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**THE WHEELAM QUARRY SURVEY
DRAUGHTON : SKIPTON**

ARCHAEOLOGICAL SURVEY

MARCH/APRIL 1991

SHAND CONSTRUCTION

(SE 0303 5225)

WHEELAM QUARRY SURVEY, DRAUGHTON
KEY TO ILLUSTRATIONS

FIGURE 1:1 - ARCHAEOLOGICAL SURVEY : SCALE 1:500

FIGURE 2:1 - KEY TO ARCHAEOLOGICAL FEATURES : SCALE 1:500

FIGURE 3:1 - LEVELS : SCALE 1:500

WHEELAM QUARRY SURVEY, DRAUGHTON
KEY TO PHOTOGRAPHS
BLACK/WHITE PRINTS

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2.	GENERAL SITE SHOT	FACING: EAST
3.	GENERAL SITE SHOT	FACING: NORTH-EAST
4.	FEATURE NO.1	FACING: SOUTH-WEST
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20.	QUARRY FACES NOS.4,5	FACING: WEST
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WHEELAM QUARRY SURVEY
DRAUGHTON : SKIPTON
MARCH/APRIL 1991

INTRODUCTION

The hamlet of Draughton is situated on the A65 (T) between Ilkley and Skipton on the Westward rise of the Wharfe Valley. The quarries and associated kiln complexes of which Wheelam is but just one are located to the West of this settlement and to the South of the A65 (T). The site of the quarries has been chosen to exploit the carboniferous limestone of the Skipton 'W' Anticline which crosses the course of the River Wharfe from East to West, stretching from Clitheroe to Hambleton. The strata of the Skipton 'W' Anticline (see print no.21) consists of successive bands of thick bedded finely crystalline limestone within which are contained narrow bands of shale and argillaceous limestone. Furthermore the Draughton outcrop is noted for its topping of Kinder Scout millstone grit.

The earliest documentary/cartographic evidence for quarrying at the Wheelam site is found on the 1850 6" to the mile Ordnance Survey Map, upon which the surviving kiln complex can be identified together with a main East/West aligned trackway affording access from the Skipton/Ilkley High Road (Driven in 1808*) to the main quarry (quarry face no.3), which is located to the South of the main East/West aligned escarpment/quarry face. The same map also depicts three further quarry and lime kiln sites surrounding Draughton, namely: Draughton Bottom, Lamberts and Hargreaves. It is clear from this that limestone extraction and smelting was a sizeable concern of the community at Draughton and continued to be into the 20th Century. The proof of this can be seen on the 1910, 6" Ordnance Survey map which shows a considerable expansion in the size of the quarrying operation.

However, references to the Quarry in Speight's 'History of Wharfedale' published in 1900 infers that by this time a number of quarries at Draughton had been abandoned including Lamberts and the one due East of the Wheelam site.

Although it would seem that by the turn of the century quarrying at Draughton was in decline, it is of local opinion that Wheelam rock was employed in the construction of the Barden reservoirs. Furthermore it is known that by the 1940's, heavy earth moving machinery and lorries were being introduced at neighbouring Skipton and Haw Bank Quarries. Modernisation that led to the construction of larger roads and the working of larger faces. The absence of any such expansion and mechanisation at Wheelam implies that quarrying at this site had ceased prior to the 1940's.

* SPEIGHT. THE HISTORY OF WHARFEDALE 1900.

**WHEELAM QUARRY ARCHAEOLOGICAL
SURVEY**

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DESCRIPTION OF ARCHAEOLOGICAL FEATURES

FEATURE NO.1

(SEE FIG.1:1,2:1,3:1 / B/W PRINT NO.2,4,5,6)

A metalled trackway, the main artery to the quarry complex (Quarry faces No.4 and 5), at present entering/exiting the site from the North-West, ie from the A65(T), on crossing the Wheelam Beck the track continues Eastwards climbing on a gradual but artificial incline towards the Twin Kiln Complex and thereafter climbs sharply Southwards cutting through the main East/West aligned escarpment, and then forking South-East to Quarry Face no.3 and South-West to Quarry Face No.4. To the South-West the trackway has been artificially raised upon a curvilinear embankment that advances the track on a gradual incline onto the Northward facing slope of a natural hillside (Print No.4). In following the contour of this slope to the South-West the hillside has been excavated to form a holloway (Print No.5), affording access to Quarry Face Nos.4,5. The 1850 Ordnance Survey map depicts a major East-West aligned track with a 'T' junction branching to the South, towards what would appear to have been the initial stages of extraction at Quarry Face No.3. On the 1910 Ordnance Survey map Feature No.1 resembles its present form.

FEATURE NO.2

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO.2,6,7)

A series of three East/West aligned lynchets, terracing the fall of the scarpe-foot slope from South to North, terminating and most probably cut by the main East/West aligned escarpment to the South. Overlayed by Feature No.1 to the East, no evidence of the lynchets continuing Eastwards beyond Feature No.1 can be identified, though I suspect these have been destroyed during the excavation of Quarry Face No.3.

Furthermore, it would appear that the trackway identified as 'Feature D' (Wheelam Kiln Survey 1990) on breaching the main East/West aligned escarpment to the North/West has utilised one of the lynchet troughs as a convenient means of access Eastwards. This secondary and later function may have been responsible for cutting and interrupting one of the lynchet banks to the South. To the South-West this series of lynchets are clearly discernible from those of differing size and alignment - Feature No.3.

FEATURE NO.3

(SEE FIG: 1:1,2:1,3:1 / B/W PRINT NO.1,2,7)

A series of four artificial terraces aligned North-East/South-West and following the contours of the scarpe-foot slope.

The terraces vary in form and size, however all narrow and taper to the South-West, terminating prior to the Wheelam Beck, and to the North-East they are contained by Feature No.2. To the immediate North on an area of relatively level terrain ridge and furrow can be identified (See Feature No.4).

Feature No.3 has been subject to recent disturbance including the intersection by a footpath/animal track, together with a number of random trial hole excavations.

FEATURE No.4

(SEE FIG.1:1,2:1,3:1)

A narrow block of ridge and furrow, aligned North-East/South-West, contained to the South by Feature No.3 and to the North-East by Feature No.2, and bounded to the North-West by the ravine associated with the Wheelam Beck. To the West, the feature terminates abruptly and would appear to overlie the original course of Feature No.5.

This relationship of Feature No.4 with surrounding features suggests that this is an area of recent cultivation superimposed upon an earlier agricultural system.

FEATURE NO.5

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO.1)

A grassed trackway running along the ridgeline of the ravine aligned North-East/South-West, following the course of the Wheelam Beck South beyond the area investigated within this report.

The accessway defines the limit of Feature No.3 in a North-Westerly direction, to the East, the course of the track has been obstructed by an embankment positioned so as to impede and possibly discontinue all further access. This may well be associated with the area of recent cultivation to the immediate East (Feature No.4).

Given the alignment of Feature No.5 it is reasonable to conclude that in its original form it interconnected with feature D (Wheelam Kiln Survey 1990), and as such would have provided access from the A65(T) to the South-Western extent of the Wheelam Site.

FEATURE NO.6

(SEE FIG.1:1,2:1,3:1 / B/W PRINT NOS.8,10)

An East-West aligned grassed trackway leading from Feature No.1 Eastwards towards Quarry Face No.3 and beyond.

At its Western extent the track is situated at the base of a scarpe slope and contained by the curvilinear embankment and associated earthworks of Feature No.1. To the East, due to the level aspect of the terrain, the exact course of this feature cannot be determined. The trackway provides an ease of access between Quarry Face No.3 and those situated to the South-West Nos.4 and 5.

This feature does not appear on either the 1850 or 1910 Ordnance Survey maps of the area.

QUARRY NO.3

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NOS.2,9,10,11,12,13)

The quarry has been excavated into a North facing hillside situated due South of the main East-West aligned escarpment and Quarry Face No.2.

The quarry is crescent shaped in plan, with the main and most recent quarry face situated to the South of the excavation.

Quarry Face No.3 has a single and continuous finely crystalline limestone face, increasingly fractured towards the East.

The quarry face shows no indication of the use of explosives.

To the foot of the rock face a single linear scree slope has accumulated as a result of hill wash.

A detailed inspection of the excavated area revealed that the quarry had been worked on at least four other faces. This is supported by the presence of four truncated spurs projecting from the opposing quarry slopes.

Furthermore, to the North-East of the quarry an East-West aligned spur with low profile remains, containing the area of quarry disturbance in Northerly direction.

A full description of all spoil tipplings and associated features within the Quarry can be found below (See features 7-10).

It is clear from the Ordnance Survey maps that by 1850 only a limited amount of extraction had taken place at this quarry site. However, by 1910 it would appear that Quarry No.3 had been exploited to its present form.

FEATURE NO.7

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NOS. 9,10,11)

A North-South aligned grassed accessway leading South from Feature 6 to the base of Quarry Face No.3, separating Features Nos.8 and 9 and affording access to Feature No.10.

The width and alignment of the present feature has been determined by the tipping of spoil to the West (Feature 8) and by the sub-rectangular excavation platforms to the immediate East (Feature 9).

It would appear that Feature No.7 effectively came into being during the initial stages of excavation at this quarry in association with Feature No.9, and then latterly served as a means of access to and from the main quarry face and Feature No.10.

This feature cannot be identified on either the 1850 or 1910 Ordnance Survey maps.

FEATURE NO.8

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NOS. 9,10,13)

A crescent shaped arrangement of multiple, sub-circular spoil tipplings associated with the excavation of a minor quarry face within the North-Western area of Quarry No.3.

The spoil has been deposited in such a way, so as not to interfere with access along Features 6 or 7. Access to the minor quarry face was from the North.

It would appear that these deposits of limestone chippings and overburden reflect later quarrying activity within Quarry No.3, and yet from their arrangement it is clear that a provision had been taken to allow for the continued extraction of limestone from the South of the quarry.

FEATURE NO.9

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO.9,10,11,12)

A sub-rectangular excavation platform and a random assemblage of spoil tippings situated within the Eastern extent of Quarry No.3.

The sub-rectangular excavation platform, comparable with Feature 10, is scarped on the North and West facing sides, the working surface falls on a gentle gradient from North to South, access onto this was gained from the South.

Although it is suspected that this platform is associated with some of the earliest extraction processes within Quarry No.3, it has also been re-used as a convenient area for more recent spoil disposal.

The spoil tippings upon and to the South of the platform are randomly deposited and of varying size and form, whereas the assemblage of spoil heaps to the immediate North of the platform have been intentionally arranged so as to not interfere with access along Features 6 and 7, and so as to also remain within the confines of the excavated area.

FEATURE NO.10

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO. 9,11,14)

A sub-rectangular excavation platform situated in the South-Western extent of Quarry No.3

The feature has two outward facing scarped sides, i.e. East and North facing. Although the working surface falls on a slight gradient from South to North, access onto the platform is to be gained at the North-Western corner via a curvilinear ramp, that leads from Feature 7.

It would appear that although similar in form and function, Feature No.10 post dates Feature No.9, given the former's close proximity to the main and most recent quarry face, and given the absence of spoil tippings on the platform itself. It is possible the spoil assemblages associated with Feature No.9 may be derived from the workings related to Feature No.10.

FEATURE NO.11

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO.15,16)

A series of regularly spaced sub-rectangular excavations, cut into the scarpe slope of the North facing hillside, to the Eastern extent of the site. Each of the workings are separated by an unexcavated spur of natural slope.

The features are consistent in each having a North facing excavation face with a shallow pit/crater to the immediate North of same, with an assemblage of associated spoil tippings grouped to the North of this in such a way as to allow access to the point of extraction.

No track or other means of access was identified leading to this feature. However, the workings close proximity to the Hargreaves kilns situated to the North-East, may point to a relationship between the two.

Feature No.11 does not appear on either the 1850 or 1910 Ordnance Survey Maps.

FEATURE NO.12

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO.15,16,17,18)

A series of workings located due South-East of Feature No.11 situated further up the scarpe slope of the same hillside.

The two North facing excavation faces have been situated beneath and to the North of them a pair of steep sided lozenge shaped pits, separated by a narrow bridge of unexcavated slope.

Access to this twin feature was gained via a narrow walkway/barroway that ascends the slope on a gradual incline from the East until levelling out flush with the spur separating the twin pits. Access into each of these would have been from the North-East.

Further workings comparable with those of Feature 11 are located to the immediate West on a similar level to those of Feature 12, though it would appear they were not serviced by the same means of access.

As with Feature No.11 a possible relationship can be drawn between the Hargreaves kilns and these workings.

Feature No.12 does not appear on either the 1850 or 1910 Ordnance Survey Maps.

FEATURE NO.13

(SEE FIG. 1:1,2:1,3:1 /B/W PRINT NO.19)

A series of lynchets aligned East-West, terracing the fall of the natural slope at the Eastern extent of the site. The lynchets are comparable with those of Feature No.2.

It would appear that the Western extent of this feature has been destroyed as a result of 19th Century disturbance.

QUARRY NO.4,5

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO. 1,3,20,21,22,23,24,25,26,27,28.

Quarry faces 4 and 5 are contained within a single sub-rectangular quarry, aligned East-West lengthways.

This, the largest and most recent of all the quarries on the Wheelam site has been excavated into the South-Western extent of the main East-West aligned cuesta, with the main excavation being made into its South facing aspect.

The present circumference and volume of the quarry indicates that the excavations have been both intensive and extensive.

Two working faces are presently identifiable:

QUARRY FACE NO.4 (PRINT NO.21)

The quarry face is located at the Eastern end of the main quarry, its West facing aspect is divided by a central truncated spur, the bulb shaped excavations to the North of which are presently grassed and reveal little. The similar shaped excavation to the South however is the most recent working face on the Wheelam site, and reveals a geological section that is a type site example of the Skipton 'W' anticline, ie successive, folded bands of finely crystalline limestone, sealed by an overburden of kinder scout millstone grit.

To the foot of the rock face a number of fan shaped scree slopes have accumulated, as a result of hill wash and recent domestic stone extraction.

The quarry face shows no indication of the use of explosives.

QUARRY FACE NO.5 (PRINT NO.22)

This linear worked face with a South facing aspect has to its Western extent a single face of finely crystalline limestone. However, towards the West the limestone becomes increasingly contorted and fractured (See Print No.28).

To the foot of the rock face a single linear scree slope has accumulated as a result of hill wash.

The quarry face shows no indication of the use of explosives.

A full description of all spoil tippings and associated features within the quarry can be found below - see Features 14-20).

It is clear from the Ordnance Survey maps that by 1850 only a limited amount of extraction had taken place at this quarry site, ie a single worked face, with no service tracks. However by 1910 the quarry is shown as having expanded to near its present form and size, and serviced by the sites main trackway.

FEATURE NO.14

(SEE FIG. 1:1, 2:1,3:1 / B/W PRINT NO.20,22,23,24,25)

A linear North-East/South-West aligned grassed trackway, the natural continuation of Feature No.1 through Quarry 4/5.

Access into the quarry from the North-East has been achieved with only a negligible increase in the gradient of the track, due to the continuation of the holloway into the quarry itself (See Print No.24).

The track exits the quarry to the South-West through a further breach in the side of the quarry. The 1910 Ordnance Survey map depicts a track comparable with Feature 14 entering the quarry from the North-East and terminating within the quarry to the South-West. No exit to the South-West is recorded.

Consideration of Feature 14's relationship with other earthworks within the quarry reveals that this trackway was found to both cut and overlay spoil that can be associated with relatively recent excavations at the quarry.

It can be concluded that the initial means of access to the quarry was gained from the North-East, access and movement within the quarry to and from working faces was most probably flexible and dictated only by the migration of spoil heaps.

The construction of a through road post dates all intensive exploitation at the quarry and was most probably laid to facilitate the ease of access across the site during the later agricultural extraction of limestone from the quarry.

FEATURE NO.15

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO.20,23,25,26)

An intensive and extensive assemblage of spoil tippings situated within the South-Western extent of the quarry.

The feature is contained to the North-West by feature 14 and to the North-East by a curvilinear grassed accessway. To the South the spoil has been intentionally set back approximately 4m. from the North facing excavation edge of the quarry, resulting in the formation of a trough with a 'U' shaped profile.

Two phases of spoil deposition can be identified: Primary spoil tipping has been responsible for the formation of a raised, amorphously shaped platform upon which subsequent secondary deposits have been arranged in a series of systematic, linear tippings aligned North-South.

It is suspected that this feature is contemporary with Features 17 and 18, however it almost certainly predates Feature 16, to the immediate South.

FEATURE NO.16

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO.20,23,26)

A sub-circular arrangement of flat topped spoil tippings raised above and partially overlying Feature No.15 in the South-West corner of the quarry. This assemblage is directly associated with the excavation of a spur like projection from the North facing excavation edge.

The spoil has been deposited immediately beneath the working face so as to ease access to same, and to create a stable and level working/excavation platform.

FEATURE NO.17

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO. 20,23,25)

A low profile relatively level, triangular shaped platform of spoil, located in the North-West corner of the quarry, with an assemblage of hummocked shaped spoil heaps superimposed on the Western extent of the platform.

The platform can be seen to continue Southwards beneath Feature No.14, and is suspected to be contemporary with Features 15 and 18.

An access passage narrowed by hill wash deposits separates Feature 17 from Quarry Face No.5.

FEATURE NO.18

(SEE FIG. 1:1,2:1,3:1 / B/3 PRINT NO. 20,22,23,25)

An 'L' shaped platform of spoil with hummocked shaped spoil heaps superimposed on its Western extent, and located centrally within the quarry.

The feature straddles the main East-West aligned track (Feature 14) having been cut by the same. To the South the feature is bounded by the narrow grassed accessway that separates this spoil assemblage from that of Feature No.15.

FEATURE NO.19

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO. 20,24)

A rectangular arrangement of low profiled spoil heaps, located in the North-East corner of the quarry at the foot of the hill wash and scree associated with the Northern extent of Quarry Face No.4. It is suspected that Feature No.19 is connected with the later stages of extraction at this quarry face.

FEATURE NO.20

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO. 1,3,20,27)

The remains of a dry stone wall, formerly enclosing the North-Eastern, Southern and South-Eastern extent of the sub-rectangular quarry.

The feature is thought to be contemporary with the extraction of limestone from Quarry Face No.4.

Its primary function will have been to safeguard livestock from the near vertical excavation edges of the quarry.

There is no evidence to suggest that this feature was ever continuous.

FEATURE NO.21

(SEE FIG. 1:1,2:1,3:1 / B/W PRINT NO. 3;27)

A series of ridge and furrow located to the immediate South of the sub-rectangular quarry. Aligned East-West on a long and gentle slope that falls from East to West, the feature is contained to the immediate South by both a steep sided escarpment and series of East-West aligned lynchets. To the West the ridge and furrow terminate abruptly against a North-South aligned, shallow, field boundary bank and ditch (not planned).

**WHEELAM QUARRY SURVEY
DRAUGHTON, SKIPTON
APRIL/MARCH 1991**

SUMMARY

During April/March 1991, an archaeological survey was made of the Wheelam Quarry Complex at Draughton on behalf of Shand Construction, in advance of the proposed extraction of stone and clay in association with the construction of the Liverpool-Preston-Leeds Trunk Road A65 Draughton By-Pass.

Having now carried out two archaeological surveys of different areas at the Wheelam Site a more comprehensive picture of the archaeology has emerged.

The 1990 survey dealt specifically with the twin limestone Kiln Complex and adjacent features, that were threatened by the proposed road.

The 1991 survey concentrated on the main quarry complexes to the South and the access-ways serving them, the earthworks of which are both intensive and extensive; and are themselves interspersed upon what I believe to be a substantial and expansive medieval field system.

**REPORT & SURVEY:
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