the area it was necessary to form a synopsis of early occupation/activity within the general vicinity.

2. Methodology

- 2.1 The proposed new haulage road largely follows an existing trackway, which is accessed from the east side of the A.162, which then skirts southwards around the edge of the 'Coppering Kilns' quarry; to run eastwards towards the new quarry site (Fig. 3). Because of the potential archaeological significance of the 'Coppering Kilns' quarry, the North Yorkshire SMR required an assessment of the proposed road corridor, extending to a maximum distance of c. 15m to either side of the road, although features beyond this would require consideration in order to provide a broader working context.
- 2.2 Information received from the North Yorkshire SMR Office and other sources was plotted onto a working base map in order that their nature, location and proximity to the proposed road development could be assessed (Fig. 3). The study has identified 13 sites which are listed in approximate north-south order.
- 2.2 A site 'walkover' was carried out on 30 September, 1997, in order to rapidly assess the status of the proposed development corridor. Features noted were added to the base map (Fig. 3).

3. Sources

- 3.1 The sources of archaeological information that might be consulted in a desk-based study of this nature have been itemised by the Institute of Field Archaeologists (1993).

3.2 *The sources in the Sites and Monuments Record*

Records contain information relating to archaeological sites and artefact find spots, relevant documentary sources and details of listed buildings of historical interest. Each of these is allocated a unique site code, which enables detailed information to be obtained from a computer database; including references to publications or early maps.

3.3 *Field and Place-names*

Field and place-names are important indicators of past activities in the landscape. Many of the larger settlements were first recorded in the Domesday accounts of 1086. Field-names in particular were originally given as descriptive names alluding to the natural landscape, the use it was put to, or its peculiarities. These only start to become commonly recorded in 13th century charters. Many of these early names survive to be recorded on estate maps, which can date from the 16th century, in Tithe surveys of the mid 19th century, and even on the first edition Ordnance Survey maps. The principal source for interpreting place-names for this desk-based study has been the *English Place-name Society* volumes for Yorkshire (Smith 1961).

3.4 *Historical Maps*

The main purpose of consulting historical maps is to locate potential archaeological sites, by gaining an insight into the lay-out of the past landscape; to correlate its spatial organisation with place-names and their possible meanings and the anomalies detected from aerial reconnaissance. The principal sources are old estate maps, the various antiquary maps, tithe surveys, First Edition Ordnance Survey and Enclosure maps. A list of all the maps consulted is provided at the end of the report.

3.5 *Journal and key works*

A number of local collections and period journals were searched for information pertaining to the area and its immediate environs.

3.6 *Geological Information*

All geological information has been taken from the 'Geological Survey of Great Britain (England and Wales)', (Ordnance Survey 1964) which maps solid with drift geology at a scale of 1 inch to 1 mile (1:63,360).

4. Location, Topography and Geology

- 4.1 The study area is located within an area of woodland, on the east side of the A.162, c. 1km north of the village of Brotherton, in the parish of Byram-cum-Sutton, North Yorkshire (Fig. 1).
- 4.2 Geographically, the study area is situated on a relatively flat plateau (c. 23m A.O.D.), above the valley of the river Aire, which follows a north-west to south-easterly course, flowing c. 1km to the south-west of the site. The area is predominantly rural in character, and was probably originally located within the curtilage of the medieval Byram Park, centred upon Byram Hall, which is located c. 1km to the east-south-east.
- 4.3 The solid geology of the valley flank here is represented by a north-south trending surface outcrop of Permian Upper Magnesian Limestone, which is masked to the east by glacial deposits of sand, and sand & gravel (Geological Survey of England and Wales, 1962). The whole of the study area appeared to have been subjected to limestone quarrying, probably in the 19th century, so that those areas of woodland which appeared to have been unaffected by quarrying had, in fact, been reduced in level generally by amounts in excess of c. 1m.

5. General Historical Background

5.1 *Prehistoric/Romano-British Period*

Evidence for prehistoric activity within the immediate area is sparse. A group of cropmarks located c. 1.3km to the north-east of the site has been interpreted as representing a possible brickwork field system of late prehistoric? origin (NYSMR No. 9301); whilst another set of cropmarks located on the proposed quarrying site, c. 200m to the east of the site (NYSMR No. 9308) may be of prehistoric origin.

5.2 *The Medieval Period*

Byram Park probably originated as a deer park sometime prior to 1284, as a document of that date refers to the Dean of York stocking the park with deer from Galtres forest (NYSMR). The nearby villages of Brotherton and Burton Salmon probably have medieval origins.

5.3 *The Post-Medieval Period*

- 5.3.1 Byram Park and estate were clearly of some importance during this period, with Byram Hall being recorded as having 26 hearths in the Hearth Tax returns of 1672. The Ramsden family occupied Byram Hall from 1612 onwards, and its importance during the Civil War was demonstrated by its occupation by Parliamentary forces as their headquarters during the siege of Pontefract Castle. The house was rebuilt in a classical Georgian style by John

Carr in the 1770's; while the Park was landscaped by 'Capability' Brown in 1782.

5.3.2 Although the site was almost certainly within the Byram estate, the extent of the deer park within this period is not clear. It is possible that the park was at some point delineated on the west by the present A.162 road; the First Edition Ordnance Survey map describes the wall following the east side of the road as 'Old Wall' (possibly the present wall). If this did comprise the original 'park pale', then the subsequent industrial activity occurred within the confines of the original(?) park.

5.4 *Industrial History*

5.4.1 The first possible indication of industrial activity in the area is contained within an agreement for land enclosure, dated 1711, in which a field known as 'Dumplands' is listed (RA/B23(22)). According to Smith (1961), 'Dumpel' is Old English for a pit or hole. However, bearing in mind that the solid geology hereabouts comprises Permian Limestone, 'swallow' holes would occur naturally, hence the field name does not necessarily indicate evidence for the extractive industry.

5.4.2 Also in 1711, there was an agreement to lay out a new 'Bridestyle' way from Brotherton to Burton Salmon (RA/B23(vi)); this probably passed just to the north of the study area.

5.4.3 The First Edition OS map (Fig. 2) demonstrates that the area around Brotherton had by then (c. 1845) been extensively affected by extractive industry. Immediately to the north and east of the village, there were several large limestone quarries, and a great many limestone kilns. Additionally, the Aire-Calder Navigation had been effectively extended to the westernmost edge of Brotherton village by the construction of two short canal arms from the river Aire; the northernmost being 'Baxby's Canal', and the southernmost being 'Stanilands Canal'.

5.4.4 More specifically, by that time, the 'Coppering Kilns Quarry (Limestone)' is shown within the study area, with a 'Pump House' in the north-west corner; and a tramway ran southwards from the quarry, before curving round to the south-west, to run in tunnels beneath the Doncaster and Tadcaster Turnpike Trust Road (present A.162), the Pontefract to York Railway Line, and the present A.1 (T) road. Passing beneath Brotherton village, it then seems to have emerged at the 'Stanilands Canal' arm. Although no limekilns were shown within the quarry itself, a cluster of six were shown just to the south of the study area; while another group of 17 were positioned on the south side of 'Stanilands Canal' arm.

5.4.5 The Tithe map of 1847 (D.74, Byram-cum-Poole Tithe) shows the study area as being within plot 49, known as Quarry Close, in use as 'Arable & Quarry', and occupied by one William Wilks Smith. The Township boundary coincided with the southern edge of the study area. The Tithe map for the

Township of Brotherton (D.74, Brotherton Tithe) revealed that plots 413 to 417 inclusive, located immediately to the south of the study area, formed a series of narrow north-south strips. Plots 415, 416, and 417 are listed as 'Arable & Quarry', whilst 413 and 414 were in the occupation of 'George Staniland's Devisées'. Plot 414 was listed as Near Arling Rows (Quarry), and was almost certainly coincident with the position of the tramway shown on the First Edition Ordnance Survey plan. George Staniland (by then deceased?) may well have been in possession of the canal arm at the other end of the tramway, as it carried his surname on the First Edition OS plan.

- 5.4.6 The Post Office Directory of the West Riding of Yorkshire for 1857 (Kelly & Co., 1857) lists, under Brotherton, 'Limeburner/merchants/vessel owners: Staniland W & Co., the lime works'.
- 5.4.7 An estate plan dated 1867 (A M Sale, No 19, Series 1) shows that lot 39 comprised the northern half of the study area, described as '*a freehold field, limestone quarry, cottage, buildings & land adjoining the Ferrybridge Road. NB a right of way 10ft wide is reserved through this lot from the turnpike road near the Sawmill to lot 40*'. Lot 40, comprising the southern part of the study area, was described as '*Two freehold orchards and lands well stocked with valuable fruit trees. NB a right of way is reserved through this lot along the old line of tramway between the Dales Quarries & the River Aire*'. Lot 46, immediately to the south of the study area, is described as '*Lands & Plantations, a right of way is reserved through this lot along the old line of tramway from the Dales quarries to the reserved line of tramway leading to the river*'. The plan shows the 'Coppering Pits Quarry', with a Saw Mill being located on the site of the Pump House shown on the First Edition OS plan; and the 'Tramway 20ft wide reserved' as coinciding with the tramroad shown on the OS First Edition; and this was probably still in use at that time.
- 5.4.8 The OS 1907 plan at 1:2500 scale suggests that the 'Coppering Kilns' quarry had by then become disused, with the northern end having become flooded as a 'Fishpond', and the tramway which ran southwards from the quarry was no longer in existence, although a trackway followed the line of this feature to the south of the study area; extending northwards into the study area to follow the approximate course of the present trackway which is to be upgraded. The other quarries and related extractive infrastructure in the area of Brotherton, including the two old canal arms, were clearly also disused. From the appearance of this area within this OS plan, it is suggested that the study area may have been deliberately reintegrated within Byram Park, and there may be field evidence to confirm this suggestion (Catalogue No. 8). There do not appear to have subsequently been any significant changes within the study area since that date.

6. Presentation of the Data

- 6.1 Information relating to the known and potential archaeological sites in the study area is presented in catalogue form in Section 7 along with an

accompanying distribution plan (Fig. 3). The study has identified 13 sites and these are listed in approximate north-south order.

- 6.2 Gazetteer entries for each site provide initial summary information regarding the type of site, its SMR reference (if one exists) and the OS National Grid Reference. This is followed by summary information about the site.

7. *Catalogue of Archaeological Sites*

1. **Wall** SMR No. - SE48472670
Existing wall which forms western limit of study area, alongside A.162 road. This is shown on OS First Edition map as 'Old Wall', and although it may have been constructed when the turnpike road was built, it could also represent a post-medieval deer park boundary, related to Byram Park. On the east side of this wall, there is a continuous scarp of c. 1-2m height, indicating where the limestone has been reduced wholesale by extensive quarrying of the study area.
2. **Backfilled quarry** SMR No. - SE48532680
This feature represented a northward extension of the 'Coppering Kilns' quarry, but was evidently backfilled in recent years, as a waste tip. It was first indicated on the First Edition OS map, and was still in existence as a hollow on the OS 1908 Edition map.
3. **Bank** SMR No. - SE48482673
An upstanding bank, not shown on modern OS plans, c. 2.5m high, probably comprises unquarried Limestone bedrock.
4. **Wall footing** SMR No. - SE48522674
A short section of wall footing, trending south-west to north-east, flush with the edge of the present trackway. Measured c. 0.8m long, by 0.5m wide, comprised of limestone slabs up to 200mm across. Possibly related to 5.
5. **Saw mill / pump house** SMR No. - SE48512675
A 'Pump House' is marked at this location on the OS First Edition map; it is suggested that this functioned to drain the main quarry as it was being worked, as clearly the quarry extended below the water table, as the workings are now permanently flooded. The 1867 estate plan shows a Saw Mill at this same location. This feature is most likely to have been utilising steam power for cutting timber from the Byram Hall estate; and the location, within the then disused? quarry arm (2), would suggest that groundwater running into the main quarry workings to the south-east was being used as boiler feed water and for cooling the steam engine condenser. This mill had clearly disappeared by 1908, from the OS plan of that date, although wall footing (4) may have related to this feature.

6. **Main quarry workings** SMR No. 9306 SE48582670
 The first cartographic record of these constitutes the OS First Edition map, surveyed in 1845, by which time they appear to have reached their maximum extent. By the 1908 OS plan, the quarry appears to have become disused. The quarry has clearly been worked in a fairly irregular fashion, the workings are deeper (c. 12m) at the northern end, where they terminate in an abrupt limestone cliff, and are flooded. The walkover revealed no evidence for any kiln-type features or related deposits, but the whole area is now heavily overgrown.
7. **Quarry pit** SMR No. - SE48472665
 Deep, isolated quarry pit, not indicated on modern OS plans, but visible during walkover. Up to c. 5m deep, with apparent access track into it from north.
8. **Lime avenue** SMR No. - SE48552660
 This survives as a footpath following the western quarry edge, and may well represent a landscaping feature which post-dates the demise of the quarrying activity.
9. **Hollow way (former tramroad?)** SMR No. - SE48502649
 Feature presently survives as an overgrown hollow way, running approximately from east to west, across the southern part of the study area. On average, this measures c. 0.8m deep and c. 6m wide, and appears to be referred to on the estate plan of 1867, as 'old line of tramway between the Dales Quarries (to west of A.162 road) and the reserved line of tramway leading to the river'. This appears to have merged with the main north-south tramway to the south of the study area, as indicated on the First Edition OS plan (see Fig 3).
10. **Remains of bridge** SMR No. - SE48562645
 Remains of a collapsed stone-arched footbridge, comprising springs of coursed limestone, c. 1.2m wide, with span of c. 5m. This feature spanned across hollow way (9), which at this point was c. 2m in depth.
11. **Hollow way (former tramroad?)** SMR No. 12503 SE48562655
 This feature extends for a distance of c. 220m, as a curvilinear depression, from the southern boundary of the study area, to the 'Coppering Kilns' quarry. It has a sharply defined southern terminal, which comprises a deep V-shaped ditch with a rounded base, c. 2m deep, by c. 7m wide at the top, and the west and south flanks of the terminal are embanked to a height of c. 0.8m. If it did function as a tramroad (it merges with the tramroad line shown to the south on the OS First Edition map); then it has been deliberately infilled at the point where the present trackway crosses the line; or alternatively it ran in a bridge or culvert beneath the trackway. It is possible that, as a tramroad, it may have formed part of a loop with (12), the two being connected at the northern end of the quarry (now submerged).

12. **Hollow way (former tramroad)** SMR No. 12503 SE48602655
Similar to (11), this feature extends for a distance of c. 220m, as a straight linear depression, from the southern boundary of the study area, to the 'Coppering Kilns' quarry. The southern terminal is less well defined than that of (11), being c. 2m deep, having a flat base and steep flanks, but sloping more gently upwards at its southern end. This feature is described as 'Tramway Reserved' on the estate plan of 1867. It is possible that it may have formed part of a tramroad loop with (11).
13. **Boundary wall** SMR No. - SE48622647
This east-west boundary wall runs parallel to the trackway at the southern edge of the study area, following the former township boundary between Brotherton to the south, and Byram cum Poole to the north. Unusually, this is not of deliberate construction, but comprises an upstanding wall of solid natural limestone, up to c. 1m high, and c. 0.7m wide, which has been left in situ following wholesale ground reduction by quarrying to either side of the boundary. This feature has survived in a fairly fragmentary fashion, but can be traced for c. 110m to the east of (12), where it disappears abruptly because the quarrying ceases at this point.

8. Discussion

- 8.1 The degree of 19th century quarrying which has occurred across the whole of the study area has almost certainly removed any evidence for archaeological sites pre-dating that period, including any parkland features which may have related to Byram Park.
- 8.2 However, the extractive activity has resulted in the formation of an industrial landscape of some archaeological potential. The 'Coppering Kilns Quarry' was evidently one component of a very extensive series of limestone quarries and related transport infrastructure centred upon Brotherton village. The late eighteenth and early nineteenth century growth of this industry here was clearly a consequence of several inter-related factors, including the creation of the Aire-Calder Navigation, providing cheap, bulk transport; the presence of limestone outcrops at surface level north of Brotherton; and the increasing demand for limestone.
- 8.3 In 1787, Marshall, an agricultural commentator, reported that '*about Brotherton and Nottingley immense quantities of lime are sent to parts of the Vale of York, particularly towards Easingwold. The kilns are very shallow and wide...*' (J. Goodchild collection notes). In 1802, Land Tax returns show 12 quarry owners at Brotherton. In 1816 Haxby's Canal arm was constructed, and Staniland's shortly afterwards; while in 1819 Haxby's were noted as being supplied with wagon rails 3ft in length (probably of cast-iron). Between September and December, 1820, the Leeds and Wakefield Turnpike Trust bought 1,681 wagons of limestone from Brotherton, and it was also sold to collieries where slack was used to burn it.

- 8.4 The OS First Edition map probably indicates the maximum extent of this extractive industry. The 1908 OS map suggests that it had disappeared by then, probably a consequence of the great trade depression which occurred across much of the last quarter of the nineteenth century. The reversion of the Coppering Kiln Quarry area back to woodland, possibly a partially deliberate move in view of the lime avenue (8), has resulted in the survival of this early industrial landscape.
- 8.5 The name 'Coppering Kilns', as first recorded on the OS First Edition map, is enigmatic. The placename has continued in usage on modern OS maps, but there is no other evidence for any kilns within this quarry, either from documentary sources, or in the field. The nearest recorded kilns were a series of limekilns adjacent to the tramroad to the south of the study area (see 5.5.4 above). The copperas industry manufactured a 'mordant' or fixing agent, for use in textile dyeing; but this industry required a substantial plant or factory, for which no evidence has been found here. Additionally, copperas required extraction of iron pyrites from coal measures deposits, and in the Brotherton area, the unconformable top of the Coal Measures sequence lies at a depth of at least 80 metres below the base of the Upper Magnesian Limestones. Further documentary research may cast some light upon this placename.

9. Effects of proposed development

- 9.1 The upgrading of the existing trackway, **as presently proposed**, will affect identified archaeologically significant features. These are at the southern end of the study area, where the proposed re-routing of the trackway will cut across the terminals of features (11) and (12). As early 19th century tramroads, and as elements of a more extensive industrial landscape, any infilling/levelling of these features would be detrimental to the archaeological record.
- 9.2 It is possible that evidence may survive within the base of these features for the actual rails themselves, which, if of early 19th century cast-iron manufacture, could be of some significance in themselves, as representative of a period when the development of cast iron for structural purposes was undergoing rapid evolution.
- 9.3 The southern boundary wall of the study area is an unusual feature, resulting from quarrying right up to the township boundary here. This upstanding wall of solid limestone bedrock may potentially be detrimentally affected by both the upgrading of the adjacent trackway, and its subsequent use as a haulage road.

10. Recommendations

- 10.1 Because of the probability that features (11) and (12) would be detrimentally affected by the proposed upgrading of the quarry access track, it is recommended that the following additional works are undertaken:

i) A limited amount of further documentary work to determine when the tramroads/quarry system were established, and when they ceased to operate (1 day).

ii) An earthwork survey over a limited area (c. 30 x 30m) centred upon the area around the southern terminals of features (11) and (12), in order to make a detailed hachured and contoured plan of these features prior to these being affected by the new access road (2 days).

iii) Limited mechanical trial trenching of the terminals of features (11) and (12) to determine their form, and to establish whether any features survive below ground, ie evidence for the tramroad rail positions (2 days).

iv) Production of report on above work, illustrated with plans and trench sections (6 days).

10.2 These proposals, if required, could be undertaken over a continuous four day period in the field. At least one working week's notice would be required in order to prepare for this work. If time is of the essence in terms of planning permission, then the additional work could be applied as a condition of planning permission being granted.

10.3 However, if the upgraded trackway was to follow the exact line of the existing trackway, with no peripheral disturbance of archaeological features, then any additional archaeological works would be superfluous.

10.4 The limestone wall (13) should be provided with a degree of protection prior to upgrading of the trackway, and during its use. This could possibly be afforded by the provision of a stout fence, positioned c. 1m to the north of the wall and parallel to it, in order to create a narrow 'buffer' zone to prevent any accidental damage. This measure may, however, require that the trackway is displaced northwards, at additional expense to the quarry operator.

Report

M. Fletcher, BSc, MAAIS: Walkover and report writing

K. Keith BA: Documentary research and bibliography

P. Wheelhouse BA: Illustrator

Acknowledgements

Leeds City Archives

Wakefield City Archives

Yorkshire Archaeological Society

Wakefield City Local History Library

John Goodchild Private Collection, Wakefield

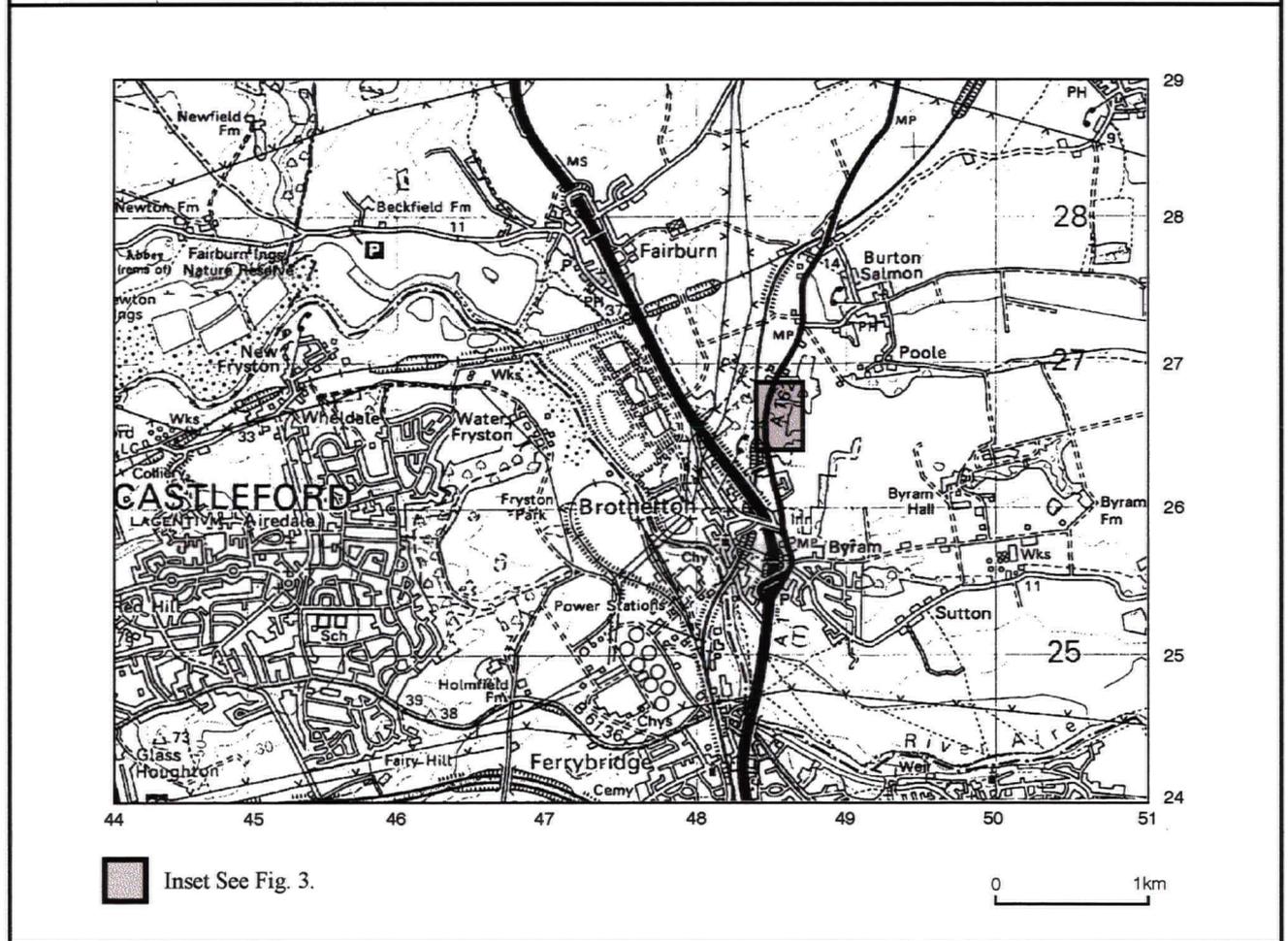
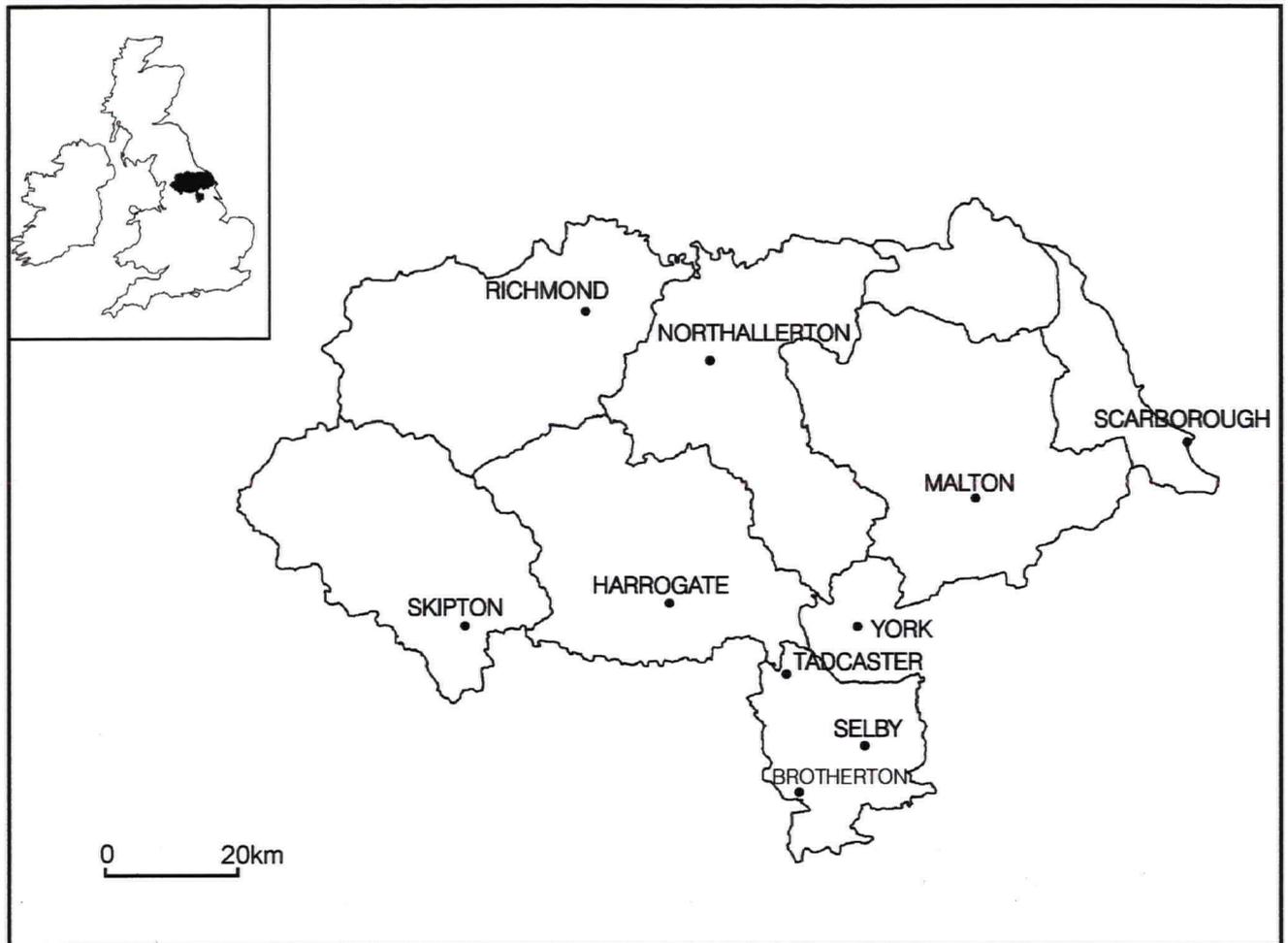


Fig. 1. Site Location

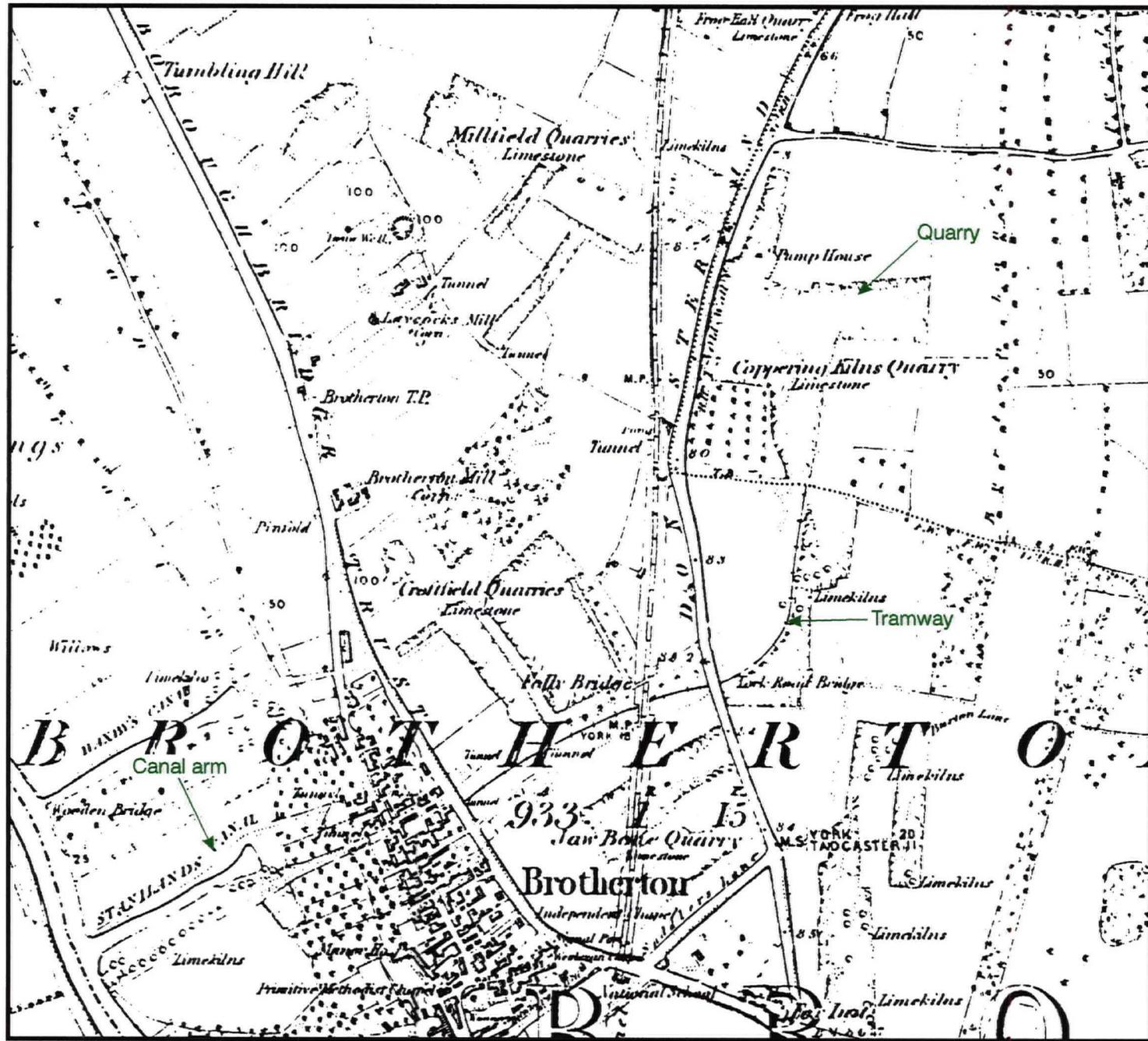
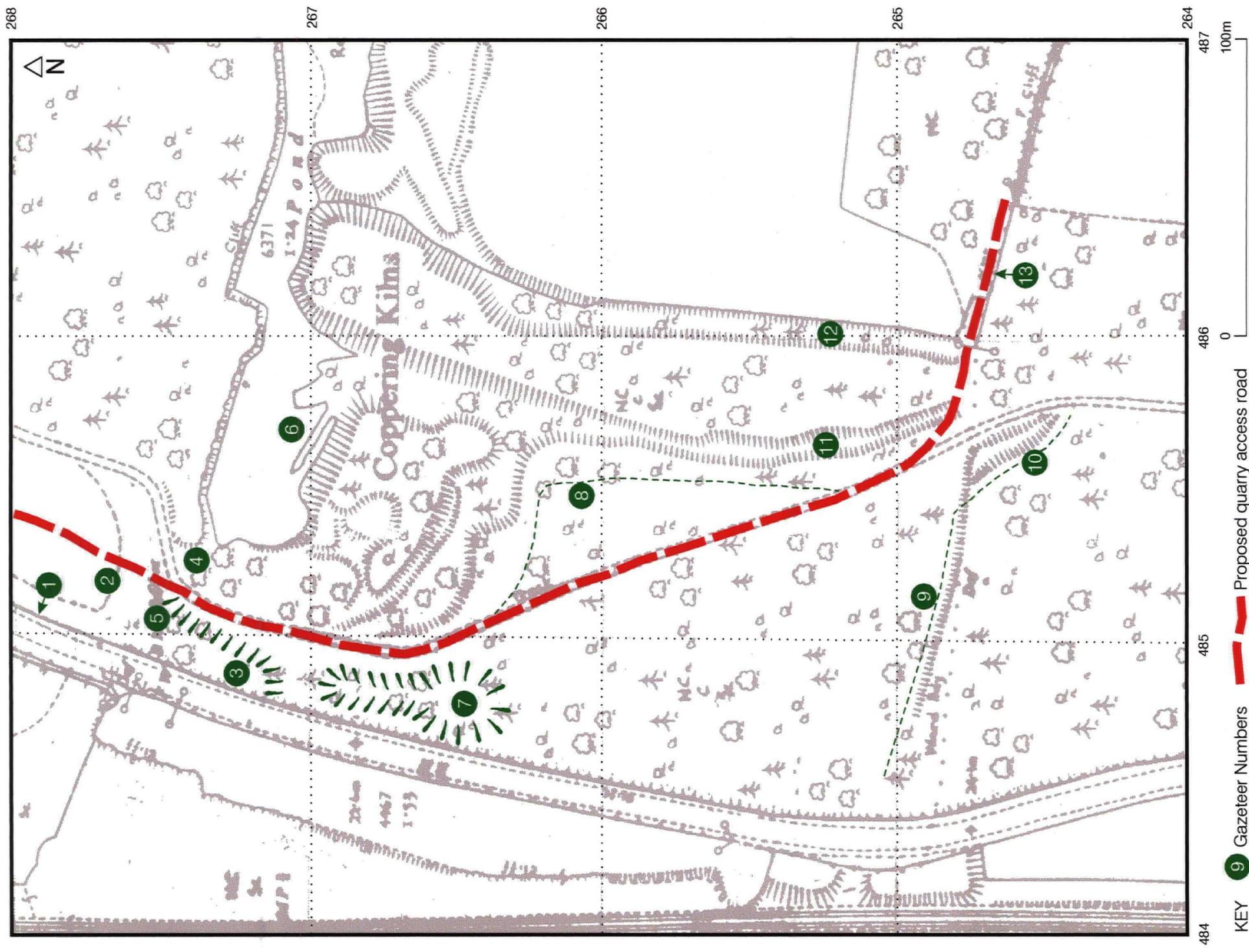


Fig. 2. Brotherton area on 1852 1st edition O.S. map



KEY ● 9 Gazeteer Numbers — Proposed quarry access road

Fig. 3. Study area, based upon 1962 OS map

Bibliography

- Baines, E., 1822, *Baines's Yorkshire*, Vol. I
- Bennett, 1898, *Bennett's Business Directory of Yorkshire*
- Bennett and Co., 1908, *Bennett's Business Directory*
- Crowe, N., 1994, *Canals*
- Jones, W., 1996, *Dictionary of Industrial Archaeology*
- John Goodchild Collection, Wakefield, n.d., Personal Notes on Brotherton Limestone Quarrying c.1790-1870
- Kelly, and Co., 1857, *Post Office Directory of Yorkshire*
- Kelly, and Co., 1861, *Kelly's Post Office Directory of the West Riding of Yorkshire*
- Kelly, E.R., 1877, *Kelly's Post Office Directory of the West Riding of Yorkshire*
- Kelly, E.R., 1888, *Directory of the West Riding of Yorkshire*
- Kelly, and Co., 1889, *Kelly's Directory of the West Riding of Yorkshire*
- Kelly, E.R., 1892, *Directory of Leeds*
- Langdale, T., 1822, *A Topographical Dictionary of Yorkshire*
- Leeds City Archives, 1711, Enclosure of Land Agreement, RA/B23(22)
- Leeds City Archives, 1711, Agreement of new Bridleway from Brotherton to Burton Salmon, RA/B23 RA (vi)
- Leeds City Archives, 1883, East and West Riding Union Railway Bill and Act with maps, RA29
- Pickersgill, D., 1996, *Reminders of Days Gone By: A History of Byram Hall and Park*
- Slater, 1854-5, *Slater's Royal National Commercial Directory of the Northern Counties*, Vol. I
- Smith, A.H., 1961, *The Place-names of the West Riding of Yorkshire*, EPNS, Vol. XXXIII, Part Four
- Smith, A.H., 1961, *The Place-names of the West Riding of Yorkshire*, EPNS, Vol. XXXVI, Part Seven

South Yorkshire Archaeology Field and Research Unit, 1995, *Byram Park, Brotherton: Desk Top Assessment*, North Yorkshire Site and Monuments Record.

Wakefield City Archives, 1800, Brotherton Enclosure Award, B20

White, W., 1853, *Leeds and the Clothing Districts of Yorkshire*

White, W., 1857-8, *West Riding Yorkshire Directory*

Cartographic Sources

Leeds City Archives, 1867, Sale Plan of the Estates at Brotherton, Byram cum Poole and Burton Salmon, AM Sale 19 Series 1

Leeds City Archives, 1894, Ordnance Survey 1st edition six inches to the mile series, Sheet 235NE with Byram Hall Estate Details added 1907, RA 39/4

Ordnance Survey, 1852 (surveyed 1845), First Edition six inches to the mile series, Sheet 235

Ordnance Survey, 1908, Second Edition six inches to the mile series, Sheet 235NW

Ordnance Survey, 1938, Second Edition six inches to the mile series, Sheet 235SW

Ordnance Survey, 1907, 1:2500 series, Sheet 35.5

Ordnance Survey, 1980, 1:25,000 series, SE42/52

Ordnance Survey, 1962, Geological Survey of England and Wales, Wakefield, Drift, Sheet 78

Wakefield City Archives, 1847, Plan/Award of the Township of Byram cum Poole, WYAS Wakefield Byram cum Poole D74

Wakefield City Archives, 'Plan of the Titheable Lands in the Township of Brotherton', 1846, WYAS Wakefield Brotherton Tithe/Award D74