

Site 52
Van and Lorry Works
(From 2nd Ed. 1:2500)

Site ID: 52

Site Name: Van and Lorry Works

Condition of the Archaeological Resource

No upstanding remains, under more recent building. No opportunity to assess the survival of below-ground remains.

Impact

The motorway will pass directly across this site and take in the larger part of its extent. The impact will be on the northern and eastern parts of the site, and will thus affect the area housing the main buildings of the complex. The presence or absence of significant archaeological remains is yet to be established. This site forms part of mitigation Parcel 8 and the area to be affected by the motorway extends to 500 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 of working practices and conditions across the city's industrial sector as a whole.
- 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.
- 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 first shown on the second edition Ordnance Survey town plan of 1892-4 where it is described as a 'van and lorry works'. It is a small industrial concern with three abutting buildings lining the western and northern sides of a courtyard. The absence of the works from the third edition OS implies that it 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 ID: 53 (and 55)

Site Name: Co-op. Workshops and Warehouses, Paterson St/Dundas St

Condition of the Archaeological Resource

No upstanding remains, under modern buildings and car park. No opportunity to assess survival of below-ground remains.

Impact

The motorway will pass directly over this site on an embankment. The whole extent of the site will be affected. The presence or absence of significant archaeological remains is yet to be established. This site forms part of mitigation Parcel 4 where the area to be affected by the motorway extends to 5500 m².

Significance

Both site 53 and site 55 were appraised as of local importance in the previous evaluation report. However, should significant archaeological remains survive, this site should be considered to be of at least regional importance considering its connection to the Scottish Co-operative Wholesale Society (SCWS) and the potential to further our historical understanding of the social role of that society as implemented through working conditions in its premises and the nature of its products. The potential significance of the site may include the following:

- group value: this site will group with the other industrial sites on the M74 route. More specifically, the comparison of any significant archaeological remains on this site with those on the other industrial sites may allow a comparative assessment of working conditions and practices between private industrial concerns and the SCWS, one of the main aims of which was to provide model working conditions. Comparison may also be made and any contrasts drawn between the production processes and the products of co-operative industry as opposed to private industry. There may also be some group value with the domestic sites on the route. Many of these were contemporary with this SCWS site and broadly working class in character. It may be that SCWS products are found on such sites and, even if not, it will be possible to offer some comment on the consumption of co-operative as opposed privately-produced goods (eg from differences in the goods produced).
- documentation: this site is relatively well served by contemporary plans, which give reasonable information on its character and layout. However, much detail on operations, processes, working practices and conditions is not given. Any significant archaeological remains will thus constitute a key resource in furthering our understanding of the site. A large archive exists relating to the SCWS in general and is accessible, and this will allow any archaeological investigation on this site to be placed in a rich historical context.
- technological or scientific interest: any significant archaeological remains on this site may inform on the technologies employed in co-operative society production, and whether or not and how these differed from production by private firms.
- historical, cultural and social influences and contemporary consciousness: this site provides an opportunity to investigate the working conditions associated with the co-operative movement, a historically significant and well-known reaction to free-market capitalism in the late nineteenth century and beyond. The SCWS in particular continues to be a subject of academic and popular historical interest.

Mitigation Recommendations

Small excavation. This site is of exactly the same extent and occupies the same plot as site 80, which preceded it. Therefore, no distinct small excavation is required here (rather, there should be a single small excavation dealing with both sites 53/55 and 80; cf, entry for site 80 for more details).

Summary History and Historical Context

The Scottish Co-operative Wholesale Society (SCWS) was established in 1868 and branches of retail co-operative societies began to appear in Glasgow in the 1870s. This was a time when consumer demand was booming and individuals such as Sir Thomas Lipton were beginning to provide staple fare for

working class consumers. The 1870s and 1880s saw the emergence of numerous grocery and provision concerns, most with a consumer base in working class districts.

The co-operative movement had a long prior history in Glasgow and the surrounding area, with the Govan Victualling Society being founded in 1800, for example. The Govan was a pioneering example of an organised consumer co-operative society, and as the century progressed more retail societies emerged in Scotland.

The SCWS was founded as a cost-effective way to supply these retailers, and proved to be a highly successful enterprise supplying a wide range of goods. The Society's first premises were in the Kingston district of central Glasgow, constructed from the early 1870s onwards. In 1885, the SCWS identified a five-hectare site at Shieldhall (west of Govan) as suitable for expansion and production soon came to be concentrated there in a massive complex that was one of the largest industrial sites in Glasgow. But SCWS development in central Glasgow continued, and the present site at Paterson Street and Dundas/Laidlaw Street was added to the SCWS Kingston complex in the late 1890s. This works was first built as a marine engineering works (site 80), as indicated by the second edition Ordnance Survey town plan of 1892-4. The site had previously been occupied by the Caledonia Foundry (site 94) and a series of suburban villas (sites 62 and 96). From 1898, the SCWS converted the large engineering sheds to a series of warehouses and workshops. Building control plans give reasonable detail on the layout and some of the functions of the SCWS complex (see below). There were cartwrights' shops and various 'factory' spaces of unknown specific function. Adjacent to these was an engine room and boilers and a garage/stable block, as well as other buildings of unknown function. Various alterations were undertaken in or after 1908, including the alteration of the cartwrights' shops to an 'electrical workshop' and the use of some of the factory space for an 'aerated water factory'. The complex appears on the third edition OS (broadly contemporary with the 1908 building control plans), and survived to be described by John Hume in the 1960s/1970s.

Co-operation appealed to the working class shopper not only because prices were cheap, but also because of the regular returns from the 'dividend', based on the quantity of purchases. The success of co-operation provoked a hostile reaction from independent traders, who claimed that it was undermining free competition and private enterprise. Alongside providing an alternative source of consumer goods for the working classes, the SCWS sought to provide model conditions for its workers (eg the factory at Shieldhall was originally to be accompanied by a model village). In both its products and its working ethos, the SCWS was a strong reaction to the exploitation of the working population in the industrial city and is significant for its place in Glasgow and Scotland's social history, as well as being important for the simple fact of its size as an industrial producer and employer.

Non-archaeological Sources

Documentary Sources

The SCWS records are held in the Glasgow City Archives in the Mitchell Library, ref CWS (c.1860-c.1974: minute books, corresp., ledgers, departmental papers, records of retail societies and subsidiary companies). Within this, the following may be relevant:

CWS1/8 Property dept records: papers, ledgers, corresp. etc 1940s-1970s; plans (which do not appear to be relevant from the catalogue entries).

CWS1/9 Building and Plant ledgers 1880s-1970s; inventory books 1911-21.

CWS1/20 Plans (which do not appear to be relevant from the catalogue entries).

Plans

Most of the Co-operative Society building control plans are missing. However, the following have been identified in the Mitchell Library Archives:

1/6747: Plans and elevations for alterations (1897). This comprises a series of drawings relating to the alteration of the marine engineering works sheds (site 80) on this site to workshops and warehouses for the SCWS. Additional floors were to be inserted to create the workshops building without heightening the roof (ie the existing building was a large, single-storey 'shed', and two new floors were to be inserted to create a three-storey structure). The ground plan of the workshop building, as proposed, comprises a cartwrights' shop 'for 20 persons', a 'factory for 50 persons', and a 'factory for 100 persons', and the

locations of a cloak room, the hoists, and WCs are also shown. A first-floor plan of the workshop building, as proposed, indicates that this was to have a similar functional layout to the ground floor, with a cartwrights' shop 'for 40 persons' and a 'factory for 250 persons' above the equivalent spaces on the ground floor. Also indicated are WCs, cloak rooms, and hoists. To the south of the building is a 'fodder dept.', not to be altered. The second-floor plan is identical to the first.

Some information is given on the ground-floor plan of the warehouse building, as proposed, but not all of this building is planned at the same detail, as alterations were not to be carried out throughout. An engine room is indicated with boilers adjacent, and there is a garage for lorries/stable, with associated 'dung pit'. The first- and second-floor plans of this building indicate that two further stables were to sit above the garage/stable on the ground floor. The alterations to the warehouse building comprised the insertion of two new floors into a large single-storey shed, creating the three-storey stable/garage layout.

Also given are constructional details of the stairs, roofs, and columns.

2/2206: Proposed additional storey to building (1908). This comprises sections, elevations, and plans of the workshops in relation to the heightening of the building from three to four storeys. A plan of the new top floor simply indicates that the space is a 'factory', but does show that the new floor will house a series of WCs alongside additional workspace. Some detail of the plan layout is given (ie column positions, the location of a hoist, light wells, and one or two other details). A plan of the second floor gives similar detail, while that of the first adds that one space was an 'electrical workshop'. The ground-floor plan is more informative. This shows the ground floor as containing an 'aerated water factory', offices, hoists and associated motors, stores, a mechanics shop, a workers' dining room, a lavatory, a stable, a garage, and a space for 'motor lorries'.

Photographs & Illustrations

SCRAN ID 000-000-487-800-C (RCAHMS): an exterior view of the Clyde Rivet Works (site 54) showing the Co-op. warehouse site in the background.

Secondary Sources

Collins, P 1990 'Sir William Maxwell', in Slaven, A & Checkland, S (eds) *Dictionary of Scottish business biography, 1860-1960: volume 2, processing, distribution, services*. Aberdeen: Aberdeen University Press, Aberdeen, 379-381.

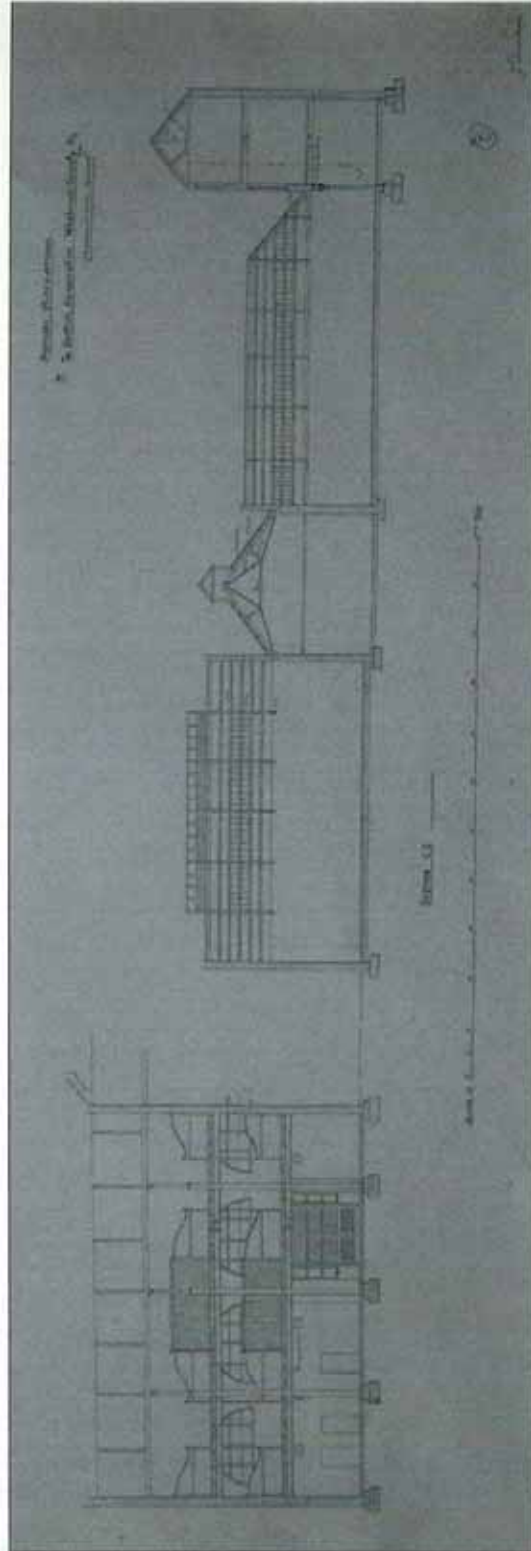
Hume, J R 1974 *The industrial archaeology of Glasgow*. Edinburgh: Blackie.

Kinloch, J & Butt, J 1981 *History of the Scottish Co-operative Wholesale Society Limited*. Glasgow: Co-operative Wholesale Society.

Maver, I 2000 *Glasgow*. Edinburgh: Edinburgh University Press.

Williamson, E, Riches, A & Higgs, M 1990 *Glasgow*, the Buildings of Scotland series. London: Penguin Books/The National Trust for Scotland.

Site 53 - Co-Op Workshops, Paterson/Dundas St.



Mitchell Library Archives: Building Control Plans

Site 53 – Co-Op Workshops, Paterson/Dundas St.

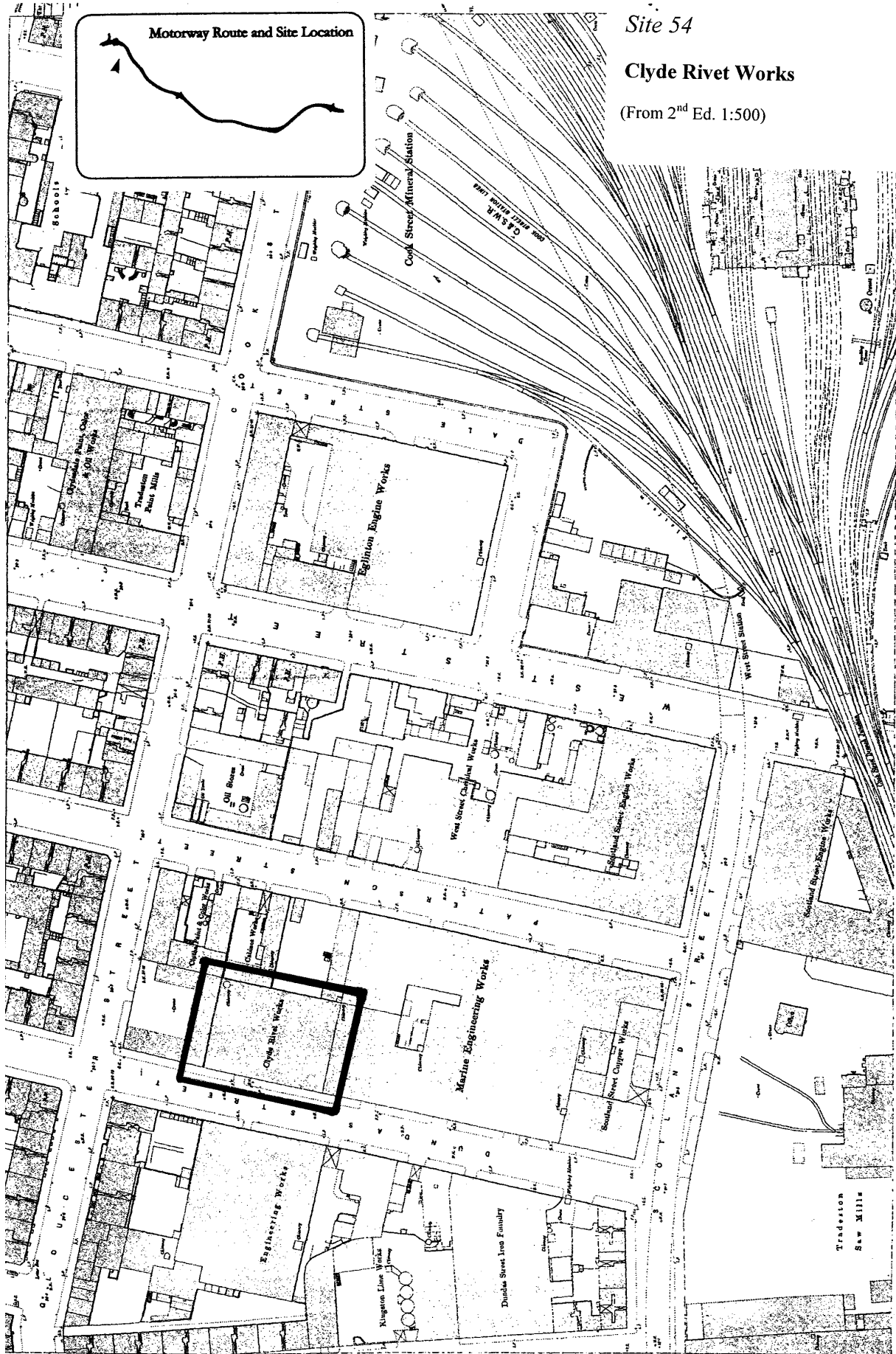


From north-west

Site 54

Clyde Rivet Works

(From 2nd Ed. 1:500)



Site ID: 54

Site Name: Clyde Rivet Works

Condition of the Archaeological Resource

No upstanding remains, under modern car park and buildings. No opportunity to assess the survival of buried remains.

Impact

The motorway passes directly over the southern part of this site, and the motorway embankment to the north extends almost to the northern limit of the site. Thus, virtually the entire site may be affected. The presence or absence of archaeological remains is not known as yet. This site forms part of mitigation Parcel 4 and the area to be affected by the motorway extends to 1380 m².

Significance

This site is of local importance. More specifically, aspects of its significance include:

- group value and technological and scientific interest: this site will group with the other industrial sites on the M74 route. Rivet technology and types (which can potentially be assessed from finds of rivets themselves, or from evidence of manufacture processes and practices and manufacturing waste) may be particularly relevant in that changing rivet technologies may prove useful in dating aspects of other industrial sites (where such rivets were used; nails and bolts have both proved useful in this regard - cf section 5.3.3 of Part 1 of this report).
- multi-period/single period: the few archive sources on this site indicate extension and alteration of the works, and any significant archaeological remains may thus provide evidence for changing work practices, processes, and operations.
- Documentation: beyond the evidence of OS maps and one set of building control plans, this site is virtually undocumented (the only possibly relevant archive identified is of material dating to the 1940s and 1950s and may contain no material specific to the site). Any significant archaeological remains encountered would thus represent the primary source of information on this site.
- Contemporary consciousness: the rivets made at the Clyde Works were destined for the shipbuilding trade (the firm's success in this regard being recognised by its inclusion on the Admiralty list) and for well-known engineering firms, such as Wm Arrol & Co. This site thus forms one aspect of Glasgow's significant shipbuilding industry, which is of ongoing historical and popular interest, and with some of Scotland's most famous engineering products.

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 as well as the study of works practices, processes, operations, and conditions, particular value to industrial archaeology may derive from this site in relation to rivet technology (which may inform interpretative issues on other industrial sites). 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 Clyde Rivet Works was built in 1872/3 for the Clyde Rivet Works Co, managing partner John H Zeigler, and was extended in 1898. The extension was carried out for John Bilsland & Co, rivet and bolt manufacturers, who had taken over the works in that year. The previous manager, Zeigler, had been noted for his use of waste heat from the furnaces to fire the steam boilers. The takeover of the Clyde Works by Bilsland's was significant to that firm as it gave Bilsland's the prestige of being associated with a firm that had been on the Admiralty List and had had extensive contracts with the likes of William Arrol & Co and Messrs Tancred, Arrol & Co. The amalgamation of the Clyde Works with Bilsland's happened at a significant time, as shipbuilding (on which the livelihood of the firm largely depended) was in depression, and the amalgamation provided a measure of security in this climate. Macouat and Howat, the

managers of Bilslands, not only extended the works, but brought in a third partner, J McEwan. Howat was responsible for supervising the Clyde Rivet Works and spent much of his time travelling to Europe, Canada, and the United States to further sales.

In 1900, the amalgamation of 1898 was succeeded by the larger combination of several rivet and bolt manufacturers into the Rivet, Bolt & Nut Co Ltd. Macouat became chairman in 1904 and merged his individual business interests into the larger combine.

The works is first depicted on the second edition Ordnance Survey town plan of 1892-4, just prior to its extension. However, this map simply shows a large rectangular structure on the site, giving little detail. A later group of building control drawings show that this structure actually comprised four large conjoined sheds, with the façade bearing two storeys of windows. This is how the works was described by Hume prior to its demolition, as a four-bay, single-storey building, with crow-stepped gables to the street and prominent roof ventilators. Hume adds that there was a small office block, and single-storey sheds at the rear, with wooden roof trusses on cast-iron columns. The building control drawings mentioned above date to 1898 and relate to a proposed addition to the works, comprising a three-storey extension housing a workshop and stores. This is not described by Hume.

Non-archaeological Sources

Documentary Sources

GUAS ref UGD 109/7 (1947-1954) Rivet Bolt & Nut Co Ltd financial records (= audit papers, inc printed balance sheets for years 1947-1954).

Plans

Mitchell Library Archives building control plans 1/6608: Plans and elevations of alterations (1898); Burnet and Boston (Architects). These drawings relate to a proposed addition to the works, comprising a long and thin rectangular building of three stories. The attic floor of this is described as a store. Its floor is punctuated by a series of hatches and there is a large hoist at one end of the building. The first floor is described as a workshop, also with hatches and a hoist and with a 'girl's lavatory'. The ground floor is open on the north side (ie that side abutting the existing buildings), and presumably formed an extension to the ground floor of the existing works. The ground floor also houses the 'men's W C' and a 'clerk's lavatory' was housed in an entresol. The existing works is only shown in one elevation, where it consists of four two-storey blocks with crow-stepped gables, resembling large sheds. The plans show some details of the construction of the extension, including the use of concrete pillar bases and steel columns.

Photographs & Illustrations

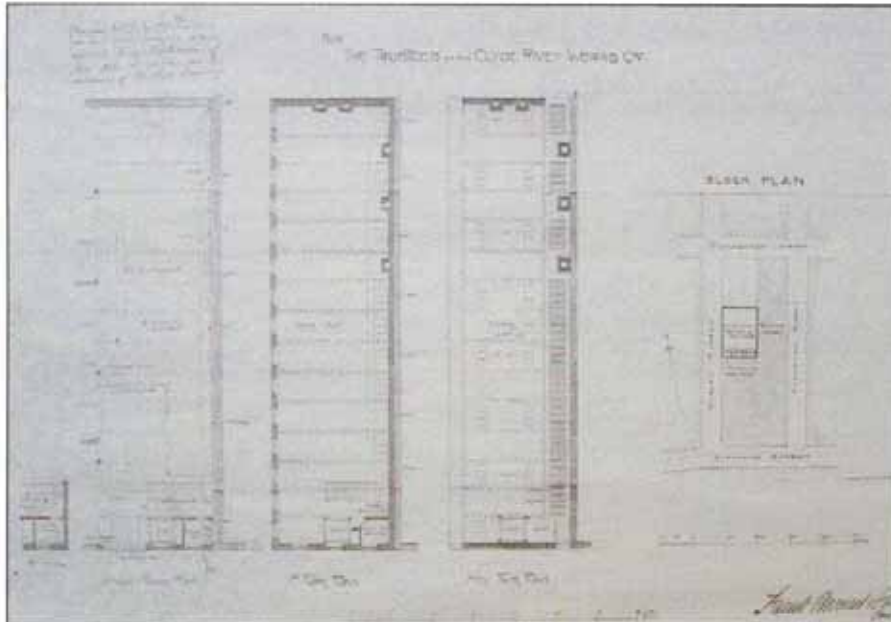
SCRAN ID 000-000-487-800-C (exterior photograph by RCAHMS).

Secondary Sources

Hamilton, S 1986 'Robert Bilsland Macouat', in Slaven, A & Checkland, S (eds) *Dictionary of Scottish business biography, 1860-1960: volume 1, the staple industries*. Aberdeen: Aberdeen University Press, Aberdeen, 127-129.

Hume, J R 1974 *The Industrial Archaeology of Glasgow*. Edinburgh: Blackie.

Site 54 – Clyde Rivet Works



Mitchell Library Archives: Building Control Plans

