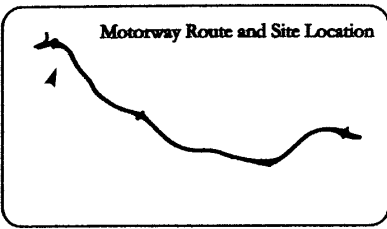


121111



Site 84

McAra Premises

(From 2nd Ed. 1:500)



Site ID: 84

Site Name: McAra Premises

Condition of the Archaeological Resource

No upstanding remains, partially under modern building. No opportunity to assess buried remains.

Impact

The motorway passes directly over this site, and is carried on an embankment at this point on its route. The presence or absence of significant archaeological remains is yet to be established. This site forms part of mitigation Parcel 3, and the area to be affected by the motorway extends to 406 m².

Significance

Should significant archaeological remains survive on this site, it should be considered to be of local importance in that it will inform our understanding of the industrial development of Glasgow. More specifically, aspects of its significance may include:

- group value: this site groups with the other industrial sites on the M74 route. As a small workshop level industry, its comparison with larger-scale industries will inform understanding of the variations in working practices and conditions across the city's industrial sector as a whole.
- documentation: beyond its appearance on the second edition OS town plan and one set of building control plans that do not indicate the intended use of the structure, this site is virtually undocumented. Any surviving and significant archaeological remains will thus constitute the primary resource in our understanding of this site.
- technological or scientific interest: any significant surviving remains on this site will inform understanding of the technological practices and operations employed in small scale/workshop industries, an understudied subject area requiring archaeological analysis (cf section 5.3.1 of Part 1 of this report).

Mitigation Recommendations

Small excavation. Any area to be affected by the motorway and associated works should be investigated and the presence or absence of significant archaeological remains established. Should significant remains survive, then these will require further excavation and detailed recording. Part 1 of this report details the appropriate research aims for such a site. Reference should be made to the general considerations in excavating industrial sites detailed in section 6.2 of Part 1 of this report.

Summary History and Historical Context

This site is shown as entirely vacant on the first edition Ordnance Survey town plan of 1857/8. By the second edition Ordnance Survey town plan of 1892-4, a single, sub-rectangular structure had been erected, but no detail is given on that map. However, there is a near contemporary building control plan of 1886. This indicates that the proprietor was one Alexander McAra and the plans relate to the erection of the single structure shown on the OS map of the 1890s. The plans depict a large two-storey building, and give some detail of its construction but little detail of its intended use. The works is absent from the third edition OS, implying that it had gone out of use by some point in the early twentieth century.

Non-archaeological Sources

Documentary Sources

None identified.

Plans

Mitchell Library Archives building control plans 1/101: Plans and elevations for workshops and stables (1886). Shows a large two-storey structure, giving some constructional details but no indications of intended use.

Photographs & Illustrations

None identified.

Secondary Sources

None identified.



Site ID: 85

Site Name: Kingston Biscuit Factory

Condition of the Archaeological Resource

No upstanding remains, partially under modern building. No opportunity to assess buried remains.

Impact

The motorway will pass across the northern part of this site. The extreme southern end of the site may also be affected. The presence or absence of significant archaeological remains is not yet known. This site forms part of mitigation Parcel 2. It overlies site 51 and the area to be affected by the motorway extends to 559 m².

Significance

This site is of local importance. More specific aspects of its significance are:

- group value: this site groups with the other industrial sites on the M74 route. More specifically, it is a form of industry (food production) not represented elsewhere on the route and comparison with other industrial sectors will allow a consideration of variation in industrial working practices and conditions.
- documentation: the site is virtually undocumented, although with some building control plan and map evidence. Any surviving significant archaeological remains will thus represent the primary source for our understanding of the site.

Mitigation Recommendations

Small excavation. This site occupies the same plot as the Kinning Street Engine Works (site 51), so no discrete excavation is required here. Rather, the excavation of this site will form part of the excavation targeting site 51.

Summary History and Historical Context

This site was taken over from the Kinning Street Engine Works (site 51) sometime before the survey of the second edition Ordnance Survey town plan of 1892-4, which shows the Kingston Biscuit Factory as occupying the site. That map shows the site as almost entirely occupied by one large structure, though there are two smaller structures to the south of this. A building control plan of 1894 reveals the layout of the works to have been more complex than the OS map suggests, with a larger number of adjacent and abutting structures forming the works. These plans show that the main structures within the works were of four storeys. Plans and elevations of some structures are given, but these contain little detail on the operations carried out within the works. The biscuit factory is absent from the third edition OS, but is the subject of a building control plan of 1904, suggesting that the works went out of use sometime just prior to the First World War. Its proprietor was George Herbert (as indicated by the building control plans).

Non-archaeological Sources

Documentary Sources

None identified.

Plans

Mitchell Library Archives building control plans 1/3239 (plans and elevations, alterations, 1894) and 2/78 (1904, proposed water tank tower).

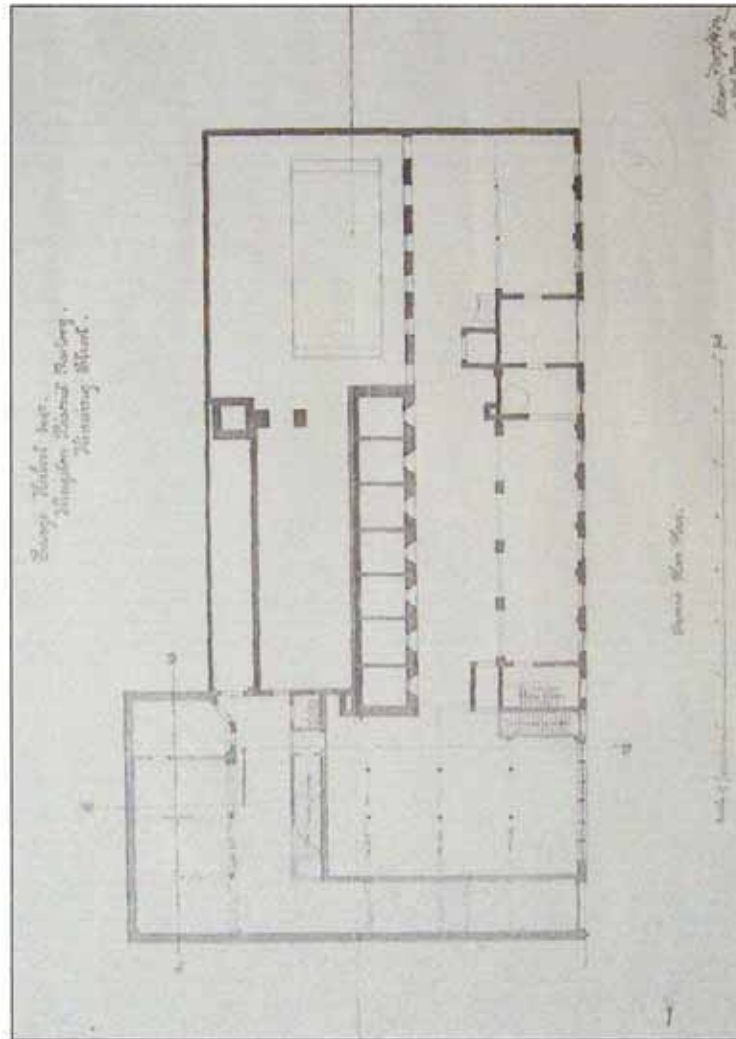
Photographs & Illustrations

None identified.

Secondary Sources

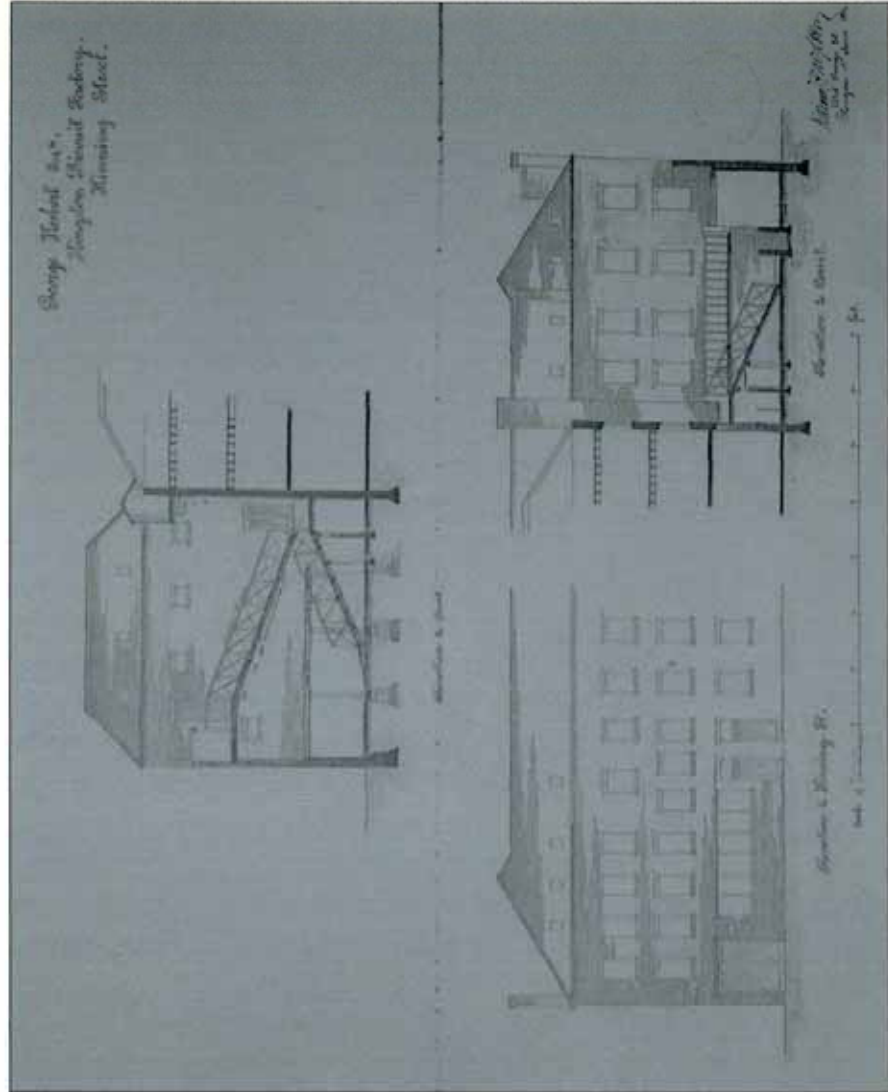
None identified.

Site 85 – Kingston Biscuit Factory



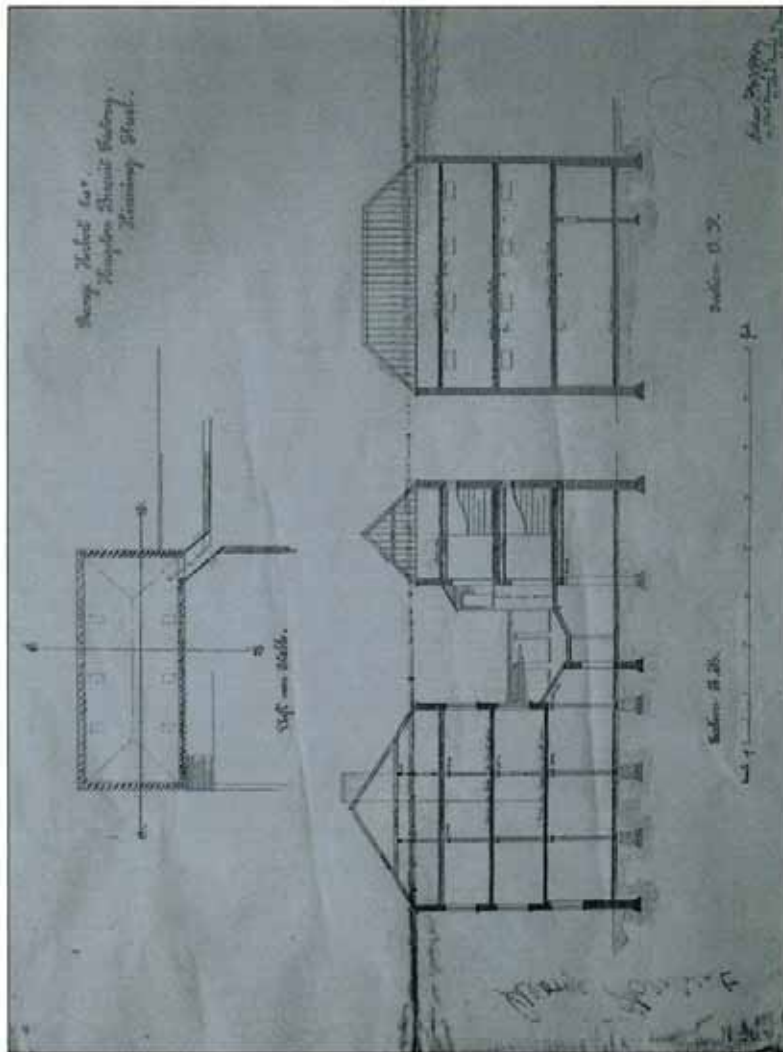
Mitchell Library/Archives Building Control Plans

Site 85 - Kingston Biscuit Factory



Mitchell Library Archives: Building Control Plans

Site 85 - Kingston Biscuit Factory



Mitchell Library Archives: Building Control Plans



Site ID: 87

Site Name: Lifebuoy Works

Condition of the Archaeological Resource

No upstanding remains, partially under a car park. No opportunity to assess any below-ground remains.

Impact

The motorway will pass directly over this site, carried on an embankment, and will affect the whole area of the site. The presence or absence of significant archaeological remains is yet to be established. This site forms part of mitigation Parcel 1, and the area to be affected by the motorway extends to 1019 m².

Significance

Should significant archaeological remains survive on this site, it should be considered to be of local importance in that it will inform our understanding of the industrial development of Glasgow. More specifically, aspects of its significance may include:

- group value: this site groups with the other industrial sites on the M74 route. It is unique amongst the group in that it was a lifebuoy works, a sector of industry not represented elsewhere. There is thus the opportunity to compare this site with other industrial concerns by investigating variations between industries with respect to works operations, processes, conditions, and practices.
- documentation: beyond its appearance on the second edition OS town plan, this site is virtually undocumented. Any surviving and significant archaeological remains will thus constitute the primary resource in our understanding of this site.

Mitigation Recommendations

Small excavation. Any area to be affected by the motorway and associated works should be investigated and the presence or absence of significant archaeological remains established. Should significant remains survive, then these will require further excavation and detailed recording. Part 1 of this report details the appropriate research aims for such a site. Reference should be made to the general considerations in excavating industrial sites detailed in section 6.2 of Part 1 of this report.

Summary History and Historical Context

This works is first depicted on the second edition Ordnance Survey town plan of 1892-4, where it is shown as a close cluster of five or six main buildings with other structures appended. A large chimney is also shown. The absence of the works from the third edition Ordnance Survey map of the early years of the twentieth century suggests that the works went out of use sometime around 1900.

Non-archaeological Sources

Documentary Sources

None identified.

Plans

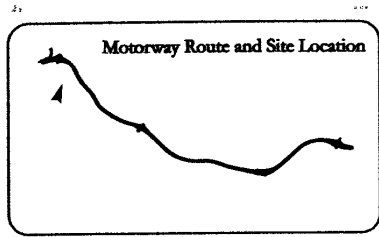
None identified.

Photographs & Illustrations

None identified.

Secondary Sources

None identified.



Site 92

Carriage Shed, West St.

(From 1st Ed. 1:500)



Site ID: 92

Site Name: Carriage Shed, West St

Condition of the Archaeological Resource

No upstanding remains, but original paving present. No opportunity to assess any below-ground remains.

Impact

The motorway will pass directly over the central and southern portions of the shed. The presence or absence of archaeological remains is yet to be established. This site forms part of mitigation Parcel 5, and the area to be affected by the motorway extends to 1200 m².

Significance

Should significant archaeological remains survive on this site, it should be considered to be of local importance in that it will inform our understanding of the industrial development of Glasgow. More specifically, aspects of its significance may include:

- group value: this site groups with the other industrial sites on the M74 route. It is unique amongst the group in being a workshop for the maintenance of railway stock. Its comparison with other industries will inform understanding of the variations in working practices and conditions across the city's industrial sector as a whole.
- Period: this site is associated with the Railway Mania of the 1830s to 1850s. It was thus one aspect of the early development of large-scale transport systems.

Mitigation Recommendations

Small excavation. Any area to be affected by the motorway and associated works should be investigated and the presence or absence of significant archaeological remains established. Should significant remains survive, then these will require further excavation and detailed recording. Part 1 of this report details the appropriate research aims for such a site. Reference should be made to the general considerations in excavating industrial sites detailed in section 6.2 of Part 1 of this report.

Summary History and Historical Context

The first edition Ordnance Survey town plan of 1857/8 shows a large carriage shed on this site, but gives little detail of its internal layout or construction. The shed was connected with the Glasgow & Paisley Joint Railway. The joint railway was a line shared by the Glasgow, Paisley & Greenock Railway and the Glasgow, Paisley, Kilmarnock & Ayr Railway, running from Paisley to the first Glasgow terminus south of the Clyde, at Bridge Street. Bridge Street station was built in 1840/1 for the Joint Railway and the railway itself had opened in 1839, near to the outset of the first Railway Mania. At the initial opening of the line, a temporary wooden structure was in use at Bridge Street. The Glasgow, Paisley, Kilmarnock & Ayr Railway (whose locomotive workshops were located at this West Street site) later expanded to become the Glasgow & South Western Railway in 1850. The carriage shed had been replaced by the time of the second edition Ordnance Survey town plan of 1892-4 by the 'West Street Station', which comprised a group of various smaller structures spread across the carriage shed site.

Non-archaeological Sources

Documentary Sources

None identified in the course of this assessment. However, relevant records may survive. The Glasgow & Paisley Joint Railway was shared by the Glasgow, Paisley & Greenock (later Caledonian) Railway and the Glasgow, Paisley, Kilmarnock & Ayr Railway (later Glasgow and South-Western Railway).

The Glasgow & South-Western records are held by the National Archives of Scotland (ref BR/GSW).

Plans

None identified (but see above).

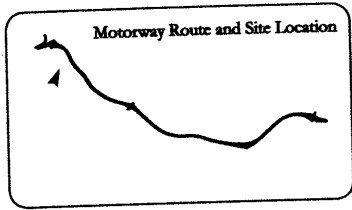
Photographs & Illustrations

None identified (but see above).

Secondary Sources

Butt, J 1967 *The industrial archaeology of Scotland*. Newton Abbot: David & Charles.

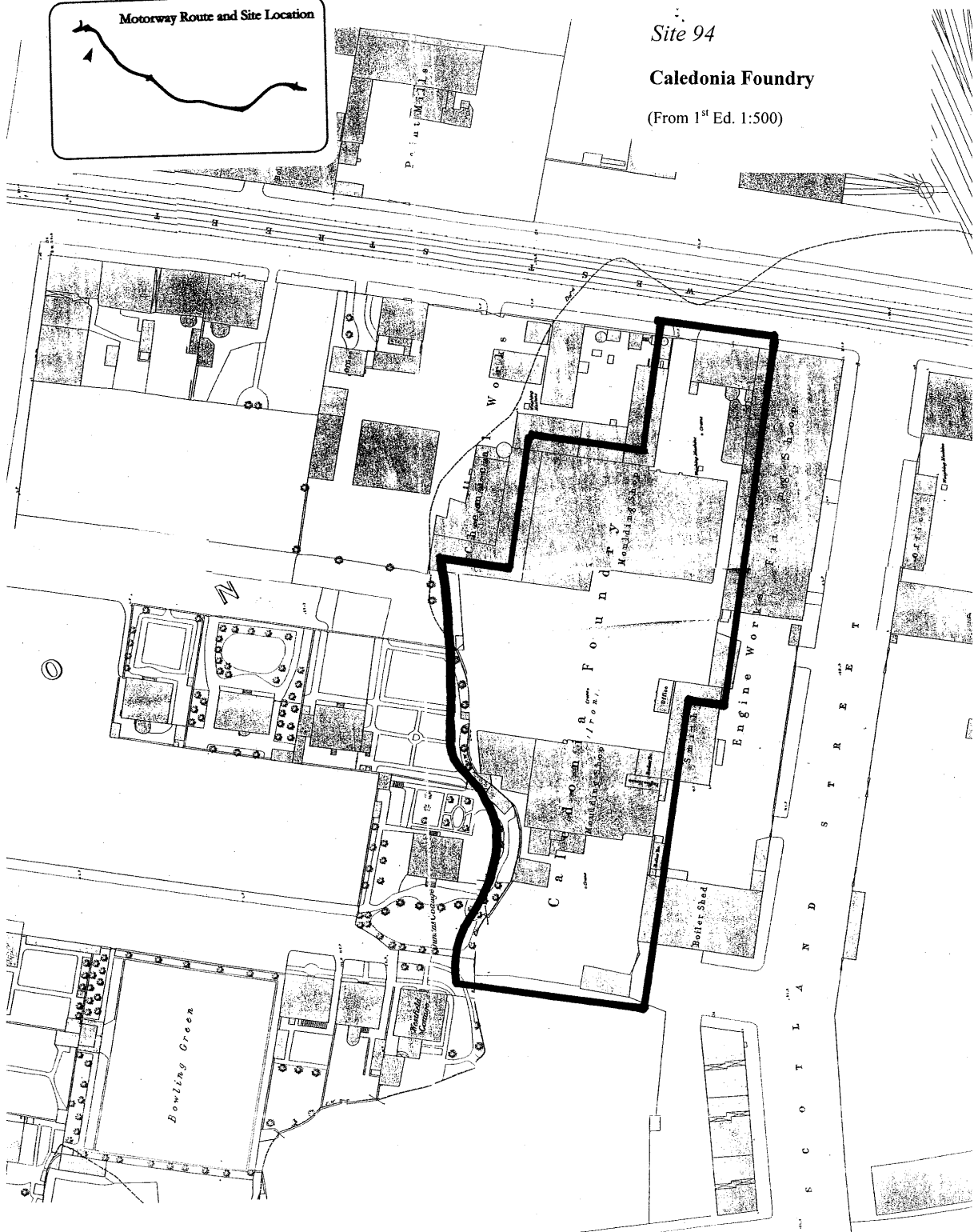
Hume, J R 1974 *The industrial archaeology of Glasgow*. Glasgow: Blackie.



Site 94

Caledonia Foundry

(From 1st Ed. 1:500)



Site ID: 94

Site Name: Caledonia Foundry

Condition of the Archaeological Resource

No upstanding remains, partially under existing buildings. No opportunity to assess buried remains.

Impact

The motorway passes directly over the northern part of this site, impacting on the locations of several mapped buildings, including the northern parts of the moulding shops. The presence or absence of archaeological remains in this area is yet to be established. This site forms part of mitigation Parcel 4, and the area to be affected by the motorway extends to 5200 m².

Significance

This site is of potential local importance, in that it may prove significant to our historical understanding of Glasgow. The significance of the site as a whole has several related aspects:

- **Period:** the Caledonia Foundry was a particularly early industrial development in the Kingston area, established at a time when that area was still characterised by early suburban domestic use.
- **Group value:** the foundry groups with the other foundry/engineering sites on the route (sites 22, 35, 43, 47, 51, 57, 58, 80, 81, 83), many of which lie within the Kingston area which was something of a hub in Glasgow's engineering sector.
- **Documentation:** although an archive does exist for the various firms associated with the Bennie family, who founded the Caledonia works, all material in that archive post-dates the abandonment of the Caledonia Foundry. The archaeological resource would thus be key to understanding the operation and history of the site. However, further research on the Bennie archive and previous historical research on the firm will allow any archaeological work to benefit from a good general understanding of the business as a whole (eg understanding the firm's development and practice in its early phase from archaeological evidence and situating this with reference to general historical information on that period and detailed archive material on the later development of the firm).
- **Technological and scientific interest:** the technical aspects of the foundry side of the iron industry have seen little previous investigation, both within British industrial archaeology and within Scottish industrial history. This site, therefore, has the potential to increase knowledge of technical operations in the sector.

Mitigation Recommendations

Small excavation. Any area to be affected by the motorway and associated works should be investigated and the presence or absence of significant archaeological remains established. Should significant remains survive, then these will require further excavation and detailed recording. Part 1 of this report details the appropriate research aims for such a site and outlines a number of specific elements of an iron works that might be investigated archaeologically. Reference should be made to the general considerations in excavating industrial sites detailed in section 6.2 of Part 1 of this report.

Summary History and Historical Context

The firm of Newton, Bennie & Co founded the Caledonian Iron Foundry in 1835. By the mid- 1840s the firm was known as James Bennie & Co. In its early years, the firm was chiefly engaged in the manufacture of marine engineering castings, and the manufacture of machine tools for shipyards and bridge building commenced about 1857. James Bennie junior succeeded his father in the business and, by the 1860s, the firm were described as engineers, ironfounders, machinists, and toolmakers. Ironfounding was discontinued in 1867 as the firm came to concentrate on machine tool manufacture. In the 1870s, the firm specialised in cold bending machines for angle iron. Bennie junior was joined in the firm by his own son, Hugh Osbourne Bennie.

In 1879, the business moved to Polmadie following a fire at the West Street works and, following another fire at Polmadie, the company moved to the Clyde Engine Works, Govan, in 1900. In 1921, the firm was incorporated as James Bennie & Sons Ltd and in 1937 it joined with four other engineering firms and machine tool makers to form the Scottish Machine Tool Corporation Ltd. These companies (G & A

Harvey, Glasgow; Loudon Bros Ltd, Johnstone; Craig & Donald Ltd, Johnstone; and, James Allan Senior & Sons Ltd, Glasgow) all retained their autonomy, even though they had amalgamated. In the late 1960s, the Scottish Machine Tool Corporation Ltd became an associate of Wilkins-Mitchell, forging equipment manufacturers, and in 1982 it went into liquidation.

At the Caledonia Foundry site, the first edition Ordnance Survey town plan of 1857/8 shows a complex of buildings including two moulding shops, an office, an engine shed with associated boiler house, and others. By the time of the second edition town plan (1892-4) the site of the foundry had been taken over by the Scotland Street Engine Works (site 81) and Howden's Marine Engineering Works (site 80).

Non-archaeological Sources

Documentary Sources

Records of James Bennie & Sons Ltd:

GUAS ref UGD 175/5: minutes 1963; cost ledger 1958; register of directors holdings 1948-1961; financial records (profit and loss account, balance sheet) 1968-1973; profit and loss account, balance sheet 1966-1972; plate and bar working machine tools catalogue, undated.

Records of Scottish Machine Tool Corporation Ltd:

GUAS ref UGD175: administrative records 1937-77; financial records 1934-1979; staff records 1917-1973; production records 1895-1977; photographs 1930-1960; plans 1909-1968.

Plans

None identified.

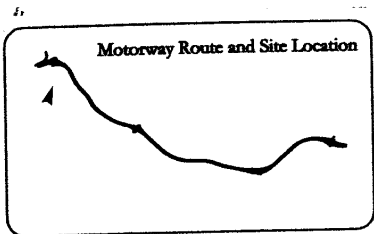
Photographs & Illustrations

None identified.

Secondary Sources

Bennie, A J O & Hamilton, S 1986 'Hugh Osbourne Bennie', in Slaven, A & Checkland, S (eds), *Dictionary of Scottish business biography: 1860-1960, volume 1*. Aberdeen, 158-161.

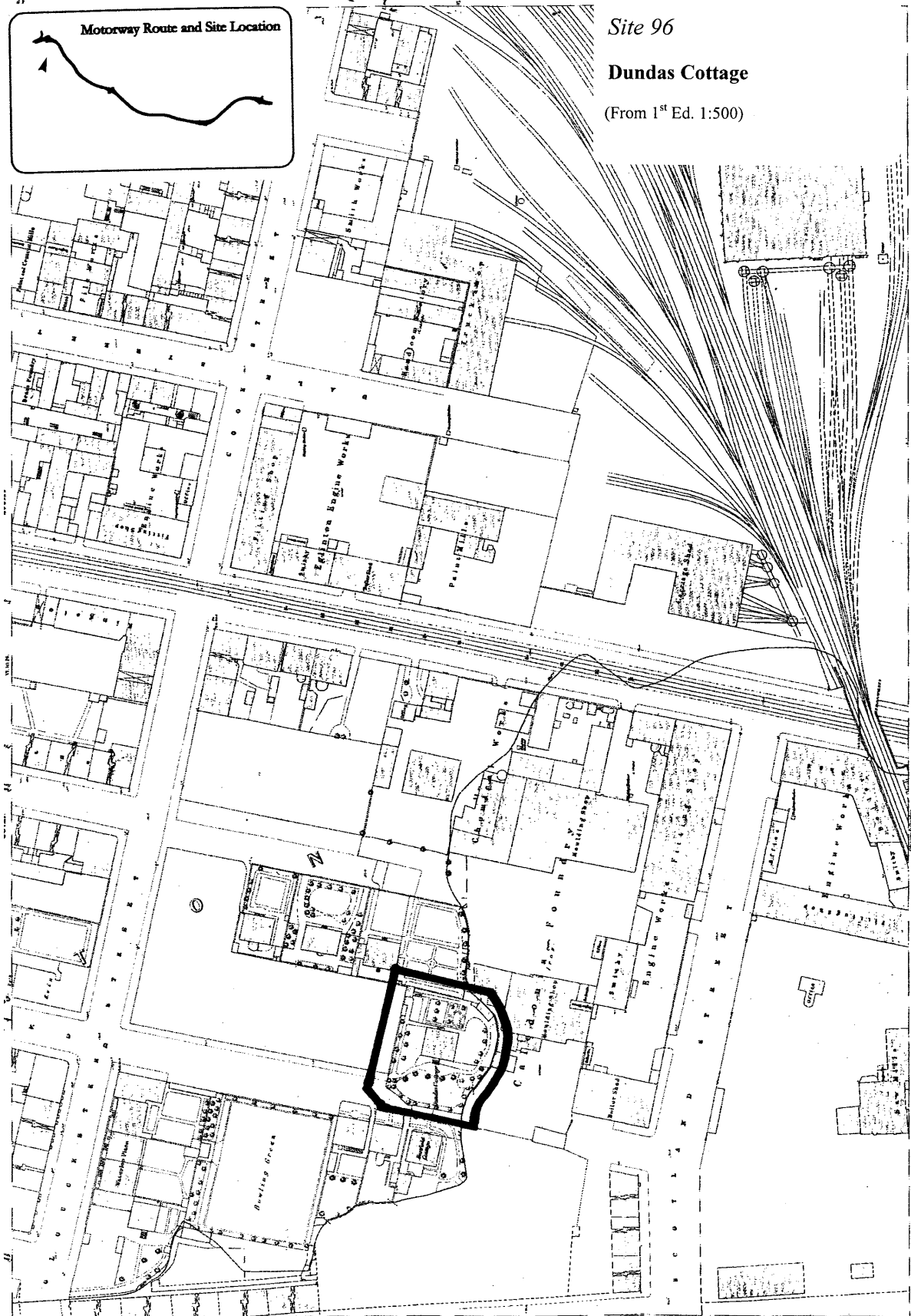
Moss, M S & Hume, J R 1977 *Workshop of the British Empire: engineering and shipbuilding in the West of Scotland*. London: Heinemann.



Site 96

Dundas Cottage

(From 1st Ed. 1:500)



Site ID: 96

Site Name: Dundas Cottage

Condition of the Archaeological Resource

No upstanding remains, site is currently occupied by a modern building. No opportunity to assess survival of buried remains.

Impact

The motorway will pass directly across this site and impact on most of its area, including the mapped site of the house itself and also the larger part of its associated gardens. At present, the presence or absence of significant archaeological remains is not known. This site forms part of mitigation Parcel 4, where the area to be affected by the motorway extends to 5500 m².

Significance

If significant archaeological survival is demonstrated, this site should be considered as of local importance, in that it may prove significant to our understanding of the history of Glasgow. More specifically, its significance could include the following aspects:

- Group value: this site groups with other townhouses in the immediate vicinity (sites 62, 97, 102) and, in general, with the other domestic sites on the M74 route, to allow a comparative investigation of domestic life across a relatively representative profile of the population. The character of the house, from map evidence, suggests that it should be associated, in broad terms, with the middle classes.
- Period: this house is associated with the first phase in the urbanisation of this area, when it retained something of its rural character but was partially 'suburbanised'.
- Documentation: beyond the OS maps, this is a poorly documented domestic site. Archaeological data thus has a potentially vital role to play in furthering our understanding of the nature of domestic life on this site.
- Historical, cultural and social influences: the association of this site with an early process of suburbanisation is significant. This was a major social shift, as the middle classes increasingly separated themselves from other urban groups, and is a process amenable to archaeological study (eg apart from spatial separation from the main part of the city, in what other ways did this growing middle class distinguish itself (in terms of material culture, domestic practices etc.), or in what ways was middle class, suburban, domestic life similar to inner-city life?

Mitigation Recommendations

Small excavation. Any area to be affected by the motorway and associated works should be investigated. Apart from remains of the houses themselves, there is a possibility of remains of outbuildings and backlot features such as privies and pits (it may be that WCs were in use in this type of house before they became common in tenements etc., and the chronology and social history of this sanitation practice is a significant area requiring study). Reference should be made to sections 5.4 and 6.2 of Part 1 of this report for detailed information on the valuable deposits and other remains that may be found on domestic sites and their proper treatment in excavation. Alongside the structures and features already mentioned, these remains might include significant artefact assemblages, environmental remains, extensive deposits containing evidence of backlot landuse/garden (and perhaps covering much of the backlot area), and other evidence of sanitation and health and domestic life. It is necessary to establish the presence or absence of significant remains across all areas affected by the development and, should significant remains be encountered, these should be carefully excavated and rigorously recorded (as outlined and explained in section 6.2 of Part 1).

Summary History and Historical Context

This house appears on the first edition Ordnance Survey town plan of 1857/8, but not on subsequent editions of the Ordnance Survey. The first edition shows a single, large, detached house with associated formal gardens on all sides and several associated outbuildings. It is likely that the house was built while the Kingston area was on the rural fringes of Glasgow, before the industrialisation of the area and the urban expansion of the city into this district. The first edition shows that industrial works had been

constructed to the south and east of the house by the 1850s, and increasing industrialisation may be the reason for the abandonment of the house and its demolition in the second half of the nineteenth century. It is not known exactly when the house was built, but it can be associated with a wider process of suburb creation in the earlier nineteenth century. This was a significant historical process, marking a social shift as the middle classes moved out of the city centre, and the abandonment of the house also marks a second significant social process as suburbanisation was pushed further out from the city centre with urban expansion. The site of the house was taken over by Howden's marine engineering works (site 80; cf Phase I evaluation report) and later occupied by a Co-operative Society warehouse (site 55; also proposed for excavation).

Non-archaeological Sources

Documentary Sources

None sourced.

Plans

None sourced.

Photographs & Illustrations

None sourced.

Secondary Sources

None sourced.

