

The northern elevation was also constructed in a three-course English Garden Wall bond consisting of two central recessed windows with a steel ladder to the eastern end (Plate 52; Fig 5). The ladder had been fixed to the outer face and afforded access to the roof. As with the windows to the eastern elevation, the windows were set within a cast-iron housing with a pointed arch head. The cast-iron doors had been removed and exposed a four-light cast-iron window with modern wired obscured glass panes (Plate 53).



*Plate 52: General view of the northern elevation, facing south*



*Plate 53: Detail of the cast-iron surround window to the northern elevation, looking south*

**Internal Description:** internally, the building had been divided into 7 rooms (Fig 5). Room 1 measured 11'5" (3.48m) by 9'7½" (2.93m) was afforded access by the eastern doorway within the southern elevation. The room consisted of painted plasterboard walls, a flat ceiling and linoleum covered floor (Plate 54). The northern wall contained a small window to the west and a doorway affording access into Room 2 to the eastern end. The window aperture housed a two-light timber framed window with clear glass panes. The doorway comprised rectangular timber architraves with a flush timber door containing a single obscured glass pane (Plate 54). The door furniture was modern including a late-20<sup>th</sup>-century Yale lock (Plate 54).



*Plate 54: General view of Room 1, facing north*

The centre of the eastern wall contained a hatch at a height of 2m from the floor level. This consisted of a cast-iron box that extended into the room and had two doors that was opened by a handle located directly below the hatch (Plate 55).



*Plate 55: Detail of the cast-iron hatch within the eastern wall*

The western wall comprised a single window to the centre and a doorway to the northern end (Fig 5). The doorway had chamfered timber architraves with a flush hollow door within the opening and afforded access into Room 3 (Plate 56). The window was a fixed four-light timber framed window with a flat timber internal sill (Plate 56).



*Plate 56: The western wall of Room 1, detailing the central window and doorway affording access to Room 3, looking west*

Room 2 measured 9'8½" (2.96m) by 2'11" (0.88m) and consisted of glazed tile walls, a flat ceiling and a linoleum covered floor (Plate 57). The room was used as a privy with all sanitaryware of mid-20<sup>th</sup>-century.



*Plate 57: General view of Room 2, looking north*

Room 3 was recently used as an office and measured 12' (3.66m) by 8'9½" (2.68m). The room had a false suspended ceiling and a linoleum covered floor (Plate 58). The southern wall contained a 2'4¼" (0.71m) wide window at the centre with a four-light timber frame window housed within the opening (Plate 58). The removal of one of the false ceiling tiles exposed the original glazed tile eastern wall and the flat painted ceiling (Plate 59). The north and west walls had been constructed using an aluminium frame and timber and obscured glass panels (Plate 60).



*Plate 58: General view of Room 3, facing south-west*



*Plate 59: Detail of the original tiled eastern wall*



*Plate 60: The north and west partition walls of Room 3*

Access into Room 4 for afforded by the doorway at the western end of the northern wall of Room 3 (Plate 60; Fig 5). This room measured 8'10½" (2.7m) by 8'10½" (2.7m) and comprised a false suspended ceiling, plasterboard walls and a linoleum covered floor and was recently used as an office (Plate 61). The room contained three interconnecting doorways affording access into Room 5 to the west, Room 3 to the south and Room 6 to the west (Fig 5). These had aluminium architraves with a flush timber door housed within the openings leading into Rooms 5 and 6. The original glazed tile northern wall and flat ceiling of the room had been observed after the removal of one of the false ceiling tiles (Plate 62). The upper two lights of the eastern window were also observed.



*Plate 61: General view of Room 4*



*Plate 62: Detail of the obscured window within the northern wall of Room 4*

Room 5 was used as a storage room and measured 8'10½" (2.7m) by (1.8m) and consisted of plasterboard walls, a flat ceiling and a linoleum covered floor. The room contained timber shelving units which was fixed to the plasterboard walls of the room.

Room 6 measured 21' (6.4m) by 8'7" (2.61m) and consisted of timber panelled walls, a false suspended ceiling and a linoleum covered floor (Plate 63). The southern wall contained a 2'4¼" (0.71m) wide window at the centre with a four-light timber frame window that was housed within the opening (Plate 63). The original glazed tiled eastern wall and flat ceiling of the room had been observed after the removal of one of the false ceiling tiles. The original northern window of the room was partially observed from the removal of some of the tiles (Plate 64).

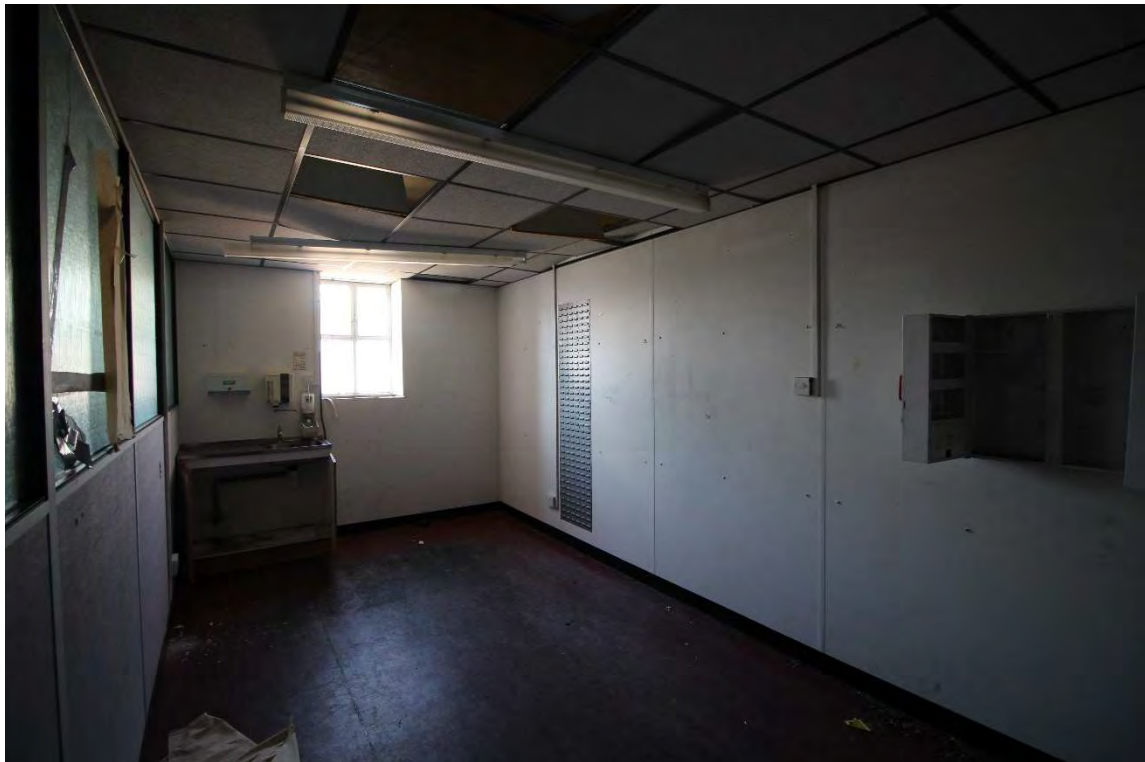


*Plate 63: General view of Room 6*



*Plate 64: Detail of the obscured window within the northern wall of Room 6*

Room 7 measured 8'10½" (2.7m) by (2.2m) with access afforded by the western doorway within the southern elevation of the building. The room comprised glazed tile brick walls and floor with a flat ceiling. The room was recently used as storage.

#### **4.6 The boiler shop**

A large three-bay boiler shop was constructed at the western end of the site and was constructed during the 1920s expansion of the works. This was a tall single-storey brick building with three-pitched roofs. A riveting bay was located transversely at the northern end of the building and was also a tall single-storey building with a pitched roof. The roof was of corrugated asbestos fibre sheets with the original square cast-iron rain water goods having been retained. Further extensions had been added to the eastern elevation during the latter half of the 20<sup>th</sup> century.

**External Description:** The eastern elevation formed the principal elevation and was of 44 bays wide (Plate 65; Fig 6). The ground floor comprised three doorways with tall windows to the northern end. The doorways measured 13'9½" (4.2m) with a concrete lintel and each had been modernised with the installation of a roller shutter door (Plate 66). The floor around the openings was of concrete, however each had a set of standard gauge rails imbedded within measuring 4'8½" (1.43m) apart (Plate 67).



*Plate 65: General view of eastern elevation of the boiler shop, facing north-west*



*Plate 66: The northern doorway within the eastern elevation*



*Plate 67: The retained rail tracks within the opening of the northern doorway*

The windows were a tall, measuring 6'1 $\frac{3}{4}$ " (1.88m) wide and consisted of a gauged segmental arched head with recessed sloping terracotta sills. The openings housed a 60-light iron framed window with two sets within a recessed panel.

The southern half of the elevation was obscured by the late-20<sup>th</sup>-century extensions; however, these had been demolished under a watching brief phase of the redevelopment of the site. The demolition revealed nine further doorways comprising large concrete lintels with the openings infilled with modern brick (Fig 6).

The upper section of the elevation contained a second row of 6'1 $\frac{3}{4}$ " (1.88m) wide window apertures. These were set within a recessed panel and comprised gauged brick segmental arched heads with sloping terracotta sills. Housed within the openings was a 20-light iron framed window with obscured glass panes (Plate 68).



*Plate 68: Detail to the upper windows on the eastern elevation of the boiler shop*

During the watching brief phase of the redevelopment the elevation had undergone several repairs which enabled the survey to record the construction process of the building. The brick piers between each of the windows had been constructed with a 6" wide I-section steel core (Plate 69).



*Plate 69: The steel I-section beam core within the piers to the eastern elevation*

The eastern elevation of the riveting bay was a tall gable wall, constructed in a three-course English Wall bond and contained several tie rod plates that supported the cast-iron mounts internally (Plate 70; Fig 6). The elevation contained six tall window apertures consisting of 6'1 $\frac{3}{4}$ " (1.88m) wide openings with gauged brick segmental heads, sloping sills and housed iron window frames (Plate 70). The central opening to the upper set of windows was taller than the flanking openings.



*Plate 70: The eastern gable wall of the riveting bay at the northern end of the boiler shop*

The southern elevation comprised three gables with the two western bays having a lower height to the eastern bay. Each had been constructed in a three-course English Garden Wall bond (Plate 71; Fig 7). The ground floor was obscured by a lean-to extension, Shed 3.



*Plate 71: The southern elevation of the boiler shop, looking north-west*

The eastern bay consisted of three window apertures to the ground floor and a further three above that maximises the amount of natural light entering the tall building (Fig 7; Plate 72). Each comprised 6'1 $\frac{3}{4}$ " (1.88m) wide openings with gauged brick heads and sloping sills. The ground floor openings were partially infilled with brick after the construction of the attached lean-to and housed a replaced six-light timber framed window with clear glass panes (Plate 72). The two outer apertures on the first floor housed a 40-light iron framed window while the central opening had a 45-light frame with an inserted louvered vent below (Plate 72).



*Plate 72: The southern gable wall of the eastern bay of the boiler shop*

The central and western gables contained three first floor windows with those to the ground floor obscured by the attached lean-to (Plate 73). The central openings to each of the bays was taller than the two flanking apertures. Each comprised 6'1 $\frac{3}{4}$ " (1.88m) wide openings with gauged brick heads and sloping sills and housed iron framed windows with clear glass glazing (Plate 73).



*Plate 73: The southern gable wall of the central and western bays of the boiler shop*

The western elevation fronted Preston Street and was a double plinthed wall comprising 22 bays of double recessed blind panels (Fig 8). These measured 6'1 $\frac{3}{4}$ " (1.88m) wide and consisted of gauged brick segmental heads with sloping sills (Fig 8; Plate 74). Several of the piers contained a circular and oblong tie rod plates to help stabilise the building (Plate 75).



*Plate 74: The western elevation of the boiler shop*

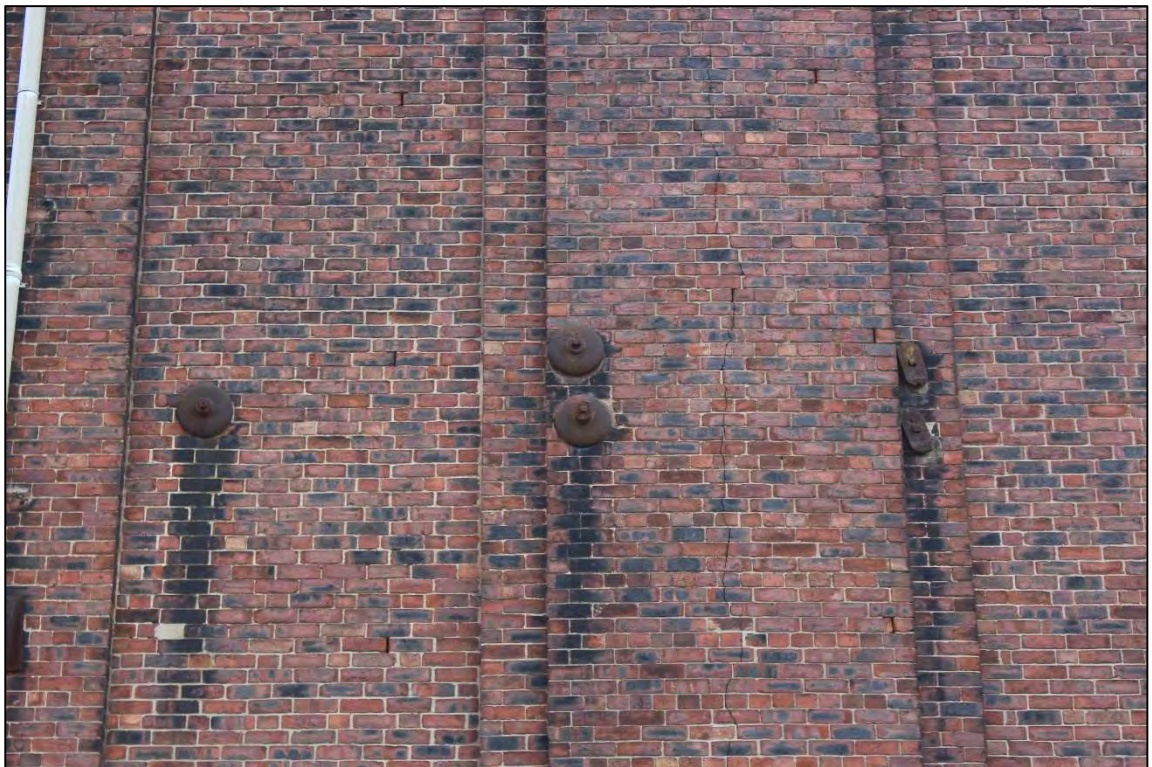


*Plate 75: Detail of the tie rod plates within the western elevation, facing east*

The western elevation of the riveting bay formed the western gable and was constructed in a three-course English Wall bond (Plate 76). This consisted of six tall 6'1 $\frac{3}{4}$ " (1.88m) wide blind recesses comprising gauged brick segmental heads with sloping sills (Plate 76).



*Plate 76: The western gable wall of the riveting bay, facing east*

A later-20<sup>th</sup> century shed to the north of the riveting bay had used the western elevation of an earlier building and was constructed in a three-course English Wall bond (Plate 77). This consisted of three tall 6'1 $\frac{3}{4}$ " (1.88m) wide blind recesses comprising gauged brick segmental heads with sloping sills (Plate 77).



*Plate 77: The eastern gable of the northern shed*

The northern elevation of the riveting bay was constructed in a three-course English Garden Wall bond of 16-bays (Fig 9). The ground floor was largely obscured by a later 20<sup>th</sup>-century building but two tall 6'1 $\frac{3}{4}$ " (1.88m) wide windows had been retained at the eastern end. These comprised gauged brick segmental heads with sloping sills with 60-light iron window frames housed within the openings (Plate 78). The upper section of the elevation contained a second row of windows which were recessed within stepped panels with a raking frieze. The apertures consisted of gauged brick segmental heads with sloping sills with 20-light iron window frames housed within the openings (Plate 78).



*Plate 78: The northern elevation of the riveting bay, facing south-west*

**Internal Description:** Internally, the boiler shop was a large open three-bay building consisting of a concrete floor, painted brick walls and a high open ceiling that exposed the L-section angle iron modified double fink trusses (Plate 79; Fig 10).



*Plate 79: Internal view of the boiler shop, looking north-west*

The three bays had retained a travelling crane that spanned the full length of the shop. The cranes travelled on rails that were fixed to the upper flange of riveted steel beams that spanned the boiler shop. The beams were supported by riveted steel stanchions 7.25m apart, with the eastern and western stanchions fixed to the inner face of the brick walls with steel ties (Plate 80 and 81).



*Plate 80: Detail of the retained travelling crane within the eastern bay of the boiler shop*



*Plate 81: The western riveted steel beam and supporting stanchions to the western bay*

The southern wall of the eastern bay contained six tall 6'3½" (1.92m) wide window apertures consisting of segmental arched heads and flat concrete rendered internal sills. The lower three apertures had been partially infilled with brick while the upper openings housed the original iron window frames (Plate 82). The two central piers contained a 4" projecting brick buttress rising to eave height. The southern wall of the central and western bays was 5.27m lower than the eastern bay (Fig 10). These contained three segmental arched head windows with concrete rendered internal sills (Plate 83). As with the eastern bay wall the piers contain a 4" protruding brick buttress.



*Plate 82: The southern wall of the eastern bay*



*Plate 83: The southern wall of the central bay*

The northern wall to each of the bays was largely open with the brick wall above tie beam height that was supported by riveted steel beams (Plate 84). This suggests that there was unrestricted access between the boiler shop and the riveting bay.



*Plate 84: The northern wall of the eastern bay*

The eastern wall of the eastern bay had originally contained nine wagon doorways to the southern end. These comprised concrete lintels with the jambs projecting into the shop by 8". The openings were infilled with brick and a later doorway affording access into the ground and first floor of the late-20<sup>th</sup>-century extension (Plate 85). The concrete floor around each of the doorways had retained a set of standard gauge rails measuring 4'8½" (1.43m) apart (Plate 85).



*Plate 85: The infilled wagon doorway to the eastern wall of the eastern bay*

The western wall had recently been painted which obscured any historical features. However, the three-course segmental arched heads of the blind recesses within the western elevation were observed. The recesses were infilled flush with brick (Plate 86).



*Plate 86: The infilled recesses within the western wall of the western bay*

The riveting bay to the northern end of the boiler shop was constructed in the same style, comprising a concrete floor, painted brick walls and a high open ceiling that exposed the L-section angle iron modified double fink trusses (Plate 87).

The northern wall was of 16-bays and was a tall, single-storey shed. The lower section consisted of 15 tall 6'1¾" (1.88m) wide windows with a doorway at the western end. The windows comprised segmental arched heads with flat concrete rendered internal sills. The openings had been infilled; however, the two eastern apertures had retained the 60-light iron window frames (Plate 87). The doorway was a wagon entrance that afforded access into a second bay to the northern end of the site. This consisted of a tall opening with a riveted steel beam lintel and jambs with a concrete threshold. The opening was infilled with modern cement blocks with a later inserted doorway situated to the western end (Plate 88). The windows to the upper section consisted of gauged brick segmental heads with flat internal sills with 20-light iron window frames housed within the openings (Plate 87).

A series of riveted steel beams was bolted to the northern wall. These had been recently removed however they are evidence of a steel structure possibly another travelling crane (Plate 89).

The eastern and western walls contained six tall 6'1¾" (1.88m) wide apertures comprising gauged brick segmental heads with flat concrete rendered sills. The eastern apertures had retained the iron window frames while those to the western wall were infilled with brick. (Plate 90 and 91). The central openings to the first floor on each wall was taller than the flanking openings.



*Plate 87: The infilled windows within the northern wall of the riveting bay*



*Plate 88: The wagon doorway at the western end of the northern wall*



*Plate 89: The remains of riveted steel beams within the northern wall of the riveting bay*



*Plate 90: The eastern wall of the riveting bay*

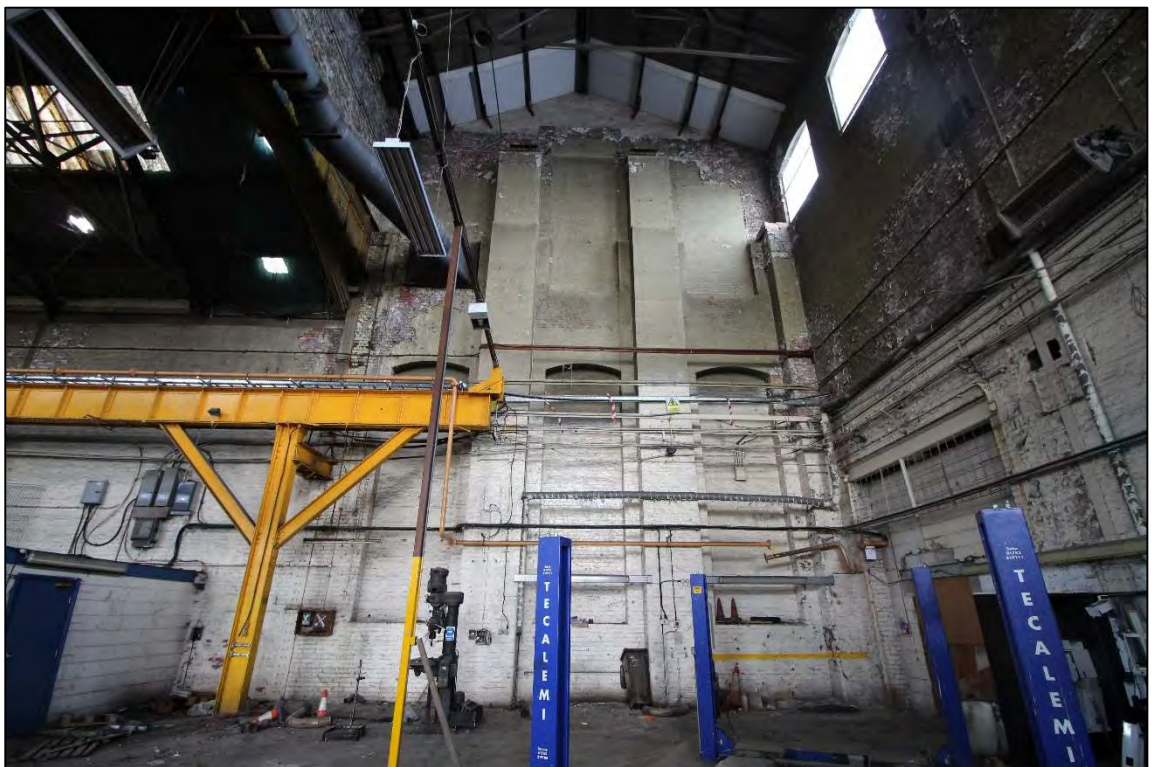


*Plate 91: The western wall of the riveting bay*

#### 4.7 The northern ancillary building- Shed 3

The northern ancillary building was a long single-storey lean-to that butted the southern elevation of the boiler shop (Fig 7). The building was brick constructed with a mono pitched corrugated fibre cement roof (Plate 92).



*Plate 92: General view of Shed 3, facing north-west*

**External Description:** The original eastern elevation was constructed in a three-course English Garden Wall bond, however only two sections had been retained with the elevation re-built using concrete blocks (Plate 93). A modern roller shutter door with a steel I-section lintel spanned the elevation was situated to the southern end (Plate 93).



*Plate 93: The eastern elevation of Shed 3*

The southern elevation was also built in a three-course English Garden Wall bond (Plate 92). This elevation comprised two doorways to the western end with a long horizontal window to the eastern end. This window was a later insertion with a steel I-section frame supporting the opening and corrugated clear uPVC sheeting (Plate 94; Fig 7).



*Plate 94: Detail of the modern inserted horizontal window within the southern elevation, looking north*

The western doorway was a large vehicle entrance with a flush concrete lintel and afforded access into the western end of the shed (Fig 7). A large four-panelled timber sliding door with a steel door track was fixed to the outer face of the elevation (Plate 95). The eastern doorway was a pedestrian entrance affording access into the eastern half of the shed. This consisted of a timber lintel with rectangular architraves and housed a modern flush timber door with modern door furniture (Plate 96).



*Plate 95: The western doorway within the southern elevation*



*Plate 96: The eastern doorway within the southern elevation*

**Internal Description:** Internally, the lean-to was divided into two sections (Fig 11). Room 1 measured 73'9" (22.5m) by 22'3" (6.8m) and consisted of a concrete floor, painted brick walls and an open ceiling that exposed the L-section angle iron mono truss (Plate 97). The room had been used as a storage shed with all historical features removed.



*Plate 97: General view of Room 1, looking north-east*

Room 2 was situated to the western end shed and measured 30'10" (9.4m) by 22'3" (6.8m) (Fig 11). The room consisted of a concrete floor, exposed brick walls and an open ceiling exposing the mono pitched L-section angle iron trusses (Plate 98). The northern wall of the building was formed by the external southern elevation of the boiler shop and contained several round tie rod plates (Plate 99).

The western wall was formed by the eastern external wall of the substation, Shed 2. At the centre of the wall was a horizontal nine-light timber framed window with a flat steel bar lintel and a projecting chamfered terracotta (Plate 100). A second window was situated to the south and was the northern two lights of the central window within the eastern elevation of the substation (Plate 100).



*Plate 98: General view of Room 2 within the lean-to, facing north*



*Plate 99: Detail of the tie rod plates within the northern wall of the shed*



*Plate 100: The eastern elevation of the substation that formed the western wall of the lean-to*

## 5. Discussion

---

### 5.1 Introduction

The historical building investigation of Hammerstone Road Depot has provided a valuable opportunity to record the remaining buildings dating from the 1920s expansion of a regionally and internationally important locomotive works of the late-19<sup>th</sup>-century works known as Gorton Foundry. It has also enabled a review of the available documentary material to be combined with the physical evidence embedded in the historic fabric to produce a detailed narrative of the building's development. The investigation of such a site also addresses questions posed within the research agenda of the North-West Regional Framework which looks to establish what impact the region's railway development had on the world (Ind92) and what the impact of globalisation in material culture and trading networks (Ind65).

### 5.2 Gorton Foundry

The evidence available shows that Charles Beyer, Richard Peacock, and Henry Roberts created the Gorton Foundry in 1854. Their company Beyer, Peacock & Co originally produced exclusively steam engines.

Beyer had formerly worked for Sharp, Roberts & Co. as their chief engineer, while Peacock had former experience at the Great Western Railway and Manchester & Sheffield railway. The reputation Beyers had amassed working for Sharp, Roberts & Co. resulted in the new company receiving orders from the East India Railway Company in 1855, before works had begun on their new foundry. By 1868 the company had built 844 locomotives of which 476 were exported mainly to the British colonies, Southern Africa and South American. The expansion into the North American market was minimal with a single copy of the London and North Western Railway's Dreadnought Class for the Pennsylvania Railroad and nine 2-6-0 locomotives for the Costa Rica Railway.

The company's reputation had strengthened during the 1860s when they were commissioned to build the world's first successful condensing locomotive for the London underground railway. The Metropolitan Railway A Class 4-4-0 tank engine was used on most of the lines until electrification in 1905.

However, it was the Beyer-Garratt articulated locomotive that made the foundry the most famous. This was originally patented by Herbert William Garret in 1908 with Gorton Foundry having sole manufacturing rights within Britain. Due to this influx of work the foundry had expanded to the west of the original site. The expansion included a new boiler shop with a riveting bay and ancillary buildings to the south included an attached substation with workshops to the south-east (Plate 101).

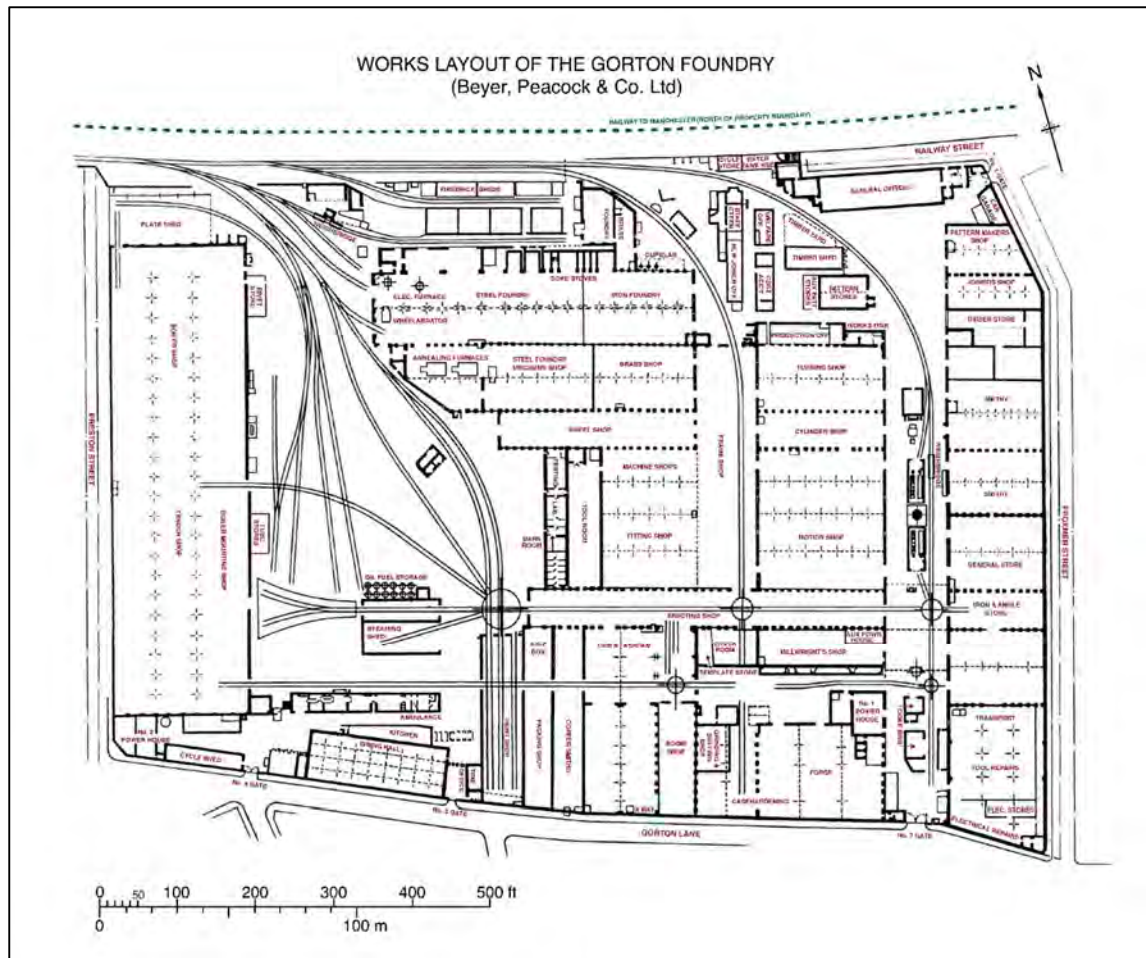


*Plate 101: Plan of the expanded works, date unknown*

### 5.3 The boiler shop

The boiler shop was a large three-bay brick building comprising the boiler mounting shop within the eastern bay and the tender shop within the central and western bays (Plate 101). Access was afforded into the boiler mounting shop via 12 doorways situated within the eastern elevation. The southernmost doorway had retained a set of narrow gauge rails within the floor with a set of standard gauge rails set within the central opening (Plate 101). Each of the rails led to a turntable to the centre of the complex which afforded access to the main rail line to the north, the erecting shop to the east and the paint shop to the south.

The three bays had retained the original travelling cranes that spanned the full length of the shop. The cranes travelled on rails that were fixed to the upper flange of riveted steel beams that spanned the boiler shop. The beams had been supported by riveted steel stanchions 7.25m apart, with the eastern and western stanchions fixed to the inner face of the brick walls with steel ties (Plate 102).



*Plate 102: The retained traveling crane within the eastern bay*

#### **5.4 The Ancillary buildings**

During the 1920s expansion several ancillary buildings had been constructed to the southern end of the site. A cycle shed (Shed 1) was situated to the southern end of the site and formed part of the staff resting area, along with the now demolished dining hall, and kitchen. The shed had been altered during the later-half of the 20<sup>th</sup> century and was recently used as a workshop (Plate 101).

The building to the eastern end of the Site was original constructed as the Time Office. This was a single storey office block with a later-20<sup>th</sup>-century extension to the northern end. The only retained features to this building was the original timber framed windows within the western elevation.

The ambulance and medical building had recently been adapted into offices with all modern plasterboard walls and false ceilings. However, the building originally comprised glazed white tile walls and a flat lath and plaster ceiling. The unusual window casings within the north and eastern walls could be closed internally with a pulley and externally with a steel hinged shutter.

The new boiler shop was powered by an attached 'Power Room' to the south-western corner of the site. The western room (Room 3) of the building had contained several large fuse boards and banks situated to the north and west of the room (Plate 103). During the later-half of the 20<sup>th</sup> century these had been replaced with smaller modern fused boards and were housed within Room 4.



*Plate 103: The original electrical equipment to the northern end of Room 3*

## **5.4 Conclusion**

The conclusion drawn by the archaeological building survey is that due to the modern interventions most of the historical features have been removed. However, those original features that survive have been recorded by the Historical Building Inspection. The loss of these features has been adequately mitigated by this survey. Accordingly, it is recommended that no further archaeological work be undertaken ahead of the demolition of the ancillary buildings and the redevelopment of the former boiler shop.

## 6. Archive

---

### 6.1 Archive

The results of the archaeological investigation form the basis of a full archive that has been prepared to professional standards, in accordance with current Historic England guidelines, the *Guidelines for the Preparation of Excavation Archives for Long Term Storage* (UKIC 1990), and current ClfA standards and guidance for the creation, compilation, transportation and deposition of archaeological archive. The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The deposition of a properly ordered and indexed project archive in an appropriate repository is considered an essential and integral element of all archaeological projects by the ClfA in that organisation's code of conduct.

The documentary and digital archive generated from the historic is currently in the possession of Salford Archaeology. A copy of this report will be submitted to the Greater Manchester Historic Environment Record in digital and hard copy formats. A digital copy of the report will be publicly available on the Archaeological Data Service (ADS) website.

# Sources

---

## Maps

Ordnance Survey County Series 1:1056, 1<sup>st</sup> Edition Published 1848

National Grid Map 1:7500, Published 1950

National Grid Map 1:7500, Published 1960

National Grid Map 1:7500, Published Contemporary

Ordnance Survey 1:1056, Published 1909

Ordnance Survey 1:1056, Published 1923

Ordnance Survey 1:1056, Published 1968

Ordnance Survey 1:2500, Published 1923

Town Plans of England and Wales 1:500, Published 1891

## Secondary Sources

ClfA Regulations, Standards and Guidelines, updated 2020 *Digital Archives in Archaeology*

ClfA Regulations, Standards and Guidelines, updated 2020 *Standards and Guidance for the Creation, Compilation, Transfer and Deposition of Archaeological Archives*

ClfA Regulations, Standards and Guidelines, updated 2020 *Standards and Guidance for the Archaeological Investigation and Recording of Standing Buildings and Structures*

ClfA Regulations, Standards and Guidelines, updated 2020 *Toolkit for Selecting Archaeological Archives*

Department for Communities and Local Government, 2021 *National Planning Policy Framework*

Engineering Directory. 1913. Engineering Limited, London.

Historic England 2008 Conservation Principles, Policies and Guidelines London

Historic England 2016 *Understanding Historic Buildings: A Guide to Good Practice* E-book <https://historicengland.org.uk/images-books/publications/understanding-historic-buildings/> Accessed 07.01.2023

Turley Heritage 2021 *Hammerstone Road Depot, Gorton, Manchester: Heritage Statement*

## Web Sources

Andy. 2015. Beyer Peacock's Gorton Foundry. URL: [#405 – Beyer Peacock's Gorton Foundry – Mechanical Landscapes](#). Accessed: 09/03/23.

<https://www.bgs.ac.uk/>

Manchester Library. Manchester Image Collections: Gorton Locomotive Works. URL: [Manchester Local Image Collection](#). Accessed: 09/03/23.

North West Archaeological Research Framework <https://researchframeworks.org/nwrf/>

RailScot. Gorton Foundry. URL: [RAILSCOT | Gorton Foundry](#). Accessed: 9/03/23

Science and Industry Museum. 2017. Beyer, Peacock & Co. LTD: From Manchester to the World. URL: [Beyer, Peacock & Co. Ltd | Science and Industry Museum](#). Accessed: 09/03/23.

# Acknowledgements

---

Salford Archaeology would like to thank Phil Williams of Morgan Sindall Construction, for commissioning and supporting the historic building investigation. Salford Archaeology would also like to thank Ian Miller for providing monitoring support and advice through GMAAS.

The historic building investigation was undertaken by Lewis Stitt, who also compiled the technical report and accompanying illustrations. The report was edited by Graham Mottershead who also was responsible for the project management.

# Appendix 1: Inventory of fixtures and fittings

---

All of the Listed Buildings considered in the present study are of considerable historical and archaeological significance, which is reflected in the statutory designation of several of the structures. Notwithstanding the accepted importance of the buildings and their setting, however, some components are of especial significance and are fundamental to their interest. Conversely, there are a few components of the buildings that actually detract from their heritage value and make it more difficult to appreciate as a textile-manufacturing centre of local importance, and these features may be considered to have a negative value.

Whilst no detailed guidelines for the retention of historic fabric have been produced by either English Heritage or the Chartered Institute for Archaeologists (CIfA), standard English Heritage site attributes are appropriate for the present study. In particular, the justification criteria listed in the *Management of Archaeological Projects* (English Heritage 1991, 28) may be of relevance. These include:

- Survival/condition
- Period
- Rarity
- Fragility/vulnerability
- Documentation
- Group value
- Potential

Whilst these were intended for use to identify archaeological sites of importance, the criteria may also be usefully applied within an individual site. The categories may be defined as follows, although it should be noted that just because a feature is not in the highest category does not mean that it is dispensable:

- **Very High:** buildings or other surviving fabric of national or international importance. The earliest and most intact elements of the site, including rare or unique features. It is envisaged that removal or compromise of such features would have a substantial negative effect on the historical character of the area, and would reduce the site's potential as a future archaeological resource. The removal of such features should not be considered as an option in any future development scheme;
- **High:** intact buildings or fabric of regional or national significance. Early but damaged parts of the site, which would usually have a high *Group* value and probably *Rarity* and *Period* value. The removal of such features should not be considered as an option in any future development scheme;

- **Moderate:** intact buildings or fabric of county or borough significance. May include fabric that now forms an integral part of an early building, or early but severely damaged parts of the site. Similarly, this category may include badly damaged remains of features that would have been of greater significance had they survived, and later features of little intrinsic value, but which form part of a more important building.
- **Neutral:** features of little or no intrinsic interest that damage or obscure buildings or features of significance. Adequate archaeological recording is likely to be required prior to any removal.

#### Hammerstone Road Depot: Shed 1- The Cycle Shed

| Feature No. | Image | Location | Description                                                 | Significance | To Be removed or retained               |
|-------------|-------|----------|-------------------------------------------------------------|--------------|-----------------------------------------|
| A1          | 399   | External | Brickwork forming the north elevation                       | Neutral      | To be removed due to the poor condition |
| A2          | 400   | External | Timber doorway to the western end of the northern elevation | Neutral      | To be removed due to the poor condition |
| A3          | 402   | External | Timber doorway to the centre of the northern elevation      | Neutral      | To be removed due to the poor condition |
| A4          | 405   | External | Timber window to the centre of the northern elevation       | Neutral      | To be removed due to the poor condition |
| A5          | 406   | External | Timber window to the east of the northern elevation         | Neutral      | To be removed due to the poor condition |
| A6          | 412   | External | Brickwork forming the eastern elevation                     | Neutral      | To be removed due to the poor condition |

|     |     |          |                                                                   |          |                                                             |
|-----|-----|----------|-------------------------------------------------------------------|----------|-------------------------------------------------------------|
| A7  | 412 | External | Timber door and doorframe at the centre of the northern elevation | Neutral  | To be removed due to the poor condition                     |
| A8  | 412 | External | Earlier timber lintel at the centre of the eastern elevation      | Neutral  | To be removed due to the poor condition                     |
| A9  | 412 | External | Rain water good to the building                                   | Neutral  | To be removed due to the poor condition                     |
| A10 | 245 | External | Brickwork forming the south elevation                             | Neutral  | To be removed due to the poor condition                     |
| A11 | 379 | External | Brickwork forming the west elevation                              | Neutral  | To be removed due to the poor condition                     |
| A12 | 409 | External | Slate roofing tiles                                               | Moderate | To be removed and reused elsewhere within the redevelopment |
| A13 | 419 | Internal | Concrete floor                                                    | Neutral  | To be removed due to the poor condition                     |
| A14 | 420 | Internal | L-section angle fink trusses                                      | Neutral  | To be removed due to the poor condition                     |

Hammerstone Road Depot: Shed 2- The Power House

| <b>Feature No.</b> | <b>Image</b> | <b>Location</b> | <b>Description</b>                                                | <b>Significance</b> | <b>To Be removed or retained</b>                                      |
|--------------------|--------------|-----------------|-------------------------------------------------------------------|---------------------|-----------------------------------------------------------------------|
| B1                 | 322          | External        | Eastern elevation doorway                                         | High                | Retain due to significance                                            |
| B2                 | 322          | External        | Timber framed window to the northern end of the eastern elevation | Moderate            | Can be replaced due to poor condition                                 |
| B3                 | 235          | External        | Blocked windows to the southern elevation                         | Neutral             | Can be removed as this holds no historical value                      |
| B4                 | 330          | Internal        | Concrete floor                                                    | Moderate            | Can be replaced as this is a later 20 <sup>th</sup> -century addition |
| B5                 | 350          | Internal        | Roof trusses                                                      | High                | Retain due to significance                                            |
| B6                 | 354          | Internal        | Internal timber door                                              | High                | Retain due to significance                                            |

Hammerstone Road Depot: Time Office

| Feature No. | Image | Location | Description                                                               | Significance | To Be removed or retained                                                                   |
|-------------|-------|----------|---------------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------------------|
| C1          | 34    | External | Timber windows to the western elevation                                   | Neutral      | To be removed due to the poor condition                                                     |
| C2          | 30    | External | Timber doorway to the western elevation                                   | Neutral      | To be removed due to the poor condition                                                     |
| C3          | 33    | External | Slate Roofing tiles                                                       | Moderate     | To be removed and reused elsewhere within the redevelopment                                 |
| C4          | 40    | External | Timber windows to the northern elevation                                  | Neutral      | To be removed due to the poor condition                                                     |
| C5          | 52    | Internal | All internal fixtures and fitting within the office building              | Neutral      | To be removed due to the poor condition and of late 20 <sup>th</sup> -century interventions |
| C6          | 45    | Internal | Timber framed window within the northern elevation of the original office | Neutral      | To be removed due to the poor condition and of late 20 <sup>th</sup> -century interventions |

Hammerstone Road Depot: Ambulance/medical block

| Feature No. | Image | Location | Description                                        | Significance | To be removed or retained                                                          |
|-------------|-------|----------|----------------------------------------------------|--------------|------------------------------------------------------------------------------------|
| D1          | 67    | External | Timber framed windows to the southern elevation    | Neutral      | To be removed due to the poor condition                                            |
| D2          |       | External | Timber doorframes to the southern elevation        | Neutral      | To be removed due to the poor condition                                            |
| D3          | 74    | External | Cast-iron window casings to the eastern elevation  | Moderate     | To be removed and reused elsewhere within the redevelopment                        |
| D4          | 121   | External | Cast-iron window casings to the northern elevation | Moderate     | To be removed and reused elsewhere within the redevelopment                        |
| D5          |       | External | Flat felt roof                                     | Neutral      | To be removed due to the poor condition                                            |
| D6          | 81    | Internal | Partition walls                                    | Neutral      | Removed. This is a 20 <sup>th</sup> -century intervention with no historical value |
| D7          | 99    | Internal | Glazed tiles to eastern wall                       | Moderate     | Can be removed due to the poor condition                                           |
| D8          | 84    | Internal | Cast-iron hatch in eastern wall of Room 1          | Moderate     | To be removed and can be reused elsewhere                                          |

|    |     |          |                               |          |                                          |
|----|-----|----------|-------------------------------|----------|------------------------------------------|
|    |     |          |                               |          | within the redevelopment                 |
| D9 | 113 | Internal | Glazed tiles to northern wall | Moderate | Can be removed due to the poor condition |
|    |     |          |                               |          |                                          |
|    |     |          |                               |          |                                          |

#### Hammerstone Road Depot: Features in the Boiler Shop

| <b>Feature No.</b> | <b>Image</b> | <b>Location</b> | <b>Description</b>                           | <b>Significance</b> | <b>To Be removed or retained</b>                      |
|--------------------|--------------|-----------------|----------------------------------------------|---------------------|-------------------------------------------------------|
| E1                 | 173          | External        | Brickwork forming the eastern elevation      | Very High           | Retain due to significance                            |
| E2                 | 432          | External        | Brickwork forming the southern elevation     | Very High           | Retain due to significance                            |
| E3                 | 193          | External        | Brickwork forming the western elevation      | Very High           | Retain due to significance                            |
| E4                 | 299          | External        | Brickwork forming the northern elevation     | Very High           | Retain due to significance                            |
| E5                 | 286          | External        | Lower window frames to the eastern elevation | Moderate            | Can be removed due to the poor condition and replaced |
| E6                 | 287          | External        | Upper window frames to the eastern elevation | Moderate            | Can be removed due to the poor condition and replaced |

|     |     |          |                                                                             |           |                                                                                           |
|-----|-----|----------|-----------------------------------------------------------------------------|-----------|-------------------------------------------------------------------------------------------|
| E7  | 949 | External | Concrete lintels to each of the large doorways within the eastern elevation | Very High | Retain due to significance                                                                |
| E8  | 734 | External | Rails within the northern doorway                                           | Very High | Retain due to significance                                                                |
| E9  | 929 | External | Rails within the central doorway                                            | Very High | Retain due to significance                                                                |
| E10 | 276 | External | Office extension 1                                                          | Neutral   | Removed. This is a 20 <sup>th</sup> -century intervention with no historical value        |
| E11 | 274 | External | Office extension 3                                                          | Neutral   | Removed. This is a 20 <sup>th</sup> -century intervention with no historical value        |
| E12 |     | External | Lower window frames to the southern elevation                               | Moderate  | Can be removed due to the poor condition and replaced                                     |
| E13 | 187 | External | Upper window frames to the southern elevation                               | Moderate  | Can be removed due to the poor condition and replaced                                     |
| E14 | 209 | External | Wall boxes within the western elevation                                     | Moderate  | Can be removed. This is a 20 <sup>th</sup> -century intervention with no historical value |
| E15 | 299 | External | Lower window frames to the northern elevation                               | Moderate  | Can be removed due to the poor condition and replaced                                     |

|     |     |          |                                                       |           |                                                                                    |
|-----|-----|----------|-------------------------------------------------------|-----------|------------------------------------------------------------------------------------|
| E16 | 299 | External | Upper window frames to the northern elevation         | Moderate  | Can be removed due to the poor condition and replaced                              |
| E17 | 280 | External | Roller shutter doors to the eastern elevation         | Neutral   | Removed. This is a 20 <sup>th</sup> -century intervention with no historical value |
| E18 | 795 | Internal | Eastern bay upper travelling crane                    | Very High | Retain due to significance                                                         |
| A19 | 794 | Internal | Eastern bay upper travelling crane beams              | Very High | Retain due to significance                                                         |
| E20 | 794 | Internal | Eastern bay lower travelling crane beams              | Very High | Retain due to significance                                                         |
| E21 | 560 | Internal | Riveted steel frame supporting the eastern bay cranes | Very High | Retain due to significance                                                         |
| E22 | 610 | Internal | Central bay travelling crane beams                    | Very High | Retain due to significance                                                         |
| E23 | 764 | Internal | Western bay travelling crane beams                    | Very High | Retain due to significance                                                         |
| E24 | 610 | Internal | Riveted steel frame supporting the central bay cranes | Very High | Retain due to significance                                                         |
| E25 | 764 | Internal | Riveted steel frame supporting the western bay cranes | Very High | Retain due to significance                                                         |

|     |     |          |                                                                                  |           |                                                                                                           |
|-----|-----|----------|----------------------------------------------------------------------------------|-----------|-----------------------------------------------------------------------------------------------------------|
| E26 | 755 | Internal | Rivettted steel<br>lintel within<br>northern wall                                | High      | Retain due to<br>significance                                                                             |
| E27 | 865 | Internal | L-section angle<br>iron modified<br>double fink<br>trusses to<br>eastern bay     | Very high | Retain due to<br>significance                                                                             |
| E28 | 741 | Internal | L-section angle<br>iron modified<br>double fink<br>trusses to the<br>central bay | Very high | Retain due to<br>significance                                                                             |
| E29 | 759 | Internal | L-section angle<br>iron modified<br>double fink<br>trusses to the<br>western bay | Very high | Retain due to<br>significance                                                                             |
| E30 | 862 | Internal | Asbestos sheet<br>roof                                                           | Neutral   | To be removed<br>and replaced<br>with modern<br>sheeting                                                  |
| E31 | 629 | Internal | Concrete floor                                                                   | Neutral   | Can be removed.<br>This is a 20 <sup>th</sup> -<br>century<br>intervention with<br>no historical<br>value |
| E32 | 702 | Internal | Riveted Support<br>beam between<br>the boiler shop<br>and riveting bay           | Very high | Retain due to<br>significance                                                                             |
|     |     |          |                                                                                  |           |                                                                                                           |

Hammerstone Road Depot: Lean-to Shed 3

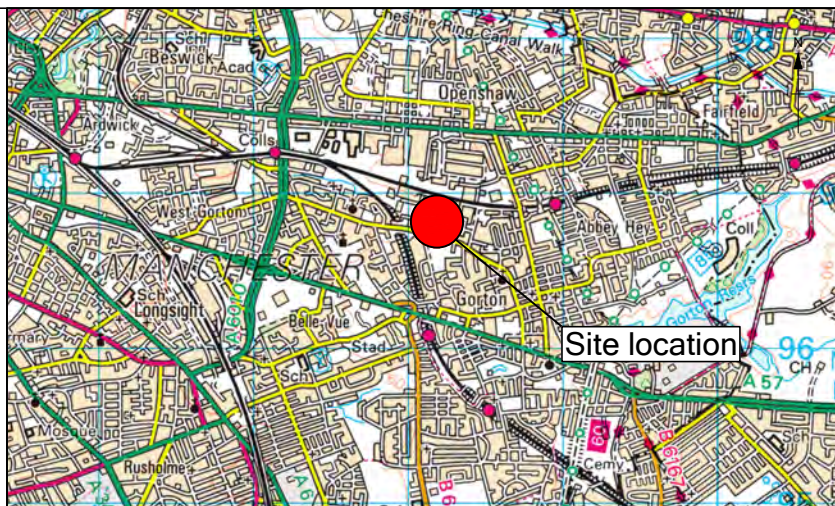
| <b>Feature No.</b> | <b>Image</b> | <b>Location</b> | <b>Description</b>                                             | <b>Significance</b> | <b>To be removed or retained</b>                                                         |
|--------------------|--------------|-----------------|----------------------------------------------------------------|---------------------|------------------------------------------------------------------------------------------|
| F1                 | 430          | External        | Brickwork to the eastern elevation                             | Neutral             | To be removed due to the poor condition                                                  |
| F2                 | 430          | External        | Cinder blocks used to rebuild the eastern elevation            | Neutral             | To be removed. This is a 20 <sup>th</sup> -century intervention with no historical value |
| F3                 | 430          | External        | Roller shutter door to the eastern elevation                   | Moderate            | To be removed. This is a 20 <sup>th</sup> -century intervention with no historical value |
| F4                 | 431          | External        | Brickwork to the southern elevation                            | Neutral             | To be removed due to the poor condition                                                  |
| F5                 | 428          | External        | Clear plastic window and steel frame to the southern elevation | Neutral             | To be removed. This is a 20 <sup>th</sup> -century intervention with no historical value |
| F6                 | 427          | External        | Central timber door and doorframe                              | Neutral             | Removed. This is a 20 <sup>th</sup> -century intervention with no historical value       |

|    |     |          |                                     |         |                                                                                    |
|----|-----|----------|-------------------------------------|---------|------------------------------------------------------------------------------------|
| F7 | 426 | External | Western timber door and doorframe   | Neutral | Removed. This is a 20 <sup>th</sup> -century intervention with no historical value |
| F8 | 385 | Internal | the L-section angle iron mono truss | Neutral | To be removed due to the poor condition                                            |
| F9 | 151 | Internal | Asbestos sheet roof                 | Neutral | To be removed                                                                      |
|    |     |          |                                     |         |                                                                                    |
|    |     |          |                                     |         |                                                                                    |

## Appendix 2: Illustrations

---

- Figure 1: Site location plan
- Figure 2: Shed 1 plan and elevations
- Figure 3: Shed 2 (The Power House) plan and elevations
- Figure 4: The Time Office plan and elevations
- Figure 5: The Ambulance Bay plan and elevations
- Figure 6: Eastern elevation of the 1920s Boiler Shop
- Figure 7: Southern elevation of the 1920s Boiler Shop
- Figure 8: Western elevation of the 1920s Boiler Shop
- Figure 9: Northern elevation of the 1920s Boiler Shop
- Figure 10: Plan of the 1920s Boiler Shop
- Figure 11: Plan of lean-to, Shed 3



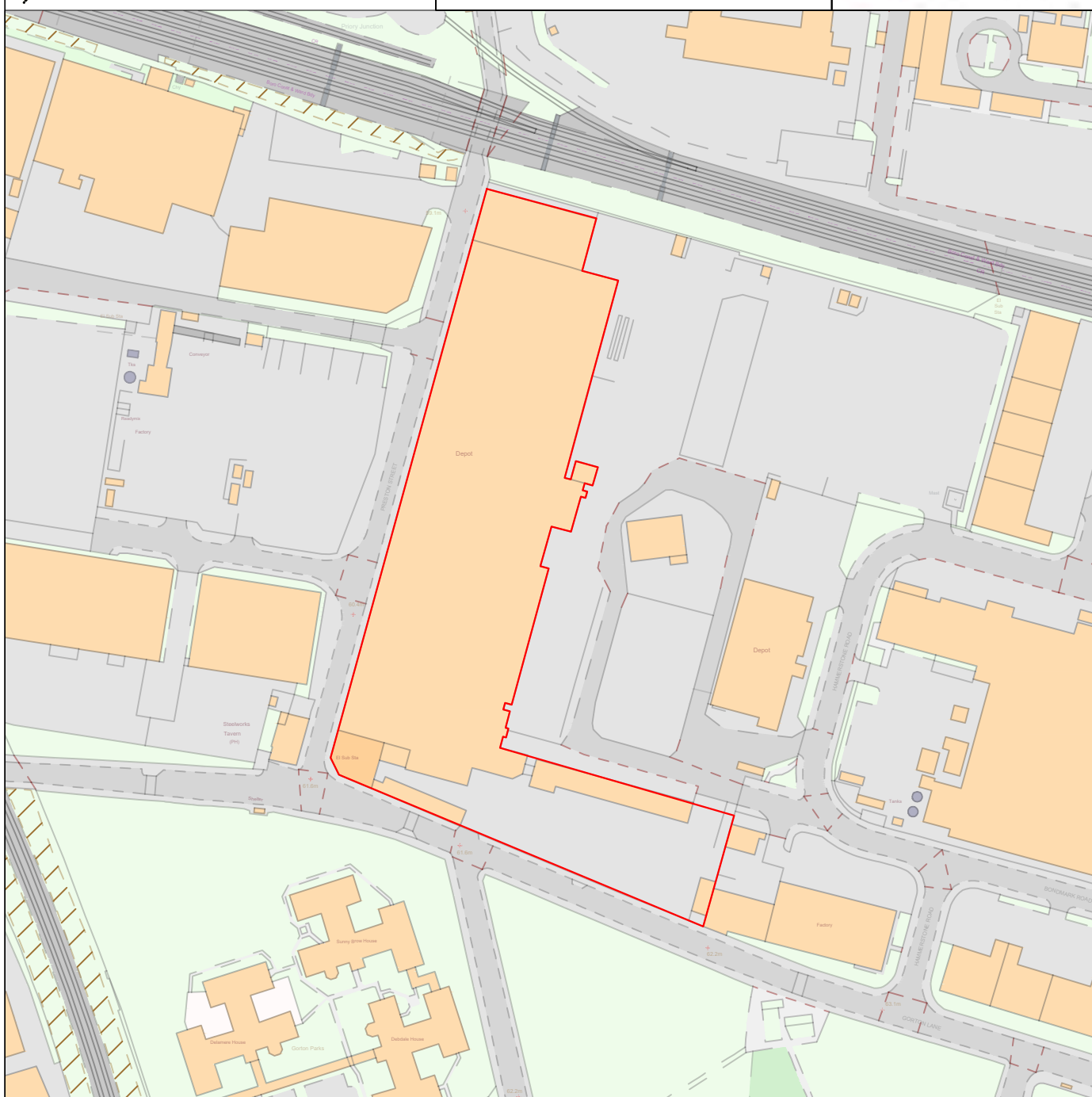
Hammerstone Road Depot, Gorton, Manchester

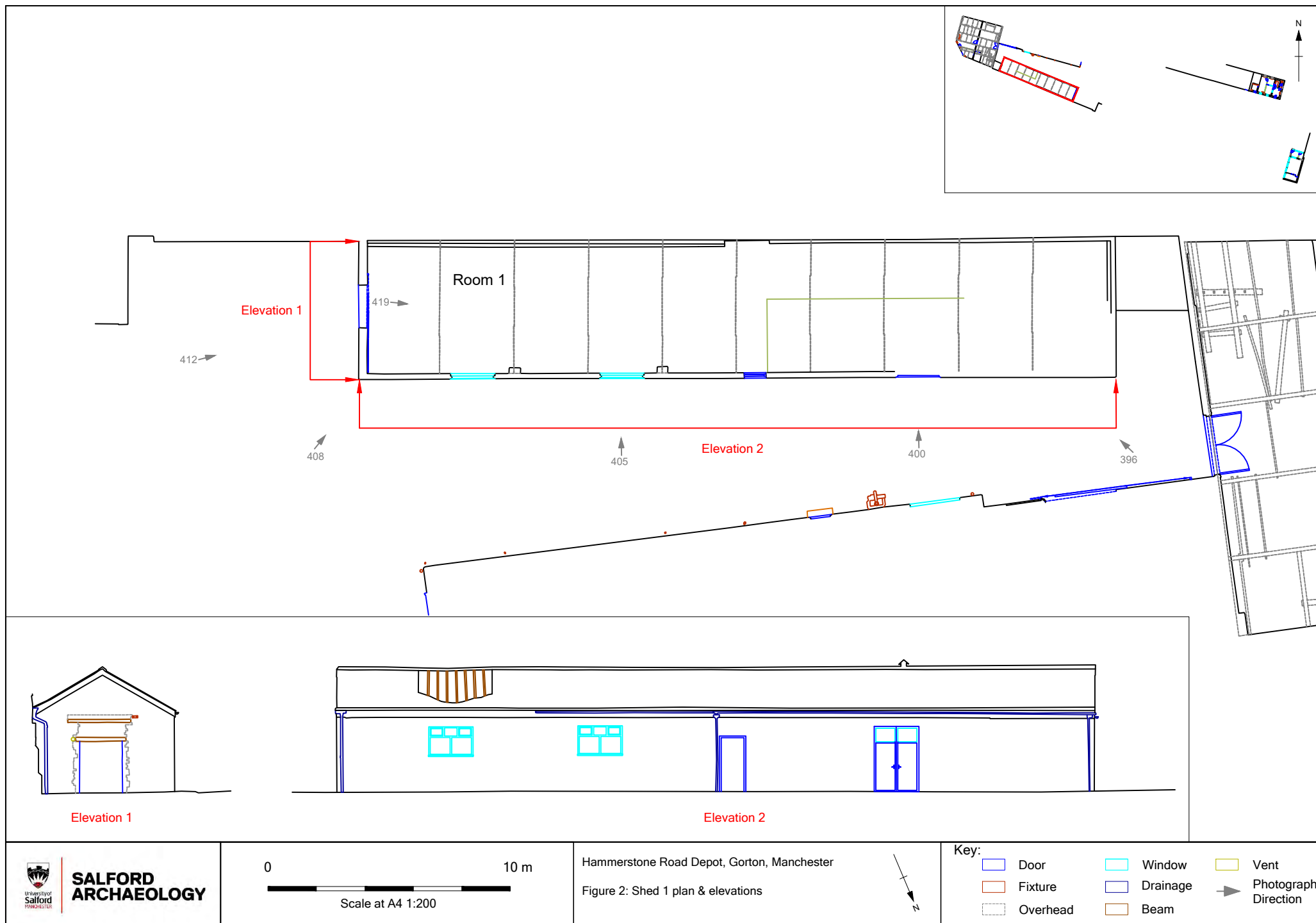
Figure 1: Site Location

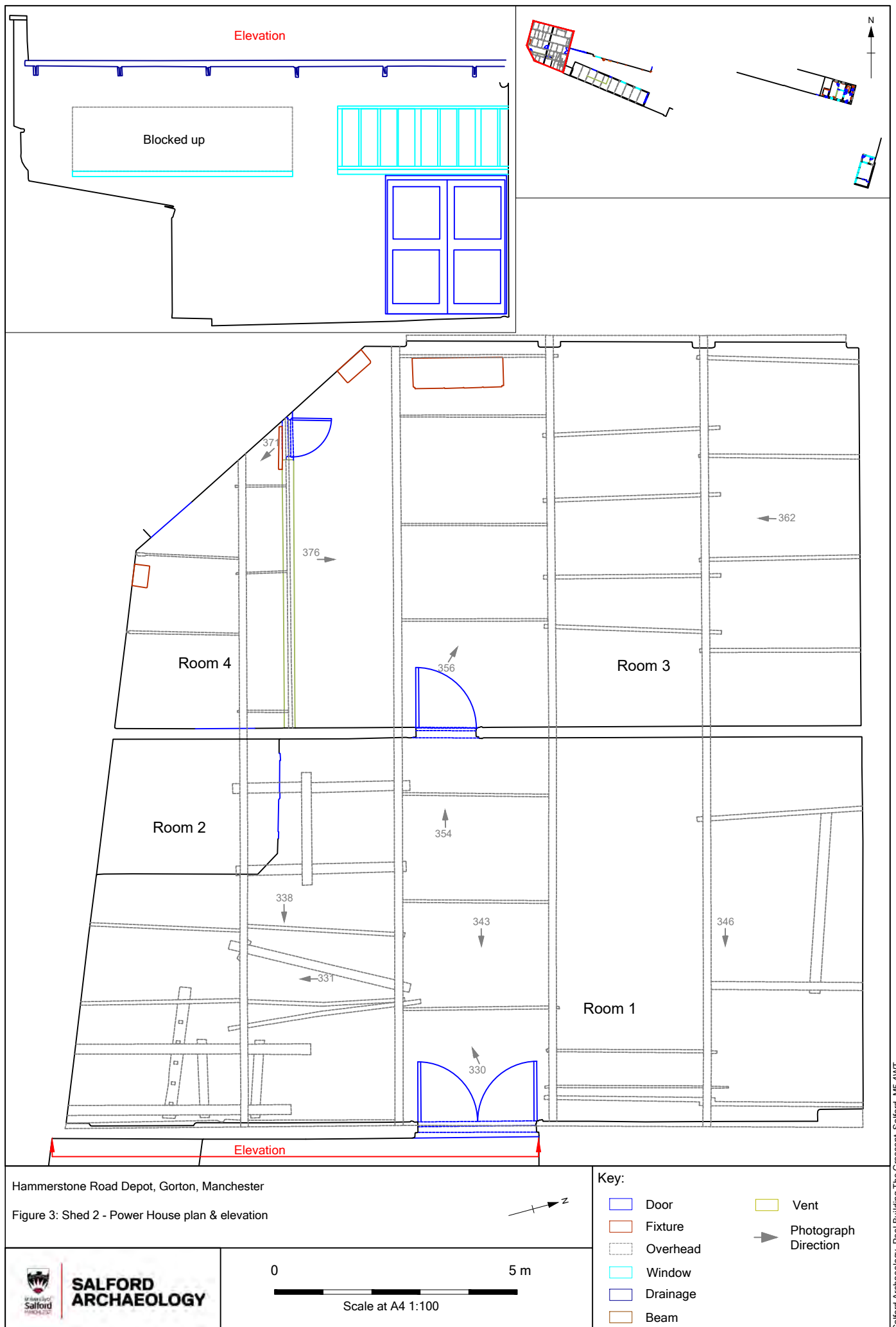
Contains Ordnance Survey data © Crown copyright and database right 2023

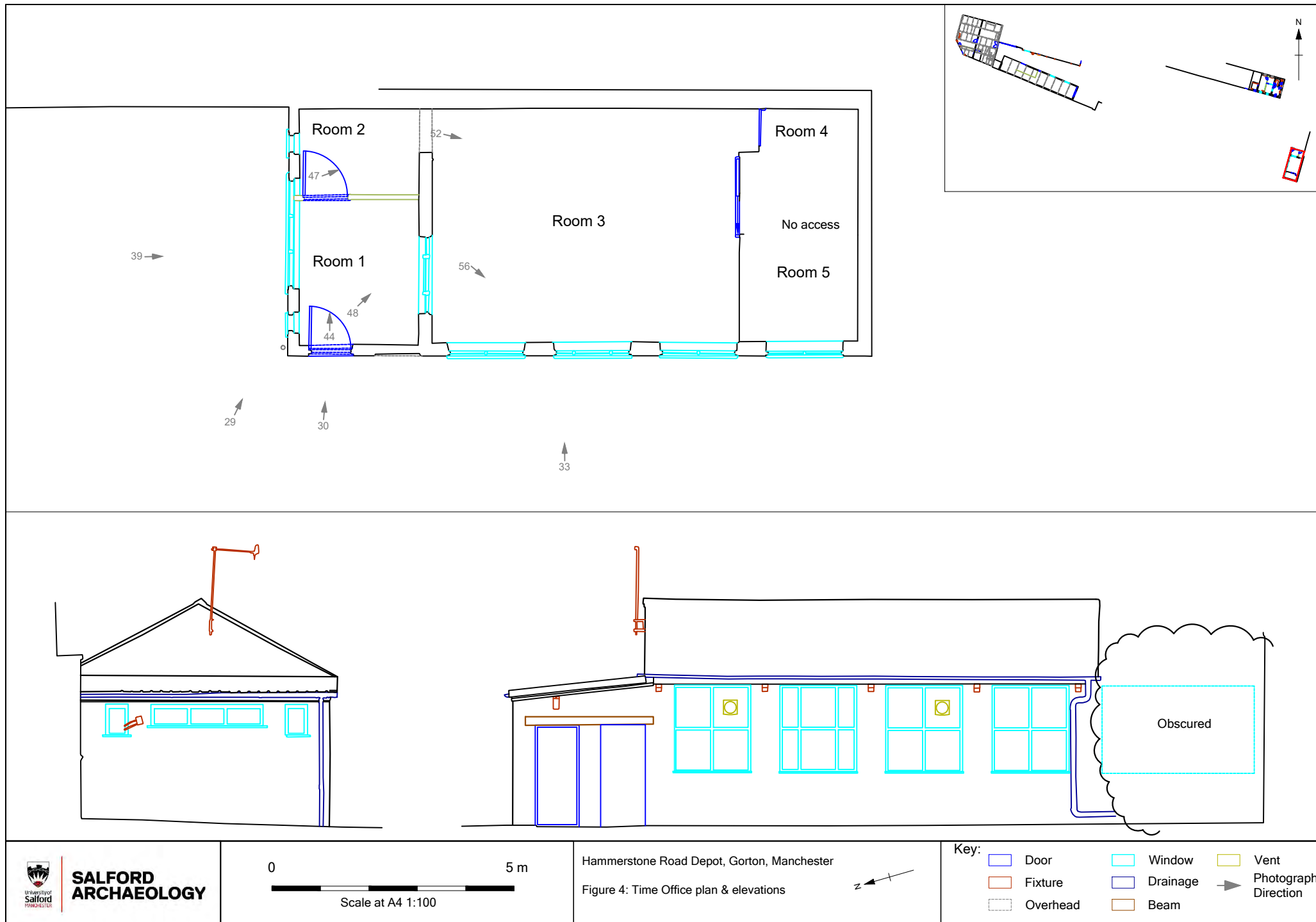


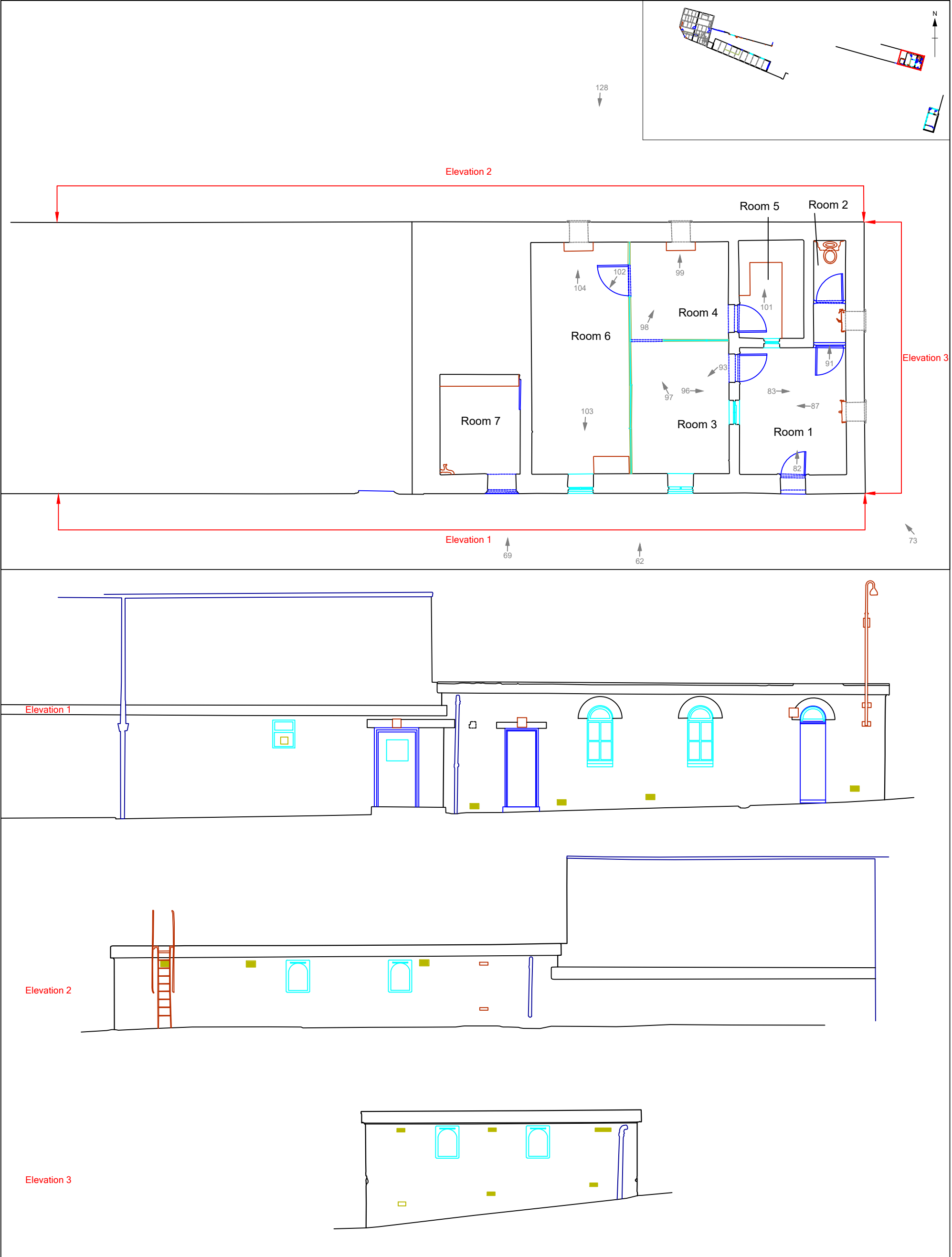
**SALFORD**  
ARCHAEOLOGY











Hammerstone Road Depot, Gorton, Manchester  
Figure 5: Ambulance bay plan & elevations



05 m

Scale at A3 1:100

Key:

Door

Fixture

Overhead

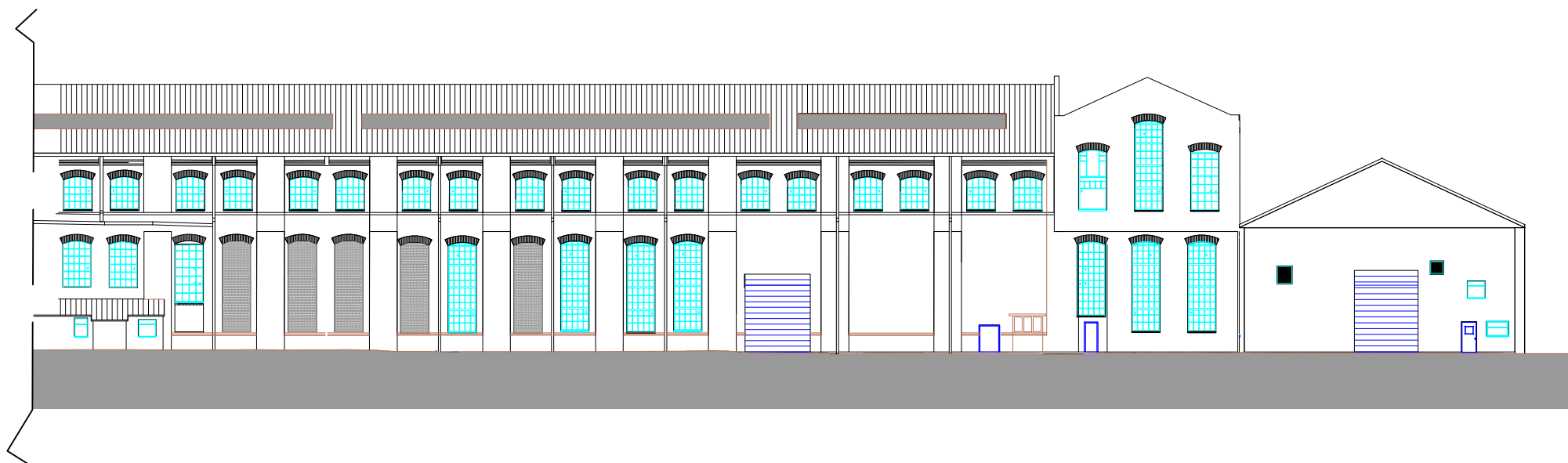
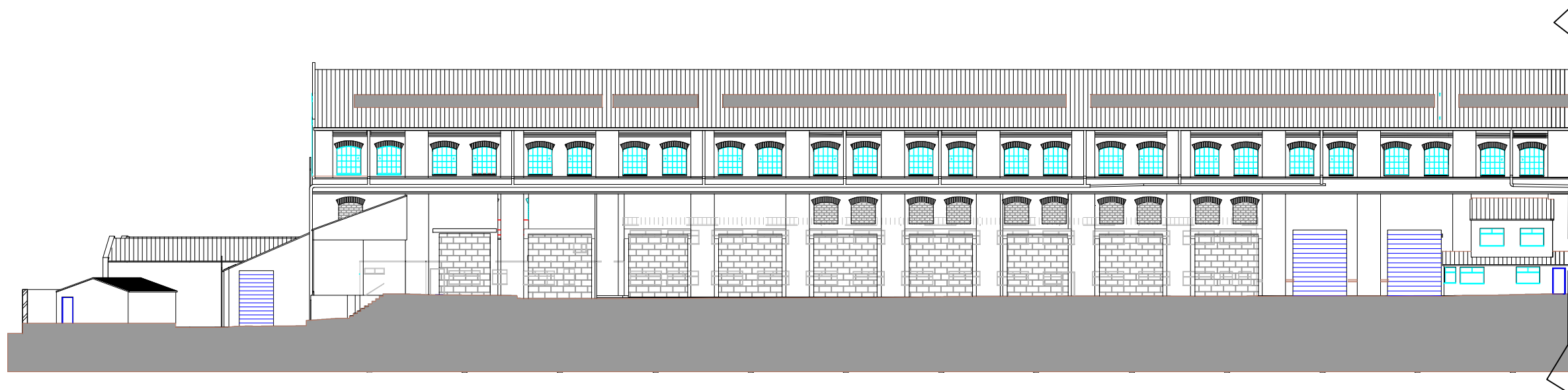
Window

Drainage

Beam

Vent

Photograph Direction



**SALFORD  
ARCHAEOLOGY**

0 20 m  
Scale at A3 1:400

Hammerstone Road Depot, Gorton, Manchester  
Figure 6: Eastern Elevation of the 1920s Boiler Shop

Key:

Brick  
Window  
Doors

Cast-iron  
Concrete Lintel  
legend



**SALFORD  
ARCHAEOLOGY**

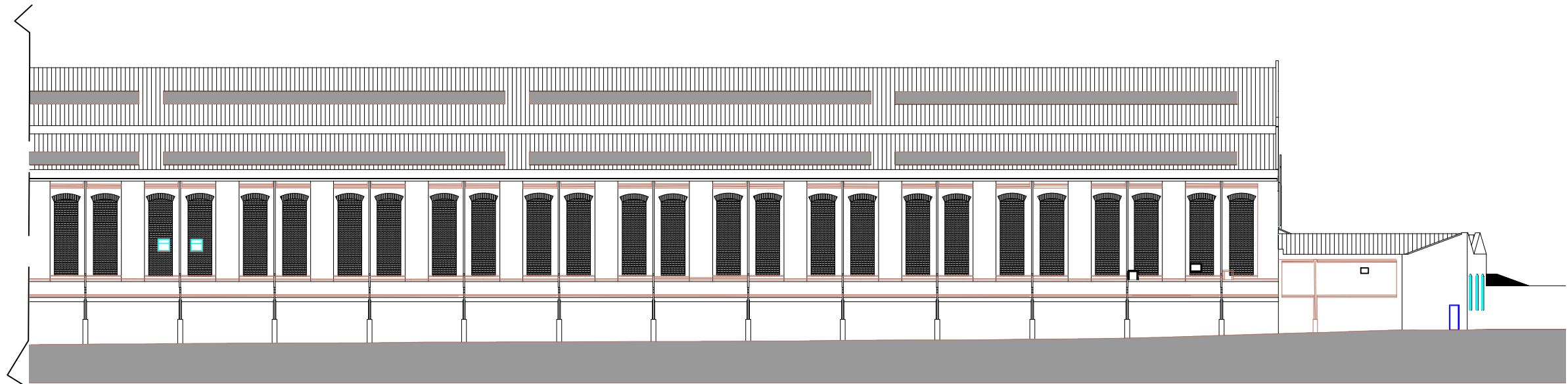
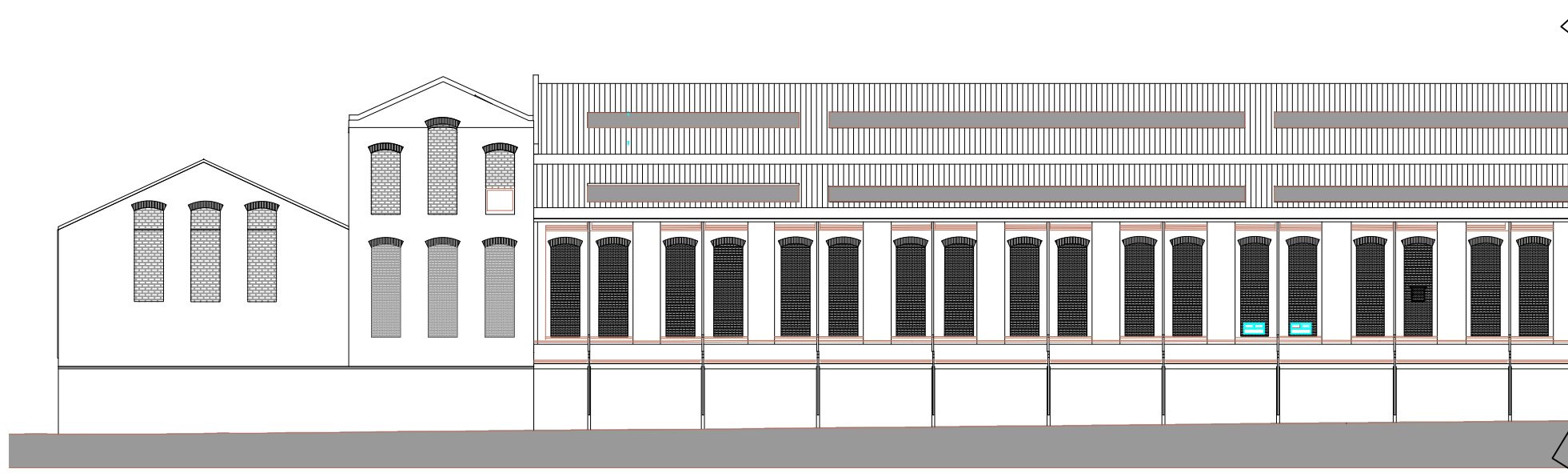
0 10 m  
Scale at A3 1:200

Hammerstone Road Depot, Gorton, Manchester  
Figure 7: Southern Elevation of the 1920s Boiler Shop

Key:

Brick  
Window  
Doors

Cast-iron  
legend  
legend



**SALFORD**  
**ARCHAEOLOGY**

0

20 m



Scale at A3 1:400

Hammerstone Road Depot, Gorton, Manchester

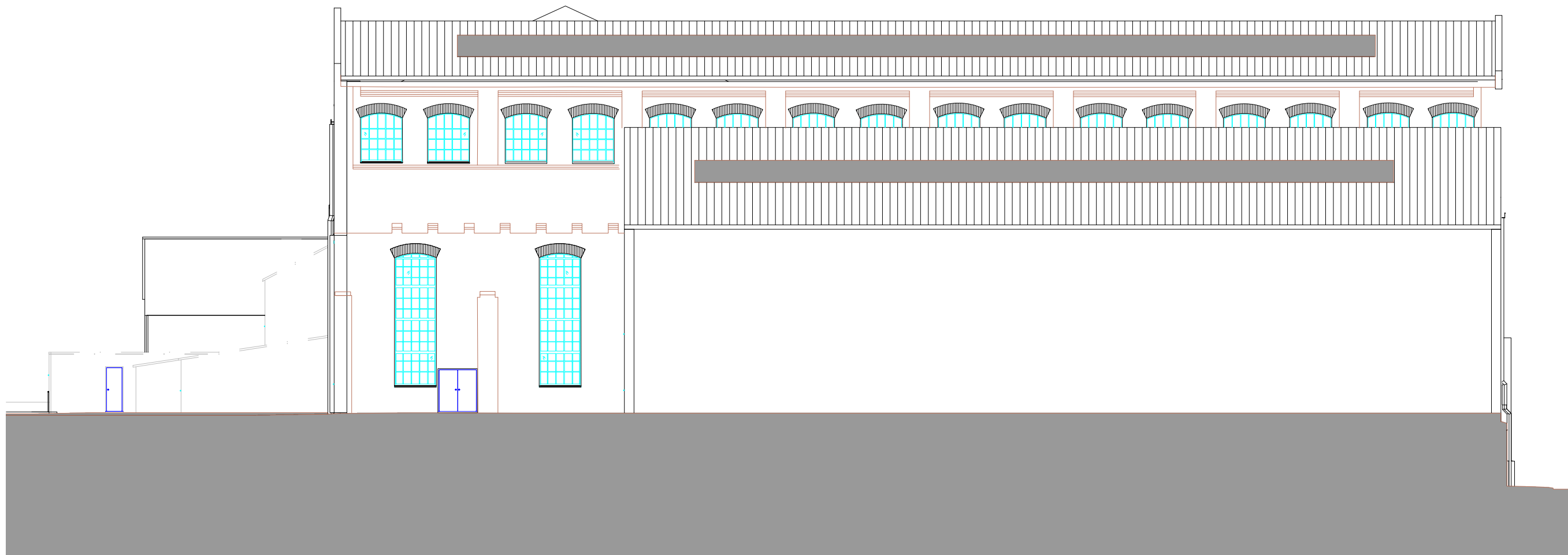
Figure 8: Western Elevation of the 1920s Boiler Shop



Key:

- Brick
- Window
- Doors

- Cast-iron
- legend
- legend



**SALFORD**  
**ARCHAEOLOGY**

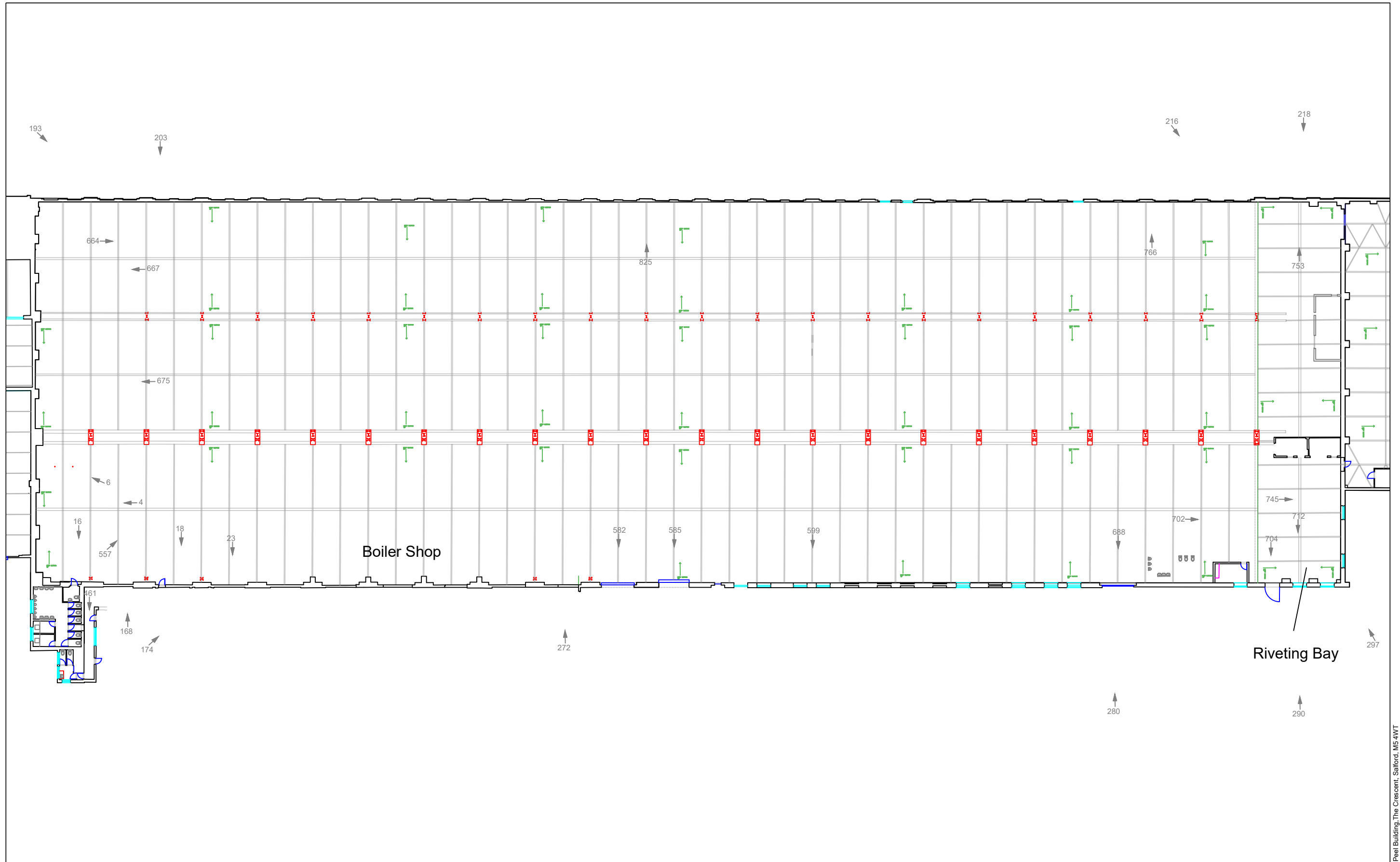
0 10 m  
Scale at A3 1:200

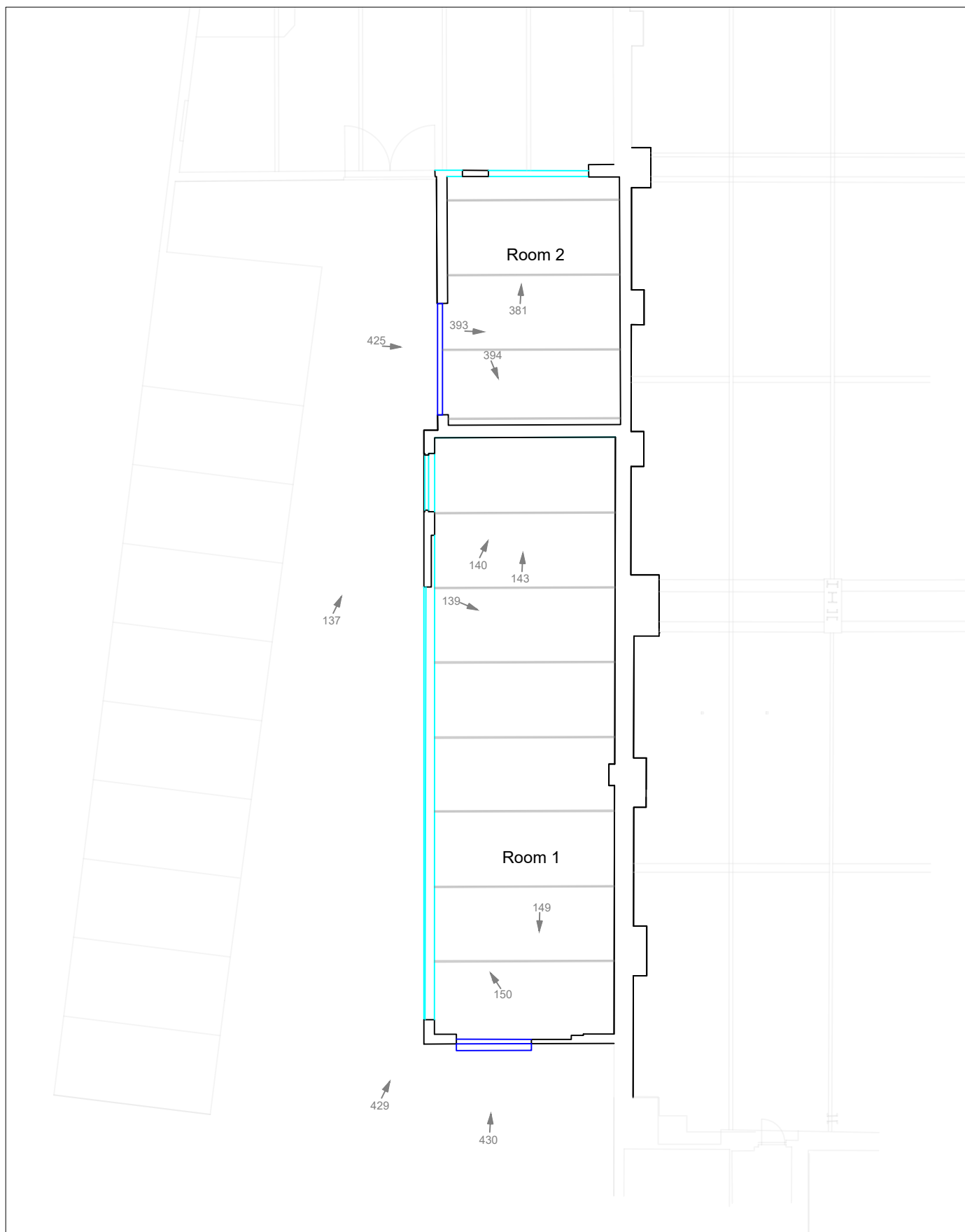
Hammerstone Road Depot, Gorton, Manchester  
Figure 9: Northern Elevation of the 1920s Boiler Shop

Key:

Brick  
Window  
Doors

Cast-iron  
legend  
legend





Hammerstone Road Depot, Gorton, Manchester

Figure 11: Plan of the lean-to (Shed 3)

Key:

- Brick
- Window
- Doors
- Overhead Beam
- Photograph Direction



**SALFORD  
ARCHAEOLOGY**

0  10 m  
Scale at A4 1:200