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**Salford**  
MANCHESTER

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Building Survey:**

Woods Mill, The  
Narrow Spinning  
Mill, Glossop

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Reader

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**Author:** Rachael Reader BA Hons, MA, PhD, ACIfA  
**Position:** Supervising Archaeologist  
**Date:** March 2016

**Approved by:** Ian Miller  
**Position:** Assistant Director of Archaeology  
**Date:** March 2016

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**Contact:** Salford Archaeology, University of Salford, Peel Building, The Crescent, Salford, M5 4WT  
Telephone: 0161 295 2545      Email: r.reader@salford.ac.uk

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# Summary

In November 2015, Salford Archaeology was commissioned by Michael Ryan of Glossop Land Ltd to carry out a Level III Building Survey (as defined by Historic England) of the Narrow Spinning Mill, part of the Woods Mill complex in Glossop. The building was to be demolished, having been approved by High Peak Borough Council, due to health and safety concerns, prior to a larger development of the area for a mixture of retail and residential units (Planning Refs: HPK/2015/0442; HPK/2015/0571). The former Woods Mill complex is located at the eastern end of Glossop, Derbyshire (centred on SK 03879 94006), within the Howardtown Mill Conservation area.

The former Woods Mill complex was set up by John Wood, who acquired a fulling mill in 1819, near present day Victoria Street. The mill complex was slowly expanded eastwards until, at its height, it was employing 8000 people and was the largest textile mill in Derbyshire. After John Wood died in 1854 and despite some initial success after passing it to his sons, the mill entered a slow decline and it was sold off in 1919 (Grimsditch *et al* 2005, 10; Reader 2014, 1). Although the western half continued in use as a cotton mill, the eastern half was taken over by Volcrepe Rubber in 1932, who continued to operate on the site until 2002.

The buildings in question are a former 5 storey spinning mill, engine house, office block and sheds, built from 1845 onwards on the site of another mill which burnt down in 1842. It operated as a spinning mill until the Wood family sold off the complex, and this former mill was incorporated into the Volcrepe Rubber complex in 1932.

The main spinning mill incorporated a number of original features, including the iron columns and fireproof floors/ceilings, as well as window frames, stair access and roof trusses. The main spinning mill appeared to be relatively unchanged during its time as a textile mill with the exception of the hoist tower added in the late 19<sup>th</sup> century. The engine house also had evidence for alterations possibly when electricity was introduced as a power source. Many of the modifications appear to have taken place when Volcrepe Rubber took over the site in 1932. The eastern side of the mill was subdivided to create storage areas, toilet blocks as well as further access points. Part of the first-floor was removed at some stage also. The engine house, which was appended on the west side of the spinning mill, was majorly altered, with the addition of a lift shaft, staircases and wider entrances, as well as further subdivisions. A later warehouse was also appended to the western side of the mill, which involved the demolition of another equally sized spinning mill.

Little change was noted in the sheds and office block, although access into the sheds was limited due to health and safety issues. However a number of door and window blockings were evident in the sheds, as well as one of the sheds being of slightly later construction, evident on the mapping. The south elevation of the office block was replaced after a major flood destroyed the wall in 1946.

# 1. Introduction

## *1.1 Background*

In November 2015, Salford Archaeology (formerly the Centre for Applied Archaeology – CfAA) was commissioned by Michael Ryan of Glossop Land Ltd to carry out a Level III Building Survey of the Narrow Spinning Mill and associated buildings, part of the former Woods Mill complex, Glossop, Derbyshire (centred on SK 03879 94006). This was undertaken prior to demolition of the buildings on health and safety grounds (HPK/2015/0442; registered 01.08.2015), approved on 19<sup>th</sup> October 2015 by the High Peak Borough Council Development Control Committee. The building recording was part of Condition 5 attached to the permission recommended by Derbyshire County Council's Development Control Archaeologist (DCCDCA).

## *1.2 Location, Topography and Current Land Use*

The site comprises a large disused 19<sup>th</sup>-century textile mill complex, formerly known as Woods Mill (centred on SK 03879 94006). This complex of buildings is located to the east of Glossop town centre, within the Howardtown Mill Conservation Area (designated 2003) and formed the eastern extent of the town's limits during the 19<sup>th</sup> century, with Wren's Nest Mill (built 1815) defining the western extent of Glossop centre. The area between the two mills became what is now defined as Glossop town centre during the Industrial Revolution, with the 'old' centre of Glossop lying approximately 1km to the north of Woods Mill (see Reader 2014).

The area is located close to the Glossopdale valley bottom, bordering onto Glossop Brook which runs along it. The area is surrounded by high moorland to the north and hills to the east and south. The study area lies on relatively flat ground, which steeply drops *c.*2.00m to the Brook to the south and lies at approximately 147m AOD. The land is relatively flat where the current buildings stand, however to the north of the Narrow spinning mill, the ground rises from W-E by around 2.00m.

The western part of the complex, now more commonly known as Howardtown Mill, has been converted and developed for retail use. Old weaving sheds to the east are occupied by a number of small businesses although some parts are derelict. The buildings within the current study have been derelict since the closure of Volcrepe Rubber Ltd in 2002, as have the buildings across to the east of Milltown.

## *1.3 Government and Local Planning Policies*

### *1.3.1 National Planning Policy Framework*

The significance of the archaeological resource identified within this report has been assessed as recommended in National Planning Policy Framework (Department for Communities and Local Government, March 2012).

NPPF sets out the Government's planning policies and outlines the presumption in favour of sustainable development, which is defined by three dimensions: economic,



social and environmental. Of the twelve core planning principles underpinning plan and decision making, conserving “heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations” is one.

Section 12 specifically deals with the historic environment (paragraphs 126-141) and paragraph 128 states that local planning authorities, when determining applications, should require the applicant to describe the significance of any affected heritage assets. This should be sufficient so as to understand the potential impact on their significance and this should be done using the appropriate expertise where necessary.

Paragraph 135 indicates that the effect of the proposal on non-designated assets (designated assets are covered in paragraphs 132-134) should be taken into account. Paragraph 141 requires developers to record and advance understanding of heritage assets to be lost, in a manner proportionate to their importance and impact.

Paragraph 137 specifically deals with Conservation Areas and states that local planning authorities should look for opportunities for new development to enhance or better reveal heritage assets’ significance. Paragraph 138 states that not all elements of conservation areas contribute to its significance, therefore loss of buildings which make a positive contribution to the significance of the area should be treated as substantial, or less than substantial harm. This also has to be assessed alongside the relative significance of the asset affected as well as the significance of the conservation area as a whole.

### *1.3.2 Local Development Framework*

NPPF outlines the need for local planning authorities to create local plans and frameworks to implement NPPF at a local level. The Local Plan for High Peak Borough Council which covers Glossop, is still under preparation, however policy EQ 6: Built and Historic Environment (High Peak Borough Council 2014, 81-83) is relevant here. Policy DS1 also specifically relates to the former Woods Mill complex (ibid, 140-144)

The High Peak Borough Council is advised on archaeological matters by the development control archaeologist at Derbyshire County Council. Conservation Area advice is given by the Council’s conservation officers.

### *1.3 Conventions, Abbreviations and Glossary*

The mill has been known by several names including Woods Mill, Milltown, Howardtown Mill and VC works (Volcrepe Rubber), as well as the mill lying within the Howardtown Mill Conservation Area. In this report, the buildings surveyed are referred to as part of the Woods Mill complex. Howardtown Mill specifically relates to the western part of the mill complex and Milltown refers to the north/south road which divides the Woods Mill complex.

HPBC = High Peak Borough Council

DCCDCA = Derbyshire County Council Development Control Archaeologist

## 2. Historical and Archaeological Background

### 2.1 Introduction

The background to Woods Mill is mostly taken from the Desk-Based Assessment carried out by Salford Archaeology in December 2014 (Reader 2014). This also draws on previous work, including a DBA carried out by University of Manchester Archaeological Unit (UMAU) prior to the development of the Howardtown Mill complex (Grimsditch *et al* 2005) and a DBA and buildings appraisal report, which included the buildings forming this survey, carried out by Oxford Archaeology North (Wild 2007).

### 2.2 Woods Mill

The water-powered textile industry was flourishing in Glossop by the early 19<sup>th</sup> century, with 26 mills established by 1820. Improved communications also led to the shift in settlement focus around where the present High Street is located (Stroud 2001, 9-11). In particular, the establishment of the Howardtown (Woods) and Wrens Nest Mill complexes helped define the geographical extent of Glossop town centre, approx. 1km downslope from the Medieval centre. The Howardtown/Woods Mill complex covered an area bounded by High Street East to the north, Victoria Street to the west, Shirebrook Drive to the east and Glossop Brook to the south.

John Wood (1785-1854) was born in Marsden, West Yorkshire, but little is known of his early life. He is first documented in Glossop in 1815, when he rented Thread Mill and Old Water Mill in Old Glossop from a Mr. Robert Bennet. His initial foray into the textile industry in Glossop was a success as he rented another mill from Bennet in 1818. His first mill purchase was Bridge End Mill, which he acquired in 1819. This was originally constructed around 1782, and was located at the western end of what was to become the Howardtown/Woods Mill complex (Hamnett 1913).

Between 1823 and 1836, the number of spindles and looms being worked at the mill increased from 5580 spindles and 143 looms to 38500 spindles and 916 looms (Hamnett 1913, 19). John Wood proved himself a successful entrepreneur and this success was reflected in the expansion of his mill complex. He took out leases in 1822, 1824, 1835, 1840 and 1846, expanding his complex in an easterly direction. After John Wood died in 1854, his sons took over the business and wasted no time in expanding the business further, taking out another lease in 1857 and completing the geographical extent of the mill complex (Hamnett 1913).

After 1845, he took over a second mill which was located at Milltown. Little is known of this mill, except that it was in existence by 1803 and worked by Shaw and Bailey, who still owned it by 1828. In 1831, the owners were John Rusby and Isaac Linney, who were later mentioned as the owners in a newspaper report of 1834 after flooding in Glossop (York Herald 2<sup>nd</sup> Aug 1834). After 1834, the ownership transferred to Daniel Hodgson and Jonathan Wright. Hodgson and Wright filed for

bankruptcy in December 1839 (The Examiner 15<sup>th</sup> Dec 1839) and the mill was burnt down in 1842 (Manchester Guardian 5<sup>th</sup> Feb 1842). Their partnership was eventually dissolved in 1845 (Nottingham Review and General Advertiser for the Midland Counties 18<sup>th</sup> Apr 1845) and a newspaper report from 1845 states that a worker suffered an injury at “the mill now in course of erection by John Wood” (Derbyshire Courier 1<sup>st</sup> Nov 1845). This suggests that Wood may have obtained the land after Hodgson and Wright’s partnership was dissolved earlier that year.

The business continued to be successful, employing 2000 workers at its height and becoming a limited company in 1875. Following the death of John’s sons, Samuel and Daniel in 1888, the company went into decline, partly due to a lack of involvement from the next generation of the Wood family (Hamnett 1913). This slow decline was reflected in the wider textile industry and Glossop experienced a number of booms and busts. By 1931, 55.6% of the workforce was unemployed and between 1929 and 1939, 16% of Glossop’s population had moved away (Stroud 2001, 12). Woods Mill was sold in 1921 however according to the 1932 Trade Directory, the western part of the complex (Howardtown) continued as a textile business under the Wood name. The eastern part (Woods) was taken over by Volcrepe Rubber Ltd in 1932 who occupied this part until its closure in 2002.

### *2.2.1 Woods Mill Complex Development*

Detailed mapping is lacking until the 1850s therefore constructing a detailed chronological development of the mill is difficult as much of the complex was completed by the time the first map was published in 1857. The evidence suggests that the mill developed over a period of around forty years, gradually from west to east. This began with John Wood’s takeover of the Bridge End Mill in 1819 at what was the western extreme of the complex by present day Victoria Street. The mill slowly expanded eastwards and reached its full geographical extent by c.1860, up to where the present day Shirebrook Drive is.

A 1781 plan shows the proposed Bridge End Mill, indicating that it was three storeys high with three bays and powered by a waterwheel. It was located north of Glossop Brook and bounded by what was to become the Chapel-en-le-Frith turnpike road (Grimsditch *et al* 2005, 11). It is not clear when production shifted from wool to cotton, although Hills implies that this was completed by 1811 (2003, 6). A letterhead dating to 1830 shows how far the mill had been extended whilst in John Wood’s ownership. A range of buildings are depicted, including Long Mill, a mill pond, an engine and boiler houses.

Long Mill was constructed around 1824 and was five storeys high, 35 bays long with an internal engine house at the eastern end. Further leases in 1835, 1840 and 1846 allowed John Wood to expand his complex eastwards, and also construct houses for his workers. In 1845, Wood took over the former Milltown Mill which had been destroyed three years previous and begun work on a new mill. The exact location of the old mill is unknown although Hamnett suggested that the Narrow Mill (the building surveyed) was on the same site (1913, 19). The lease taken out in 1846 may have been for a private gasworks, which was located on a plot of land across Glossop Brook to the south.

After John Wood's death in 1854, his sons Daniel and Samuel took over the running of the mill complex. They extended the mill further constructing a large weaving shed, associated engine and boiler houses, a chimney and a four-storey warehouse on land between Milltown and present day Shirebrook Drive. In 1860, the present Howardtown Mill (now a mixed use development) was erected, replacing earlier buildings on this site. The complex underwent a number of small changes over the next few decades with major alterations occurring around 1910, including clearing Yorkshire Street to make way for further weaving sheds.

The Wood family sold off the complex in 1921, with Volcrepe Rubber Ltd taking over the eastern half of the complex. The western part (Howardtown Mills) continued as a textile production site until the 1960s, with the complex used by various light industries. Volcrepe Rubber closed in 2002.



# 3. Methodology

## 3.1 Methodology

A Written Scheme of Investigation (WSI), prepared by Salford Archaeology in November 2015 (CfAA/071/2015), addressed Condition 5 set out by DCCDCA as part of the demolition work, stating that a Level III Building Survey was to be undertaken.

In brief, this work comprised of:

- Consultation of the desk-based assessment, carried out in December 2014 by Salford Archaeology. It should be noted that references to site numbers are those assigned for the DBA.
- A photographic survey showing the general view of the building's exterior and setting; the overall appearance of the building's principal rooms; detailed coverage of the buildings' external and internal appearance; and architectural and structural features relevant to the building's design. The photographs have been taken using a high resolution digital camera, with flash where natural lighting was an issue. Viewpoint directions are shown on the register and on the survey drawings. A total of 340 colour digital photographs were taken, with 90 plates forming part of this report and all of these are on scaled plans, showing location and direction. The plans showing all photographs are part of the archive with selected photographs used in the report presented in Appendix 1. There is also an accompanying photographic register and the rest of the photographs form part of the archive (see Chapter 8).
- Scaled drawings of plans, elevations and cross sections, principally taken from architects' survey plans drawn up in 2006. The plans were annotated, checked and altered where appropriate during the survey. Measurements were taken using a Leica Disto and/or hand tapes where appropriate and these were also used to check measurements against the existing plans. The scaled drawings were then digitised in AutoCAD and are included in Appendix 1. The AutoCAD files form part of the project archive.
- A written report including a description of the structure; a discussion of the building's development, importance and context within the mill complex and wider area and a photographic catalogue.

This survey has followed the conventions laid down in *Understanding Historic Buildings: A Guide to Good Recording Practice* (English Heritage 2006), specifically for Level III surveys and the Chartered Institute for Archaeologists' *Standards and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (CIfA, Revised Edition 2014).

### 3.2 Buildings Surveyed

A total of six buildings were surveyed (see fig.): the Narrow Spinning Mill and associated engine house (**Site 8**), Office Block (**Site 10**), the Eastern Shed (**Site 11**), the Middle Shed (**Site 12**) and the Western Shed (**Site 13**). These buildings lay in the south-eastern part of the land bounded by Milltown to the east and Glossop Brook to the south. All of these buildings appear to be broadly contemporary, constructed around 1845 onwards. The exception is the Middle Shed (**Site 12**) which was constructed sometime between 1857 and 1880. Due to health and safety issues, the sheds could not be fully accessed and the East (**Site 11**) and West (**Site 13**) Sheds were inaccessible. Certain areas within the spinning mill could also not be accessed due to localised ceiling/floor collapses, which are detailed within the following chapter. The floor plans and elevations are based on an architectural survey carried out by Tower Surveys in 2006.

The main building survey was carried out in November 2015, and Salford Archaeology also maintained a watching brief during the demolition of the mill buildings during December 2015 and January 2016. The photographs taken during the watching briefs have been integrated into the main register and their locations are also noted on the survey drawings.

### 3.3 Personnel

The Building Survey was carried out by Rachael Reader and Simon Hinchcliffe, with further watching briefs carried out by Adam Thompson, Rachael Reader and Simon Hinchcliffe. The report was written and compiled by Rachael Reader. Richard Ker and Rachael Reader compiled the illustrations. The project was managed by Adam Thompson.

## 4. Buildings Descriptions

### 3.1 Introduction

This section provides a description of the building as visible at the time of survey. This is not an architectural description, but rather an archaeological assessment of the building's fabric, form and function, as recovered from a photographic survey (see Appendix 2), scaled architects' plans and annotated floor plans. The findings of this work will be used to inform an assessment of the building's date, phasing and importance and will be a key document in the building's preservation by record.

### 3.2 The Narrow Spinning Mill (Site 8)

#### 3.2.1 Exterior Description

The spinning mill was rectangular in shape, measuring 51.90m at its longest axis and is five storeys high, east/west aligned, 16 bays in length and six in width. The building is constructed of coursed small-sized roughly dressed yellow sandstone with elements of finer stone dressing. The roof is a timber triple-span pitched roof. Each bay houses a vertical window, typically wooden framed and six light with a projecting, slightly sloping sill and a plain, flat lintel. The exception to this is on the fourth, top, floor where the windows are smaller and consist of four lights. The eastern gable end is angled around from the north-east corner so that the building is not fully rectangular and towards the south-east end of the building, a stair and privy tower project outwards. A gangway at the second-floor level connects this building to a warehouse building across Milltown. There are a series of taking-in doors on each floor within this elevation also.

### 3.2.1.1 Northern Elevation (*Figs.6-8; Error! Reference source not found.*)



**Plate 1 Oblique shot of the northern elevation**

The northern elevation consists of sixteen bays, with fifteen windows visible on each of the five floors and measures 49.00m in length and a minimum 18.20m in height. The remains of a cast-iron pipe run where the butt joint between the main spinning mill and the engine house is visible. A few trees and creeping ivy also obscure some of this elevation, however it consists of regularly coursed, roughly dressed small yellow sandstone blocks. Small circular metal fittings, measuring 0.30m in diameter, are fitted at regular intervals along the wall between the window lintels (except on the fourth-floor). These were tie rod plates and were present across all elevations.

The original window frames and glass are visible across the elevation, although some have been removed from the third-floor and/or boarded over. The windows on the first to third-floors measured 1.80 x 1.40m, with the fourth-floor windows measuring 1.40 x 1.40m (not including sills or lintels). The sills measure 2.00 x 0.15m and the lintels measured 2.00 x 0.40m. As the ground-floor windows were obscured by made ground, these could not be measured externally. The only alteration visible externally was a machine-made brick blocking of the westernmost ground-floor window.

### 3.2.1.2 Southern Elevation (*Figs. 9-10*)

The southern elevation also consists of sixteen bays, with sixteen windows visible on each of the five floors and a stair tower also built in at the eastern side. It measures 49.00m in length and 18.20m in height. This elevation consisted of regularly



coursed, small roughly dressed yellow sandstone blocks. The size varied between 0.15 – 0.30m in length and, on average, 0.15m wide. Tie rod plates, the same size as those seen on the northern elevation, were also present on this elevation, located centrally between the lintels of the windows, except on the fourth-floor.



**Plate 2 The modified second-floor window (in the middle)**

The windows measured the same as the northern elevation however the ground-floor windows were fully visible here and measured 2.45 x 1.40m. Other features noted in this elevation includes a square aperture, measuring c.0.50m<sup>2</sup>, with a flat stone sill



and metal lining and located immediately west of the westernmost ground-floor window. The second window from the west on the second-floor appears to have been modified into a possible taking-in door (Plate 2). The change in mortar around where the sill should be indicates this modification. The third window from the east on the ground-floor has also been modified into an entrance (Plate 3). The original entrance to the building is located within the covered archway at the eastern end of the building (described below as part of the office block) and consists of a chamfered stone surround with a step up (Plate 4). Overall, the entrance measures 2.60 x 2.00m (including chamfering) and the door frame was wooden. This also appears to have been modified with the addition of a possible sliding door, although only part of a wooden frame was evident.



**Plate 3 Window on the ground-floor of the mill, later modified into a door**



**Plate 4 Original entrance into the mill, via the stair tower**

### *3.2.1.3 Eastern Elevation*

The eastern elevation consists of six bays and measures 23.60m in length and 20.00m in height (at its maximum). The ground slopes from N/S and the difference in height from N/S is 0.70m. This elevation consists of regularly coursed, roughly dressed small yellow sandstone blocks. Tie rod plates are visible although the spacing and patterning is different to that seen on the north and south elevations.

The northernmost bay is slightly angled, orientated NW/SE and consists of a window on each floor, following the pattern seen on the north and south elevations. The next bay to the south consists of an entrance at ground-floor, with a stone lintel and measuring 2.00m high and 0.80m wide. On each floor above the entrance is a taking-in door with a flat plain stone lintel and each measuring 3.50m high and 1.50m wide, with the exception of the fourth-floor door, which measures 2.20m high and 1.50m wide (Plate 5). The second and third-floors still have wooden doors *in situ* with the wooden door from the fourth-floor now removed. The first-floor door has been blocked with machine-made brick work. The next two bays to the south repeats the pattern of windows seen in the northernmost bay, with the exception of the ground-floor which has an entranceway measuring 2.40m wide and 3.40m high with a wooden frame. This appears to have originally been double in size as the bay to the south has been blocked using regularly coursed roughly dressed stones.





**Plate 5 Eastern elevation with taking-in doors and modified ground-floor entrance**

The fourth bay from the north appears to consist of the same pattern of wooden framed windows, lintels and sills seen further along this elevation and the north and south ones, however the southern half has been blocked with a machine-made Staffordshire blue-glazed brick tower which extends from the ground-floor to the top floor. This abuts against a projection, which extends eastwards and contains windows from ground to third-floor, measuring 1.15 x 0.70m with plain, flat, stone lintels measuring 1.00 x 0.30m and stone sills measuring 1.00 x 0.15m. Visible above this was the headgear for a hoist tower, partially constructed of stone and



brick, with blocked apertures (Plate 6). The southernmost bay in the east elevation consists of ten windows (measuring 1.20 x 1.00m) in two parallel lengths, offset from each other.



**Plate 6 Close-up of the eastern lift shaft headgear shows the partial reconstruction in brick, as well as subsequent blocking of apertures**

### 3.2.1.4 Roof

The roof is a timber triple-span pitched roof with grey slates, orientated east/west.

## 3.2.2 Interior Description

### 3.2.2.1 Ground-floor

Internally, two east/west axial runs of iron columns supported single-span iron beams running north/south. This supported a fireproof ceiling, with shallow hand-made brick arches, constructed in stretcher bond, supported by what appeared to be inverted I-section iron beams. Each bay of the mill had one brick arch and the columns were located 2.75m from each other east/west and 7.65m north/south. Originally, there would have been fifteen pairs of columns with intervening beams, however on the western side, the columns have either been replaced or encased in concrete (Plate 7). The same applies to the beams, with three additional concrete beams running east/west along the western side. The ceiling has also been completely removed from this area. The surviving northern run of columns had bolting faces within them (Plate 8), probably to support the line shaft.



**Plate 7** The iron columns at the western end of the mill were encased in concrete





**Plate 8 Close up of a column with a bolting face, supporting the line shaft**

At the eastern end of the ground-floor, there are a series of sub-divisions including a possible storage area, accessed by a small wooden ladder and constructed from machine-made brick (Plate 9). Immediately east of this was a toilet block, where the window was also blocked with cinder blocks and was also constructed from machine-made bricks. To the south of the toilet block, the ceiling had also been removed from the eastern end of the ground-floor. The modified entrance in the eastern elevation was separated off using wooden partitions. A ramp leading into the building slopes down to a pair of rubber swing doors which open out onto the ground-floor. The part of this entrance which was blocked with stone on the exterior was blocked with machine-made brick on the interior. There was also a raised level with access via two wooden steps. This appears to have been partitioned at the time of the architects' survey in 2006 but was not present during the current fieldwork.



**Plate 9 Later machine made brick sub-divisions in the north-east corner of the mill included this storage area and a toilet block to the east**

Where the eastern elevation steps out, this is evidenced by a blocked entrance into what was the privy tower (Plate 10) The entrance frame was almost column-like with two steps visible before the machine-made brick blocking is evident. Immediately south of this entrance was the entrance to another small room (which was not accessed due to health and safety issues). A stone lintel had been inserted and truncated the southern privy entrance column. This entrance was modified later still using machine-made brick, supporting a wooden frame.





**Plate 10 Blocked entrance into the former privy tower, with the later entrance to the lift shaft on the right, subsequently made smaller**

The western wall, which divided the main spinning mill from the engine house, acted as a gearing wall. It contained a number of features including a projecting pier of large rough and coursed ashlar blocks standing four courses high and supporting a large stone lintel (Plate 11). Overall this measured 2.00 x 2.50m and provided support for a footstep bearing (Plate 12). Some of the metal fittings associated with this were still visible, built into the wall although partly obscured by a later concrete beam. This beam marked where the ceiling would have been originally and ran

north/south along this wall. To the south of the stone pier, an entrance has been inserted, with a metal lintel and machine-made brick surroundings to square it off.



**Plate 11 Projecting stone pier supporting footstep bearing for driveshaft**





**Plate 12 Close-up of the footstep bearing for the driveshaft**

### *3.2.2.2 First-floor*

Access to the first-floor is only possible via the stair tower at the south-eastern corner of the mill. As on the ground-floor, the original entrance between the stair tower and the mill had been made smaller using machine-made brick and an inserted wooden frame. Areas of the ceiling in particular were heavily blackened, showing signs of fire damage. There was evidence for the flooring being stone flagged and then sealed with a concrete skim however substantial areas had been robbed out (Plate 13). The floor was missing from the western half, coinciding with the concrete beams described above (Plate 14). The iron columns can still be seen running east west above the concrete and also carry on, as on the ground-floor eastwards. The arched fireproof ceiling also continues in the same way.





**Plate 13 Robbed out flagged flooring on the first-floor**



**Plate 14 The first-floor in the western half of the mill was removed at a later stage**



The later toilet block described on the ground-floor was also replicated on the first-floor, with a west entrance. A further sub-division with wooden partitions extended southwards from the toilet block. There was no obvious access and only part of it had a floor, therefore it was not accessed. The ceiling also had a series of small round apertures inserted and partially finished with concrete (Plate 15). Also running north/south along the apex of the arches in the ceiling were a series of narrow metal rods with small attachments hanging down.



**Plate 15 Small circular apertures inserted at a later date into the first-floor ceiling**

Due the removal of the floor from the western part of the mill, observations could only be made from the ground-floor. The blocked entrances are described in detail within the engine house description below. Above the footstep bearing is a supporting bracket and a small circular aperture for the driveshaft. There are another two supporting brackets for bevel gears and further shafts to the north of this and three more are located to the south (Plate 16).



**Plate 16** The bracket and aperture for the driveshaft is located to the right; a blocked entrance and two more brackets are shown to the left

### *3.2.2.3 Second-floor*

Access was as the first-floor and this floor was also the first to have an uninterrupted pattern of iron columns running east/west from the engine house gearing wall to the eastern gable end. The arched fireproof ceiling continued as seen on the other floors, with the exception of a small area of collapse at the eastern end of the mill (Plate 17). A series of narrow metal rods, similar to those seen on the first-floor were present running along the arch apexes. There were also five pairs of lineshaft hangers running east/west along the ceiling (Plate 18). At the time of the survey, contractors were removing the stone flagged floor indicating that this was the flooring used throughout the mill building (Plate 19). The floor was sealed below a thin concrete skim. Also running E/W along the central part of the ceiling is a later metal pipe, which is likely to have formed part of either the heating or sprinkler system.





**Plate 17 A small part of the second-floor ceiling had collapsed within the eastern part of the mill, exposing the metal tie-beams integral to the fireproof arches' structure**





**Plate 18** Visible on the beams within the ceiling are two lines of lineshaft hangers, which helped power the machinery



**Plate 19** Original stone flagged floor sealed below concrete skim



The later toilet block, as seen on other floors, was also located on this floor. A series of wooden partitions depicted on the architectural plans were not visible during the time of the survey. A wooden taking-in door was visible immediately south of the toilet block also (Plate 20). An entrance into a later extension to the privy tower led into a small room. Its function was unclear, however there was a window in the northern elevation and a recess in the southern wall with a pipe inserted near the top. Immediately south was an entrance with a dressed stone surround and led into the original privy tower, which would only have been 0.60m wide and was blocked subsequently with regularly coursed undressed stone (Plate 21).



**Plate 20** Wooden taking-in door visible immediately to the south of the later toilet block





**Plate 21** The entrance on the left leads into the privy tower extension and the blocked entrance led originally into the privy tower

A number of features were noted within the gearing wall, including another large metal bracket which supported the upright shaft (Plate 22). A small aperture is visible in the floor below this fixture, where the upright shaft would have been located. At the southern extreme of this wall is an entrance with a dressed stone surround, blocked with machine-made brick and painted over. To the north of this was a wider entrance which appears to have been inserted at a later stage and



although painted over, the detail of machine-made brick lining the entrance is evident (Plate 23). This entrance appears to be solely for the lift shaft in the engine house as another entrance lies 3.75m to the north of this one. This is also a later addition although it has a stone lintel with machine-made brick squaring the entrance off. There is a third, likely inserted entrance also within this elevation leading to the northern part of the engine house (Plate 24). Although the details have been obscured by later painting, coursed brick outline is visible around the frame of this door, which is wooden and bears a close resemblance to the later, modified entrances from the stair tower.



**Plate 22 Metal bracket on the second-floor gearing wall to support the upright shaft**



**Plate 23** On the second-floor, the entrance on the right has been inserted at a later date, whilst the entrance to the left has been blocked





**Plate 24** Later inserted entrance into the northern part of the engine house on the second-floor

#### *3.2.2.4 Third-floor*

Access was as the floors below, from the stair tower in the east. Walling visible on the interior of the northern elevation shows that uncoursed random stones were used. There was evidence for flagged flooring, sealed by a concrete skim, having existed however large portions had been robbed out and part of the floor was missing on the eastern side of the mill (see above). This collapse revealed three iron ties running east/west which would have originally been built into the arch of the fireproof ceiling

(Plate 17). The columns continued in the same pattern as seen on other floors (30 in two rows of 15) and the fireproof ceiling was the same as seen on other floors. There was plaster on the ceiling, which was generally in good condition although there was blackening along the north line of columns.

A small toilet block, constructed from machine-made brick was located at the north-eastern corner. A wooden taking-in door was located within the eastern elevation immediately south of the toilet block. As seen on the second-floor, there was a later entrance into the privy tower extension which had truncated a window and its sill. Immediately south were two blocked entrances, with the southerly most one wider although due to the floor collapse (Plate 25).



**Plate 25** The later entrance to the privy tower extension is evident to the left, with two former entrances blocked to the right

Within the western elevation, an entranceway in the south-west corner had been blocked and a vertical metal pipe runs from floor to ceiling at the southern extreme. An entrance to the engine house appears to be a later addition, with a metal lintel inserted and machine-made brick constructed to shore the created gap. Where the plaster is missing, the stone wall exposed on this elevation consists of uncoursed random rubble. Within the floor close to this entrance was an infilled aperture measuring 1.50 x 1.20m. Further north and within the ceiling was another aperture, lined with metal, possibly for the power transmission system (Plate 26), measuring 1.00 x 0.30m.





**Plate 26 A metal lined aperture inserted into the ceiling on the third-floor**

#### *3.2.2.5 Fourth-floor*

Access was as described for the floors below, except the door on this floor appears to be original with a large metal door that opened out onto the stairs (Plate 27). Many of the windows had been removed from this floor, and much of the flooring had been robbed out. The windows on this floor were smaller than the lower floors and the hand-made brick arched interior lintels were exposed throughout on this floor. As with the lower floors, two rows of 15 axial columns ran east/west supporting a timber triple pitch span roof. To support the timbers, the columns were flanged at the top to support an iron bracket housing the tie beam, which was bolted in (Plate 28). Each pitch consisted of a tie beam, supporting a king post with straight struts between the post and rafters (Plate 29). The ends of the roof trusses were supported by channel-section housings in the top of the columns.



**Plate 27 Possibly the original door leading from the stair tower onto the fourth-floor**





**Plate 28 Detailed shot showing how the roof was supported using the cast iron columns**

As seen on the lower floors, there was a later entrance into the privy tower extension, which partially blocked a window. Immediately south were two blocked entrances: the narrow, northern blocking appeared to be blocked with stone although this was plastered over. The surround was dressed stone whereas the wider entrance was blocked with machine-made brick and had a stone lintel.



**Plate 29 One of the three pitches spanning the roof showing the king post style structure**

Within the western elevation, there was an entrance blocked by the lift shaft at the southern extreme. There was a central entrance into the engine house which had been inserted into the random rubble coursed wall. It had a metal lintel and the entrance was squared off by constructing machine-made brick around the stone wall. A large aperture in the wall immediately north of the entrance appears to be where the top steady bracket for the upright shaft was located (Plate 30). This was photographed *in situ* during the 2007 Buildings Assessment, however had since been removed.





**Plate 30 An inserted entrance into the engine house and position of robbed out top steady bracket (to the right)**

Located within the stair tower was an 'attic' space which was accessed via four timber steps (Plate 31). The timber was rotted in places therefore it could not be accessed however two apertures within the northern wall appeared to have formed timber supports. The coursed undressed stone wall forming the division was partly built around the window.



**Plate 31** A small attic space located in the stair tower and accessed from the fourth-floor

### **3.3 Engine House (Site 8)**

#### ***3.3.1 Exterior Description***

##### ***3.3.1.1 Eastern Elevation***

The eastern elevation formed the internal division between the engine house and main spinning mill and is described as part of the spinning mill fabric.

##### ***3.3.1.2 Western Elevation (Plate 32; Plate 33)***

This elevation consists of six bays and contains regularly coursed roughly dressed small yellow sandstone blocks. At ground-floor level, there is a central entrance which appears to be a later insertion and partly built from machine-made brick. The metal lintel is obscured by a metal frame which appears to have been for a sliding door. On the southern side, there is a blocked doorway with one of the tie rod plates immediately south of it. On the first-floor, there are a total of five blockings with the northern one blocked with stone and two others blocked with machine-made brick. Two others are blocked with stone and brick, the brick blocking coinciding with the position of the former warehouse.





**Plate 32** General view of the Engine House western elevation, after removal of the 20th century warehouse (its former position still visible)



**Plate 33** Close up of inserted ground floor entrance and blocked entrances on the first-floor

The second, third and fourth-floors all have blocked entrances on the southern side, with the metal lintels still visible on the second and third-floors. Above the fourth-floor are curved stone corbels which appear to have supported the roof of the other spinning mill. The slope of the former roof is also imprinted on the southern side. There are also other small square blockings found throughout on this elevation, possibly bearing boxes.

### *3.3.1.3 Northern Elevation (Plate 34)*

The northern elevation consists of four bays with regularly coursed, roughly dressed small yellow sandstone blocks with tie rod plates, as noted on the mill elevations, spaced centrally between the window lintels on the first, second and third-floors. The ground-floor is partially obscured by made ground to the north of the building, however two windows are visible with stone lintels on the eastern side. The western side contains a dressed stone arched entrance as well as a square gap, which appears to be later.

The first-floor contains three windows, measuring 1.80 x 1.40m with sills and lintels measuring the same as observed on the mill's northern elevation. The window at the western end had a stone pillar in the middle of the window with a slightly different window frame design. The window to the east of this one was modified and an entrance inserted with a metal lintel and machine-made brick to square it off. This appears to have been for a gangway which ran into a building which once stood to the north. The third and fourth-floor have four windows each, as described for the northern elevation of the mill. The exception is the western window which also has a stone pillar in the centre, as the floor below. The fourth-floor windows are smaller, four light windows and are as described for the northern elevation for the mill.



**Plate 34 Northern elevation of the engine house**

#### *3.3.1.4 Southern Elevation (Plate 35)*

The southern elevation consists of four bays with regularly coursed, roughly dressed small yellow sandstone blocks. The window arrangement differs from the rest of the mill, with the eastern two bays dominated by a large round headed window, with fanlight and dressed rusticated quoins. This window covers the first and second-floor level although the dressed stones continue down to ground level where it defines coursed stonework on the east side and an entrance on the west side. The entrance appears to be a later modification, with a metal RSJ inserted for the lintel and fittings for a sliding door.





**Plate 35 Southern elevation of the engine house**

The two ground-floor bays in the western side contain four windows with plain flat stone lintels and slightly projecting sills. The two lower windows have been blocked with undressed regularly coursed sandstone (Plate 36). The two windows on the first-floor are the same as observed on the southern elevation of the mill. On the second-floor, the bay immediately west of the fanlight is taller and has a projecting I-section RSJ cat head retaining an *in situ* block. The westernmost bay differs again, with a smaller four-light bay below an aperture 0.30m wide with a dressed stone surround, possibly for an earlier hoist. This has a wooden taking-in door with an iron

swivelling crane jib *in situ*, and the sill is also the lintel of the first-floor window (Plate 37)



**Plate 36 Two former windows blocked up on the ground-floor of the engine house**





**Plate 37 The western part of the engine house has taking- indoors on the third-floor including in situ cat head and swivelling crane jib**

The third and fourth-floor windows are the same as those observed in the mill's southern elevation. The eastern third and fourth-floor bay however have had the windows removed and blocked with machine-made brick. This is for a later lift shaft which is visible in the interior and projects above the roof level. The tie rod plates seen on other elevations are also located in broadly the same place as observed previously, with exception of additional ones where the lower windows are and absent from where the large round headed window is.



### 3.3.2 Interior Description

#### 3.3.2.1 Ground-floor

The ground-floor consisted of four separate rooms and the original access appears to have been from the north, with access from the south inserted later. A wall of random and uncoursed stone rubble was aligned north/south across the engine house. Parts of this wall incorporated large stone blocks, which had almost certainly formed the foundation bed for the original beam engine (Plate 38). The western half is divided with a machine-made brick wall which represented a later insertion. The room to the north-west can only be accessed from the arched entrance in the northern elevation. The south-west room has a fireproof ceiling with shallow brick arches and supporting iron beams running east/west. There is an entrance within the southern extreme of the dividing wall, with a stone lintel and frame and blocked with machine-made brick (Plate 39). To the north of this there was an inserted entrance with a metal lintel and shuttering, with machine-made brick constructed to square it off. Another entrance is located to the north, which was also inserted with a metal girder and machine-made brick squaring off the stone.



**Plate 38** Although plastered over, the dividing wall of the engine house consists of mixed stone coursing types, including random rubble and coursed ashlar blocks. Also shown is a bearing box for the power transmission



**Plate 39 Blocked entrance located within the engine house dividing wall**

The gearing wall located between the engine house and the mill is a mix of coursed rough ashlar stones and uncoursed random rubble. There are several possible repairs using machine-made brick (Plate 40). The south-east room had a flat roof, possibly constructed of timber although this was obscured by white plaster, with iron beams running east/west (Plate 41). A machine-made brick lift shaft was inserted in the south-east corner which crosses all floors (Plate 42). Built into the gearing wall are very large rough ashlar blocks with a machine-made brick blocking a bearing box. There appears to be two phases as the mortar used between the upper and lower parts are different (Plate 43). Opposite this in the dividing wall was another blocked bearing box (Plate 38).





**Plate 40** Examples of later brick repairs within the gearing wall, possibly after removal of the engine



**Plate 41** The flat ceiling of the engine house ground-floor, which is probably later in date





**Plate 42 Later 20th century lift shaft inserted into the engine house**



**Plate 43 Blocked footstep bearing, with part of the later ceiling visible (the beam (arrowed) abuts the brick blocking)**

The first-floor is accessed via a series of steps which were located to the north east part of the engine house. These appear to be a later insertion as there is a machine-made brick east/west divide which has the stairs inserted (Plate 44). There is an entrance into the area under the stairs through the later wall and a square, stone lined aperture is partially built over. There are also several stone or concrete blocks which appear to represent elements of a foundation bed for later, electric motors (Plate 45). The eastern wall also contains an entrance with a dressed stone surround and blocked with machine-made brick. The ceiling is fireproof with shallow brick arches and iron beams running north/south at the northern end, with one arch per bay (Plate 46). The orientation is east/west within the rest of the room.



**Plate 44** Later staircase inserted into the engine house





**Plate 45 Stone or concrete bedding for later electric motors**



**Plate 46 Fireproof arched ceiling located above the stone/concrete beds**

### 3.3.2.2 First-floor

Access is via a series of steps from the ground-floor into a room in the north-eastern part of the engine house. The steps continue to the second-floor from the eastern side and are another later addition, divided with machine-made brick (Plate 47). In the north-eastern corner, there is another machine-made brick sub-division which created a covered walkway. This led to an entrance in the gearing wall, which had been blocked with machine-made brick, although a metal door was still *in situ*.



**Plate 47 Later machine made brick divisions (including the stairs to the right) within the first-floor of the engine house**

The south-east room had a flat ceiling with east/west metal beams supporting it, but due to the plastering, the material used for construction could not be ascertained. The room had also been subdivided with a machine-made brick division and a number of alterations were noted within the gearing wall. A number of localised infilling of stonework using machine-made brick were noted, including a large square aperture with dressed sandstone surround which was blocked with machine-made brick at a later stage. Immediately north of this was an entrance which was punched through the stonework and an RSJ lintel inserted above. Machine-made brick was then used to square off the entrance, which was then narrowed utilising a mix of machine-made brick and undressed coursed ashlar stones. The resulting entrance was blocked off at an even later stage, and metal piping inserted through it (Plate 48).





**Plate 48** Later inserted doorway, which was then blocked and a blocked footstep bearing for another upright shaft (see also Plate 16 for the bracket on the other side of the gearing wall)

Another entrance was inserted close to the lift shaft in the south-east corner, again with an RSJ lintel and machine-made brick to plug the gaps around it. This entrance was blocked subsequently with an unknown mix of material. Above this is an iron bracket, possibly to support engine-related fittings (Plate 49).



**Plate 49** Another inserted doorway had been blocked subsequently with a mixture of unknown materials. An original engine fitting is visible above (arrowed)

The room in the western part of the engine house had a fireproof ceiling with shallow arches and iron beams running east/west. A timber division noted on the 2006 architectural plan had been mostly removed by the time of this survey. The blocked windows/doors noted on the external western elevation were seen internally and appear to be doors with dressed stone surrounds, blocked with machine-made brick (Plate 50). The later entrance noted on the northern external elevation leads into a small, later machine-made brick division with an entrance to the east and south. It was unclear if this eastern entrance was original due to plaster work obscuring any details. On the western side was a machine-made brick division, which partially blocked one of the windows.





**Plate 50 Blocked entrance which would have connected the engine house with the other spinning mill**

### *3.3.2.3 Second-floor*

Access to this floor is possible through several entrances from the main spinning mill (see above) and also via a series of later steps from the first-floor. The ceiling was fireproof with iron beams supporting shallow brick arches orientated east/west. The northern entrance leads into a machine-made brick sub-division, standing 2.00m high with a wooden ceiling and five windows inserted into the northern side (Plate 51). On the western side of the engine house, a machine-made brick, English Garden Wall coursed wall has been inserted from N/S, partially blocking a window and with a small projection. There appears to have been an entrance from the south into this narrow area measuring 2.50 x 1.00m although this in turn was blocked with machine-made brick, creating a void (Plate 52). Immediately south of this entrance and embedded in the floor was a large concrete block measuring 3.10 x 1.20m.



**Plate 51 A later brick sub-division on the second-floor of the engine house**





**Plate 52 Blocked entrance into a later sub-division, creating a void behind which could not be accessed**

A set of stairs leading to the third-floor was inserted into the south-west corner, constructed from machine-made brick (Plate 53). This lay immediately north of an entrance with dressed stone surround, blocked with machine-made brick. Leading from the eastern taking-in door is the hoist and associated metal fittings *in situ*, which would have facilitated the movement of goods in and out of into the building (Plate 54). A further entrance located at the south end of the engine house dividing wall has been blocked with machine-made brick. To the north of this was a later



entrance, although mostly obscured by later plastering and painting, had been squared off with machine-made brick.



**Plate 53 Later steps leading from the second to the third-floor of the engine house**





**Plate 54 Original metal fixtures associated with goods movement, fixed to the ceiling**

The round-headed window was partially blocked internally by the later lift shaft and also by machine-made brick on the western side to the level of the fanlight (Plate 55). The lift shaft was also partly blocked by a concrete surround with small apertures, suggesting that it had once been screened off. This also meant that anything transported in the lift shaft could only be moved into the spinning mill via an inserted entrance (Plate 56). Further metal fixtures possibly related to the original power system were visible within the gearing wall. These were set on large undressed ashlar blocks built into a wall of small undressed and coursed stone. A later pipe runs west from this through the other wall, where there is a smaller, metal-lined aperture which was blocked subsequently (Plate 57). There were also a series of metal hoist rings built into the ceiling beams, which had probably been intended to facilitate the lifting of engine components for maintenance purposes (Plate 58).



**Plate 55** The original fanlight of the engine house was blocked by the lift shaft (to the left) and a c.1.00m high brick partition



**Plate 56** A possible screen around the lift shaft forces movement through the later entrance





**Plate 57 Original metal brackets supporting the power transmission system, later adapted for a sprinkler system.**



**Plate 58 Metal fixtures, including hoist rings, would have been used to lift components vital to maintaining the engine**

#### *3.3.2.4 Third-floor*

The southern part of this floor could not be accessed due to ceiling collapse (Plate 59) however, unlike the lower floors, this floor was open. As there were no subdividing walls, there is an axial run of iron columns running north/south supporting a fireproof ceiling with shallow brick arches (one per bay) on iron beams running east/west (Plate 60). Visible in the south-west corner was an entrance blocked with machine-made brick, with the later stairs continuing from the floor below immediately north of this. The machine-made brick division continued onto this floor, again with a small projection along the eastern face and the entrance blocked to the south, except on this floor it does not run to meet the northern wall. The lift shaft also continued onto this floor.





**Plate 59 Ceiling collapse on the third-floor of the engine house**



**Plate 60 Instead of a dividing wall, the third-floor of the engine house had a run of axial columns supporting a fireproof ceiling**

Within the western wall was a recessed feature, partly constructed of hand-made brick and stone and blocked subsequently with machine-made frogged brick. It was supported by a large, flat stone lintel but does not appear to have been an entrance as there is no counterpart blocking visible on the western elevation (Plate 61). Within the eastern wall there are metal brackets, probably associated with the power-transmission system. At the north-east corner of the room was a thin void within the floor measuring 3.30 x 0.80m and appears to have originally been surrounded by stone, although much of it was robbed out. It was lined with iron with a central beam running north/south (Plate 62).



**Plate 61 Blocked recess on the third-floor of the engine house. To the right is the blocked entrance into the void**





**Plate 62 Cast iron lined aperture within the engine house**

#### *3.3.2.5 Fourth-floor*

This floor could not be accessed due to health and safety issues, therefore observations and photographs were taken from the gearing wall entrance. Both the floor and roof had collapsed at the southern end of this building and the roof had collapsed at the northern end of the building. This room was again open, therefore there was an axial run of iron columns running north/south supporting the triple-pitched span roof.



Within the south-west corner was an entrance blocked with machine-made brick, with the later stairs continuing from the floor below immediately north of this. There is a void at the northern end and coincides with the positioning of the later machine-made brick division on floors below. According to the 2006 architect's plan, this void is at least 14.00m in depth, and probably goes down to the first-floor where the division was first observed. Immediately south of this was another recessed feature, similar to the one seen on the floor below. The details were more visible on this floor and it appears to have been inserted at a later date, with hand-made bullnose bricks squaring the feature off and a metal lintel inserted above (Plate 63). This was blocked subsequently, possibly with stone, although it was plastered and painted over obscuring the details. On the east wall, there were flat projecting sandstone corbels running along the length of the wall.



**Plate 63 General view of the fourth-floor of the engine house**

### **3.4 Office Block (Site 10)**

The four-storey Office Block was appended to the south of the spinning mill building with a covered walkway within the ground-floor, therefore there is no northern elevation to this building. Access to each floor was from the stair tower of the mill and the building did not appear to have any internal stairs except from the second-floor for attic access. The roof was pitched.



### 3.4.1 Exterior Description

#### 3.4.1.1 East Elevation

This elevation consists of four bays on the ground-floor and three on the upper floors, consists of regular coursed roughly dressed small yellow sandstone blocks. At ground-floor level, there is a northern entrance to the covered walkway with a dressed ashlar block surround and a later inserted RSJ lintel and metal shuttering. Immediately south of this is an entrance with dressed stone surround. The final two bays contain a window with a flat stone lintel and slightly projecting stone sill. The first-floor contains three windows, boarded subsequently. These also had flat stone lintels and slightly projecting sills. Above the southern window there was lean-to roof which was a later addition, contemporary with the replacement of the southern elevation (see below). The second-floor contained two windows, with parts of the frame surviving either side of a blocked window. This window appeared to have been blocked with stone and a metal walkway inserted which connected with the warehouse on the eastern side of Milltown (Plate 64). This consisted of riveted metal sheets with an arched crown, painted black externally with the 'Volcrepe' logo in white paint on the north face (Plate 65).



**Plate 64 Eastern elevation of the office block, with the later metal walkway visible (access was not possible during the survey – this photo dates to December 2014)**



**Plate 65 Metal walkway with the Volcrepe logo still in good condition**

#### *3.4.1.2 South Elevation (Plate 66)*

The ground-floor of the office block incorporated part of a one floor lean-to shed and consisted of random coursed undressed stone with a lean to roof and projecting corbels below the roof line for guttering. The rest of the elevation consisted of a machine-made brick wall in English Garden Wall bond built between the stone walls of the rest of the building. The exterior of the first and second-floor appear to have been rendered with concrete. There were no windows in this elevation.





**Plate 66 South elevation of the office block, which appears to have been rebuilt along with the stone lean-to on the ground-floor level**

#### *3.4.1.3 West Elevation (Plate 67; Plate 68)*

The west elevation consisted of three bays and contained regular coursed and roughly dressed small yellow sandstone blocks. At ground-floor level, there is a northern entrance to the covered walkway with a dressed ashlar block surround although it has been removed from the top and replaced with an RSJ. Metal fixtures above this entrance suggest that there was once a canopy extending westwards (Plate 69). A shed was appended to the southern part of this elevation and its removal shows that it abutted the western face of the office block (Plate 68). There are no windows or former ones evident, although there was an entrance at the southern extreme. It appears to be a later entrance as there is evidence for repair on the southern part of this elevation, possibly related to the replacement of the southern one. The second and third-floors contained windows, except the third-floor northern

one, which had been blocked with small coursed stones. There were also tie rod plates, as seen on other elevations of the mill building, equally spaced apart.



**Plate 67 Western elevation of the office block, after the demolition of the sheds**





**Plate 68** Close up of the western elevation of the office block



**Plate 69 Entrance to covered walkway between the spinning mill and the office block, also showing a later RSJ and fixtures for a possible canopy above**

### ***3.4.2 Interior Description***

#### ***3.4.2.1 Ground-floor***

Due to health and safety concerns, the ground-floor of the office block was not accessed. However the entrance was through either one of two doors (one blocked subsequently) on the northern side (Plate 70) or a door from the east, which led into what was probably originally an open room. A later machine-made brick subdivision had been inserted running east/west.





**Plate 70 Entrances into the Office Block, from the covered walkway**

#### *3.4.2.2 First-floor (Plate 71)*

This was an open room with segmented arched windows, which differed slightly between the east and west sides. The windows on the east side had flat sills extending the width of the wall, whereas the west ones had sloping sills. The walls were mostly obscured with paint and plaster, however the later machine-made brick elevation evident to the south. Three piers were also visible, probably as supports for the wall. The ceiling was fireproof with transverse shallow arches supported by iron beams. The architects' plans suggest that this room was subdivided with timber partitions, but there were no trace of these during the current survey. The floor is likely to have been stone flagged with a thin concrete skim although the stones had been removed by the time of the survey.



**Plate 71 General shot of the Office Block first-floor**

#### *3.4.2.3 Second-floor (Plate 72)*

This again was originally an open room with a later timber division in the south-east corner, although only remnants of the frame remained on the wall. This area was also covered with small square yellow tiles, with the rest of the floor consisting of stone flags although these had all been removed by the time of the survey. All the windows had sloping sills, and the ceiling was again fireproof with shallow brick arches supported by iron beams. The walkway was boarded off but the upper two lights of the window were still *in situ* (Plate 73). In the north-west corner, there were a set of steps which led onto the third-floor (Plate 74). Below these steps was an entrance into a small storage area.





**Plate 72 General shot of the Office Block-second floor**



**Plate 73 The entrance to the walkway from the second-floor is visible, although boarded**





**Plate 74 Later steps leading to the third-floor within the office block. Also visible beneath the plaster is the brickwork blocking one of the windows**

#### *3.4.2.4 Third-floor (Plate 75)*

This was the only floor with a set of steps down into this room and led into an attic space. A concrete beam ran from north to south and the rest of the floor appeared to consist of concrete, with a timber pitched roof and one skylight visible. The tie beam and king post, however, were metal, with timber struts. A set of steps led from the second-floor into this room.





**Plate 75 Office Block third-floor. The later southern elevation is visible at the rear, as well as the single span roof incorporating both iron and timber**

### **3.5 East Shed (Site 11)**

#### ***3.5.1 Exterior Description***

##### ***3.5.1.1 South Elevation***

This elevation was located along Glossop Brook, therefore it could not be accessed safely. However, observations could be made from the south side of the Brook. The ground-floor stone elevation of the office block was appended to the east shed and appeared to be later in date. This elevation contained eight windows with flat stone lintels and flat stone sills, with machine-made brick blockings. The roof consisted of slate tiles. Very little of the foundation was visible due to growth of vegetation by the Brook, however where it was visible, it consisted of coursed drystone rubble and was partly overlain by the coursed stones of the middle shed.

##### ***3.5.1.2 North Elevation***

This elevation consisted of small random coursed stones and the gable roof partially consisted of slates and corrugated asbestos cement roof. At its eastern end, the elevation contained a window with a dressed stone surround and blocked with coursed stone (Plate 76). To the south of this was a wooden-framed door, which was probably a later addition with an opening above. This was boarded internally, and had an RSJ lintel. To the west of this was another window, although at a lower level



than the one described previous. This had a flat stone lintel with a slightly projecting flat stone sill and was blocked with machine-made brick (Plate 77).



**Plate 76 Blocked window within the northern elevation of the east shed**





**Plate 77 A door was inserted into the northern elevation of the east shed (left) and a window was also blocked at a later stage**

To the west of this was a gap which appeared to have been the position of a former sliding door. Part of a wooden frame and canopy was partially preserved which indicated this however the area had been damaged by partial collapse of the roof (Plate 78). It is probably an inserted entrance, as further to the west was a former entrance with a dressed stone surround, blocked subsequently with coursed stone. Just below the roof level there were also a series of small square apertures and containing windows (Plate 79). Just below this level, and west of the inserted doorway, was a small circular aperture which had been blocked subsequently with coursed stone.





**Plate 78** There appears to have been an entrance located here into the east shed, however roof collapse has damaged this area



**Plate 79** Blocked entrance in East Shed



### ***3.5.2 Interior Description***

The interior could not be accessed due to the partial roof collapse over the only open entrance into the shed. However, the building was open plan from floor to ceiling, with a machine-made brick sub-division on the eastern side (Plate 80). The interior also incorporated the middle shed, although there was evidence externally to show where the two buildings abutted (Plate 81). The roof was single-span pitched with a timber frame, although the king post appeared to be metal. There were at least three skylights in both pitches of the roof.



**Plate 80 General view of the interior of the eastern and middle sheds. A machine made brick and timber division is visible in the background. Also visible are the former windows which were blocked subsequently**



**Plate 81 Butt joint between the east (left) and middle (right) sheds**

### **3.6 Middle Shed (Site 12)**

#### ***3.6.1 Exterior Description***

##### ***3.6.1.1 South Elevation***

This elevation abutted the eastern shed and is partly built onto the foundations of this shed, suggesting that it is later in date. The stonework slightly differs although it generally consists of small random coursed stones. There are six windows in this elevation with flat stone sills and lintels, each blocked with machine-made brick. The roof is gable with a later metal vent inserted. Above the western window was a brick-sided platform supported on decorative iron corbels and fish-bellied beams, likely a hoist gantry into the upper floor (Wild 2007, 16). This was not visible at the time of the survey, but was observed during the previous Buildings Assessment (Wild 2007).





**Plate 82** The butt joint between the earlier shed (east) and the later shed (west) is clearly visible, as well as where the later shed partly used the drystone foundations of the earlier building

### *3.6.1.2 North Elevation*

This elevation consisted of small random coursed stones with a gable roof consisting of slate. This abuts the eastern shed and there was a large sliding metal door towards the western end (Plate 83). This had a wooden frame with a small canopy. This appears to be a later addition as to the west at the end of the building, there was a window with dressed stone surround, subsequently boarded. Immediately below this was another opening with dressed stone surround (Plate 84). Although it was boarded, it was likely to have been an entrance with a low-level dressed stone exterior division. Immediately in front of this entrance, however, was a machine-made brick lining for a stone and slate lined drain.



**Plate 83 A later inserted door in the middle shed**





**Plate 84 Boarded entrances into the middle shed**

### ***3.6.2 Interior Description***

There was no dividing wall between this shed and the eastern one therefore during the survey, it could only be accessed from the east shed. At the western end of this building, there was a sub-division consisting of machine-made brick on the lower part and timber on the upper part. The only other feature visible was a large metal pipe connected to the vent seen in the roof externally.



### 3.7 West Shed (Site 13)

#### 3.7.1 Exterior Description

##### 3.7.1.1 South Elevation

This could not be accessed and was not visible from across the Brook, therefore observations are based on the architects' elevation. This elevation contains five windows with flat stone sills and lintels, with six bay windows. There are a series of tie rod plates, similar to those seen on the main mill and engine house although they were not spaced apart equally. There were a number of small square apertures along the line of the roof, which were probably small windows.

##### 3.7.1.2 West Elevation (Plate 85)

This elevation consisted of small coursed random stones, with a blocked entrance in the upper northern corner. There was a flat stone sill and it was blocked with coursed stone. There were also four tie rod plates, equally spaced horizontally below the door sill. The outline of a double-span asymmetrical roof was visible, indicating the position of a former building appended to the west side.



**Plate 85 Western elevation of the west shed. A blocked entrance/window can be seen in the top left corner as well as the outline of where another shed abutted**



### 3.7.1.3 North Elevation (Plate 86)

This consisted of small coursed stones with three windows and one entrance. The windows had flat stone lintels with slightly projecting flat sills. The entrance had a flat stone lintel and tie rod plates not equally spaced above the window lintels. Above the entrance is a rectangular aperture, blocked subsequently with machine-made brick (Plate 87). This in turn is sealed with a wooden fixture which runs horizontally along the elevation. This may have been support for a canopy depicted on the architect's plan but no longer present. Also just visible above the ground level is the top part of a segmented arch.



**Plate 86 General view of the west shed northern elevation**



**Plate 87 A possible blocked window is visible above the entrance to the west shed**

#### *3.7.1.4 East Elevation (Plate 88)*

A small portion of this elevation was visible although most was obscured by the middle shed. Part of an arched entrance was visible with a single course of large dressed sandstone ashlar blocks. This appears to have been blocked with coursed stone with a smaller entrance inserted with a dressed sandstone surround. This was blocked subsequently with machine-made brick.





**Plate 88** The eastern elevation of the west shed, with a former arched entrance with two phases of blocking evident

### ***3.7.2 Interior Description***

The interior was not accessed due to health and safety concerns, however the previous survey showed that the ground-floor ceiling was fireproof with brick arches supported on iron beams orientated east/west. These were supported by two iron columns with further support of the ceiling provided by iron beams. There were five windows located in the southern elevation which had sloping sills. The roof was pitched and entirely constructed from iron with tie beams and struts also made of iron (Plate 89; Plate 90).





**Plate 89** The west shed during demolition. The roof was constructed entirely from iron



**Plate 90** Remnants of the iron roof of the west shed



# 5. Results

## 4.1 Phasing and Function

Based on the evidence gathered from the survey, the results can be split into three different phases. Phase 1 relates to the construction of the buildings and features considered to be original to this phase of construction during the mid-19<sup>th</sup> century. Phase 2 relates to changes that are broadly dateable to the late 19<sup>th</sup>/early-20<sup>th</sup> century, and have been attributed to when the buildings were still in use as a textile mill. Phase 3 broadly dates to the mid-late 20<sup>th</sup> century, and takes into account changes made once Volcrepe Rubber took over the complex in 1932.

## 4.2 Phase 1: Narrow Spinning Mill, Engine House Office Block and Sheds (c.1845)

### 4.2.1 Narrow Spinning Mill

Internally, the spinning mill retained a number of original features, including the floors and ceilings as well as evidence for power transmission. Wood's Mill utilised fireproof ceilings which consisted of transverse shallow (two-course wide) hand-made brick arches supported by iron I-shaped beams and columns. Although many of the entrances had either been blocked or modified, the riveted sheet metal door on the fourth-floor could be an original feature to the mill.

Another feature to survive were the fittings and fixtures associated with the power-transmission system. The large footstep bearing survived within the gearing wall, supported on a pier of large, roughly dressed sandstone blocks. This supported the upright shaft and the corresponding supporting brackets and apertures were visible on every floor. Evidence for a horizontal shaft was evident on the first-floor when the power was transmitted through five separate shafts. Unfortunately, the top-steady bracket on the fourth-floor had been robbed out since the 2007 buildings assessment when it was photographed *in situ*. The northern line of columns on the ground-floor had flat bolting faces, which provided attachment points for the line shafting to power the machines. The evidence was not clear on the first-floor, however on the second-floor, five pairs of lineshaft hangers were visible along the ceiling.

### 4.2.2 Engine House

The Engine House was a separate building to the spinning mill, appended on the western side but stood to the same height. Externally, the division was clear with slightly differing stonework however the two shared a wall internally. This engine house only powered the narrow spinning mill as the mill that once stood on the western side had a separate engine housed in the north-west corner. Woods Mill appears to have been steam powered, housing a single beam engine which was powered by a boiler, thought to have been located in the western side of the ground-floor. The engine was likely housed in the eastern side, with a mezzanine at the

northern end to access the engine beam for maintenance purposes. Hoist rings preserved on the second-floor ceiling were also associated with the engine.

#### **4.2.3 Office Blocks and Sheds**

The building to the south of the mill has been assumed to be an office block, although there is little evidence to suggest what its function would have been. However a separate yet connected building would have been needed for administrative functions, particularly away from the noise normally associated with mills. It was accessed via a covered walkway on the ground-floor and had two entrances, side by side. This was possibly for workers to be able to enter and exit in an orderly fashion, which suggests that this is where they would have clocked in and out for shifts. The separate sheds to the south of the mill could have either been used for storage, or preparation of the raw cotton as weaving would have taken place in the larger sheds to the west.

#### **4.3 Phase 2a: Additional Shed and Engine House Modifications (c.1857-1932)**

The middle shed was added sometime between 1857 and 1880, as reflected on contemporary mapping. However this change was also visible archaeologically, where the butt joint could be seen between the east and middle shed (Plate 76; 90). This is also likely to have involved the removal of the west wall of the east shed to create an open space within both sheds. Adding this shed also meant that an arched entrance into the west shed had to be blocked (Plate 82), although an entry point appears to have still been maintained, evidenced by an even later blocking.

This phase also involved the insertion of a hoist tower at the eastern end of the spinning mill, to the north of the stair tower. Constructed from stone, it appears to have been inserted into the privy tower and it is likely that this went out of use. The privy entrances were blocked with stone and a new, wider entrance for this lift shaft was inserted to the south (e.g. Plates 8; 84). A toilet, inserted at a later stage beneath the stairs on the ground-floor, may have been an early attempt to replace the privies however further toilets do not appear to have been added until later on (see below).

The Engine House appears to have been majorly altered at this stage as well, with the original engine removed and first and second-floors inserted in the southern part of the building. Part of the bearing box was blocked to facilitate the insertion of the first-floor although this still appears to be where the power was transmitted. A number of stone or concrete beds inserted in the northern part of the building are suggestive of a change to electric motors. It is also possible that the east/west cross wall also inserted at this date, with an entrance inserted to the northern room. The floors across the mill may have been sealed with a concrete skim around this time, as this blocked the other lineshaft apertures to the second-floor. The main upright shaft, however, was still maintained as this aperture was still visible at the time of survey.

#### **4.4 Phase 2b (c. 1880-1932)**

The change to electric appears to be reflected in the reconstruction of the hoist tower as the top of the headgear was partially demolished and reconstructed in brick, with apertures (Plate 91). This is assumed to be down to the change to an electric driven



hoist. The insertion of the recess on the third and fourth-floors may date to this phase.



**Plate 91** The demolition of the central part of the mill revealed the phasing of the lift shaft

#### **4.5 Phase 3: Interior Modifications and Repair: Volcrepe 1932-2002**

Many of the changes including later sub-divisions and blockings, are attributed to the period when Volcrepe were operating in the building. Many of the changes cannot be dated accurately, although three sub-phases of modifications have been identified

during this later period. Phase 3a relates to the decommissioning of the power systems and original features which were then blocked or removed. Phase 3b relates to the modifications and insertions of features such as a new lift and doorways which primarily relate to making goods movement easier. Phase 3c relates to later modifications which post-date the initial use of the complex by Volcrepe.

#### **4.5.1 Phase 3a**

The Engine House underwent a number of modifications, which involved the blocking of several features associated with powering the mill. The electric motors were removed, leaving the stone beds *in situ*. The footstep bearing and other bearing boxes were blocked altogether, and the shaft removed although the aperture was not blocked. Many of the metal fixtures that supported the power transmission system were also left *in situ*, such as the hoist rings on the second-floor.

The southern-most entrances from the mill, into the engine house and into the western mill were blocked. Generally, they were blocked with machine-made brick although the entrances on the western elevation were with stone. The entrance from the mill into where the engine sat was also blocked on the ground-floor and in the cross-wall, both on the ground and first-floors. This appears to be for the insertion of stairs and realignment of entrances (see below). The south entrance between the mill and the engine house was blocked to facilitate the installation of another lift shaft (see below). A void at the north western end of the engine house which reached from the first to the fourth-floor appears to have been blocked by building a wall from floor to ceiling around it on each floor. The exception was on the fourth-floor where access was maintained. An entrance was also inserted in the south walls.

The eastern lift shaft appears to have been decommissioned at this stage, evidenced by the blocking of the apertures in the head gear and the sealing of the entrances into it.

In the office block, one of the two adjacent entrances on the ground-floor was blocked, presumably as access priorities changed. An east/west sub-division was also inserted on the ground-floor. The insertion of a walkway between the second-floor of the office block and the warehouse to the west involved modifying one of the windows.

The window in the northern elevation of the east shed was blocked as well as the window although the differing use of materials suggests that they may not be contemporaneous. A circular aperture within this elevation was also blocked and the main entrance was sealed at this stage. A door within the upper storey of the west shed also appears to have been blocked at this stage and also a set of exterior stairs which is presumed to be associated with this.

#### **4.5.2 Phase 3b**

After the blockings in the engine house, a series of entrances were then inserted. Wide entrances, with RSJ lintels, were inserted into the engine house walls with one in the western elevation on the ground-floor only, and the other walls on the ground, first and second-floors. There was only one wide entrance in the gearing wall on the



third and fourth-floors. There were also two wide entrances in the cross wall of the engine house ground-floor, and two in the second-floor gearing wall. Their positioning varied floor to floor, however, the primary reason for their insertion appears to have been to facilitate the movement of goods more easily. Therefore it is likely to have coincided with the addition of the lift shaft in the engine house.

An external sliding door was also inserted into the southern elevation of the engine house, immediately west of the lift shaft (see Plate 31). This involved inserting an RSJ lintel below the tall window sill, although only part of the stonework was removed to create the entrance. An entrance was also inserted within the southern elevation of the mill and where one of the windows was located (see Plate 2). The upper part of the window was modified into a fanlight and a wooden door inserted. This entrance led into a small contemporaneous brick sub-division.

A larger, lift shaft was added within the engine house at the southern end and along with the inserted entrances, would have made the movement of goods easier. Consequently, the taking-in doors are likely to have been superseded, however no attempt was made to remove or block these off and retained original hoists and a swivelling crane (see Plate 33). This lift shaft also blocked much of the tall window and a small brick division inserted on the second-floor in front of this window (see Plate 51), appears to be contemporary.

Access was made easier in the engine house with the insertion of stairs up to all floors, although their position varied floor to floor. On the ground-floor, an entrance was inserted in the east/west cross wall and stairs inserted running parallel. These reached up to the second-floor, before another set of stairs from the second to fourth-floor were inserted on the south-western side of the engine house. Prior to this, access was only possible by traversing the spinning mill from the eastern access points.

The stairs insertion also appears to be contemporaneous with the creation of the sub-divisions visible on the first and second-floors. An entrance was inserted into the northern extreme of the gearing wall, and one was also inserted on the second-floor. Access was also opened into the northern elevation on the first-floor via a walkway (no longer extant) and an entrance inserted. This was facilitated by modifying one of the windows but maintaining a fanlight above.

The entrance into the former hoist tower on the ground-floor was modified and made smaller, possibly to utilise the area for storage. Similar materials were used to modify the entrances from the stair tower into the mill. The entrances on all floors (except the fourth-floor) were made smaller by using machine-made brick and inserting fire doors (Plate 92).



**Plate 92** The entrance into the spinning mill from the stair tower, modified and made smaller

Sub-divisions for toilet blocks were inserted onto each floor (except for the fourth-floor) and each contained probably no more than three-four toilets. On the ground-floor, a storage area was inserted immediately to the west of the toilets, which was raised up and was open on most of its southern elevation. Another slightly raised area was created immediately north of the blocked privy entrance and in front of another partially blocked entrance. This was blocked with stone on the exterior and reduced the width of the entrance.

The blocked and disused features related to the original power transmission system were then punched through at a later date to insert water pipes, visible on the second-floor, for a sprinkler system.

It also appears that one of the bays of the office block had to be removed and the gable wall was rebuilt in brick slightly further north. In its place was a small lean to, one-storey shed which was joined to the east shed. The third-floor for the attic space was either inserted or replaced at this stage as well as it was constructed from concrete. This probably also facilitated the insertion of the steps into the attic, which involved the blocking of the northern second-floor window.

Another entrance was inserted into the northern elevation of the east shed and it appears that a significant amount of rebuild was carried out around it. A further entrance was inserted to the south, probably for a sliding door. This shed was also subdivided with an interior north/south cross wall, with no apparent entrances. The middle shed also had a large sliding door entrance inserted, as well as a sub-division at its west end. The original entrance to here appears to have been maintained



although a later drain was inserted to the front of it. The entrance to the west shed from the west side may have been blocked at this stage, as well as window on the upper storey.

#### ***4.5.3 Phase 3c***

A relatively late change involved the removal of part of the first-floor of the mill, concreting the iron columns on the ground-floor and inserting three further beams. Three entrances on the first-floor, which were inserted during Volcrepe's early occupation of the building, then had to be blocked with machine-made brick. The reason for this major modification is unclear, although it could have been to accommodate larger machinery for processing the rubber.

The first-floor was also removed in the eastern part of the mill and part of it was instead replaced with timber. This appears to be broadly contemporary with the alteration to the eastern entrance on the ground-floor, with the creation of a timber partition attached to a concrete post encasing one of the iron columns and rubber swing doors at the base of a concrete ramp. This is likely to be to do with allowing the movement of goods via forklifts into the factory.

A series of blockings on the first-floor within the western elevation appear to be relatively late. The mill on the west side of the engine house was demolished sometime after 1949 (the last known dated photograph) and four entrances were blocked with machine-made brick and stone. The stone was used to block the gaps beyond the warehouse interior (see Plate 28) which was then constructed on the site of the former mill during the late 20<sup>th</sup> century.

The addition of canopies between the mill and sheds also appears to date to this late period as the one between the west shed and engine house post-dates a machine-made brick blocking. The one attached to the office block cannot be closely dated.

#### ***4.5.4 Unphased Modifications***

There are a number of modifications which could not be confidently attributed to any particular phase although due to the materials used, it has been assumed that they took place during Phase 3. This included the blocking of the recess visible on the third and fourth-floors of the engine house. The materials used differed on each floor and had been painted over on the third-floor, however the fourth-floor one was blocked with machine-made frogged bricks. The concrete block inserted on the third-floor of the engine house is recognised as a relatively late change, but cannot be closely phased. The small circular apertures inserted into the second-floor are also relatively late. The insertion of the thin void in the third-floor of the engine house is another late modification although this possibly could have been inserted whilst it was still a textile mill. The blocking of the windows along the southern elevation of both the east and middle sheds are also attributed to Volcrepe's occupation.

# 6. Discussion

## 6.1 Introduction

The spinning mill, engine house, office block and sheds at Woods Mill were just a small part of what eventually became the largest textile mill in north-west Derbyshire and one of the largest integrated cotton mills in the country (HPBC 2006, 6.) The buildings surveyed were constructed just before John Wood died and was probably the final phase of expansion he oversaw. Although the complex extended further across Milltown, this was under the auspices of his sons Daniel and Samuel. It meant that by the time this part of the complex was built, Wood had been operating mills for 40 years. The buildings surveyed were prime examples of textile mill structures that utilised elements developed in local regions.

## 6.2 John Wood's Mill

The mill belonging to Hodgson and Wright burnt down in early 1842, with a report in the newspaper stating that it was totally destroyed by a fire (Hamnett 1913 quoting Manchester Guardian 5<sup>th</sup> Feb 1842). This suggests that the buildings surveyed are broadly of contemporary construction. Construction for the new mill was well underway by 1845, evidenced by a contemporary newspaper report of an accident which happened here (Derbyshire Courier 1<sup>st</sup> Nov 1845). The plan closely resembles other mills, such as Old Lane Mill in Northowram which also had a separate wing for an office block (Giles and Goodall 1992, 36). Stair towers abutting with office blocks were also a common feature, as at Marshall's Mill in Holbeck (*ibid* 27).

The structural elements of the mill are typical for this period and bears close resemblance to the examples in the Greater Manchester and Yorkshire areas. The spinning mill was 20 bays wide and had typical privy and stair towers, within the eastern side of the mill. It was supported by two rows of plain columns, which was standard for a mill this width (e.g. Giles and Goodall 1992, 35). Roof construction followed typical examples of this period, with multi-pitch roofs becoming common as the width of spinning mills increased during the second quarter of the 19<sup>th</sup>-century, as well as timber roof trusses (Williams and Farnie 1992, 82). Woods Mill was no different with a triple-span roof and timber trusses, although it was unusual in that the king post design was used as opposed to the more common queen-post (*ibid* 82). A parallel for this is at Hunslet Mill, Hunslet which was only double span but also had channel housing within the walls for the trusses (Giles and Goodall 1992, 70-71).

The floors and ceilings were comparable to surviving mills of this period (Williams and Farnie 1992, 80). The transverse brick ceiling vaults commonly supported clay tiles or wooden boards for the floors above (*ibid* 81), however the destruction of the previous mill by a fire may have encouraged John Wood to use stone flagged floors. The I-shaped beam used in ceilings became popular in mill construction from the 1830s following well-publicised collapses during the early 19<sup>th</sup> century. This included the collapse at Islington Mill, Salford in 1824 which led to millwright and engineer William Fairbairn working on an improved iron beam. The result of this



was the I-shaped beam, which had a wider bottom flange than top and followed a convex curve (Williams and Farnie 1992, 89-80).

The covered walkway between the office block and mill was probably the main entrance and may even have been the time office, regulating access to the site. These generally lacked architectural pretension and, like the Woods Mill example, had a separate entrance when the vehicular access was closed. The offices at West Vale Mills, Elland cum Greetland had good views of not only the street but of the mill yard as well (Giles and Goodall 1992, 57), as was also the case at Woods Mill with the view of Milltown and the yard between the mill and the sheds. The two entrances may have facilitated controlled movement for this purpose: one entrance to clock in, then an exit to either begin or finish a shift.

Steam was undoubtedly the main source of power for this mill, and is likely to have had an internal boiler, even though external boiler houses had become standard by the mid-19<sup>th</sup> century. This went hand in hand with the development of the Lancashire boiler in 1844 (*ibid* 86) however Woods Mill was constructed at the cusp of this development. It is possible that the external boiler house shown to the north of the other spinning mill powered both engine houses, however the technology was not sufficiently developed at this stage. Therefore the pressure drop would have probably been too great to have powered the engine house from over 20m away at this time (Ian Miller pers. comm.). Arched openings are common to boiler houses (Giles and Goodall 1992, 148) and the one at Woods Mill is a good indication that the boiler was installed in the north-west corner of the engine house. Water supply was possibly from a race depicted on later maps, leading from the mill pond. The only issue is that there was no known chimney close by; the nearest one by the weaving sheds on the west side. It is unclear therefore, if there was an economiser as well, how the gases would have escaped.

It is not known what engine would have been installed at Woods Mill however it appears to have housed a single cylinder condensing beam one as there is only one tall window. This is despite double-beam engines being common by the 1830s housed in buildings with two tall windows (Williams and Farnie 1992, 87; Giles and Goodall 1992, 139). Despite Wood's success, it seems strange that he did not harness the full power systems available to power this mill and opted for only one engine. It is possible that the engine was upgraded at a later stage by 'McNaughting' it, which involved adding another cylinder and compounding the engine to increase its power. This design was patented in 1845 (Williams and Farnie 1992, 88) so it was probably not a widely used technique whilst Wood was building this mill.

The original fixtures and fittings such as the footstep bearing and brackets supporting the upright shaft show how the power transmission worked within this mill. On the ground-floor, the north row of columns was cast with bolting faces to support the lineshaft. On the upper floors, lineshaft hangers were placed traversing the beams to support the power transmission. On the ground-floor, the evidence suggests that one row of machinery was supported however on the second-floor, there was evidence for five rows of machinery being powered. The hoist rings preserved in the cross beams on the second-floor would have assisted in lifting engine parts for maintenance and repair (Giles and Goodall 1992, 140).

### 6.3 Modifications to Wood's Mill

During the later 19<sup>th</sup> century, a number of changes were evident at Woods Mill which related to developments in the latest technology, the addition of a hoist tower being one of them. Hoist towers became common from the 1870s onwards (Giles and Goodall 1992, 36). Prior to this, goods were lifted into Woods mill by a series of taking-in doors – one set on the eastern side and another on the south side of the engine house. However the addition of the hoist tower would have made the transportation of goods across the floor much easier. A later brick rebuild in the headgear of the tower reflects the change to an electric powered hoist.

The Engine House was also altered when mains electricity became available as a power source. The engine was removed the building subdivided when the height was no longer needed for a large engine. Instead, it was located at the north of the building and was much smaller in size.

The sheds to the south appear to have been for storage or preparatory processing as a specialised weaving shed was located to the west. These types of sheds were generally plain structures (Giles and Goodall 1992, 41), although the west shed had an arched entrance. The use of skylights suggest they were top lit as well as taking advantage of natural light from the south with numerous windows.

### 6.4 Volcrepe Rubber

When the Woods family sold the textile mill complex, Volcrepe Rubber took it over in 1932 and implemented a large amount of changes and modifications to suit their operations. This included wider entrances to make access easier for incoming and outgoing goods, a large lift to transport more and heavier goods to the different floors and more toilets for the staff. Access was made easier in the engine house as previously, it could only be accessed from the spinning mill. Communication however was cut with the western spinning mill around this time also and it is possible that this building was surplus to Volcrepe's requirements and it could have gone out of use.

Alterations were made throughout the time Volcrepe had the buildings, including the insertion of fire doors and a sprinkler system. In 1946, flooding affected Glossop badly, and the office block was one of the casualties. A photograph taken at this time shows that most of the southern elevation had collapsed after floodwaters undermined the foundations. The rebuilding process involved removing the southern bay, constructing a lean to, one-storey shed and reconstructing the southern gable end. One the major changes was the removal of part of the first-floor possibly for larger machinery and the addition of a warehouse building after the western spinning mill was demolished in the 1950s.

#### *Implications*

There are a number of outstanding issues, which could be addressed through further archaeological work. These primarily relate to the power system of the mill as there is a chance that below-ground work could help locate the race from the millpond and whether it did lead to the boiler, or whether the engine was powered from the



external boiler house. There is also the chance that there may have been large supports for the early engine which were not removed but could have been sealed off. There is also the possibility that the archaeological remains of the earlier mill survive in the vicinity of, or below, the mill surveyed.

# 7. Sources

## 7.1 Books and Articles

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## **7.2 Maps**

1763-7 Burdett Map of Derbyshire

1857 Poor Law Union Map of Glossop

1881 Ordnance Survey Map 1:2500. Derbyshire (Northern Division) Sheet II.12

1898 Ordnance Survey Map 1:2500. Derbyshire Sheet II.12

1921 Ordnance Survey Map 1:2500. Derbyshire Sheet II.12

1938 Ordnance Survey Map 1:10560. Derbyshire Sheet II.SE/Cheshire Part of Sheet XI

1951 Ordnance Survey Map 1:10560. Derbyshire Sheet SK09.SW

1968 Ordnance Survey Map 1:2500. Derbyshire Sheet II.12

1974 Ordnance Survey Map. 1:1250

## **7.3 Trade Directories**

Pigot's Directory of Manchester, Salford etc for 1824-5

Pigot's Directory of Derbyshire 1828-9

Pigot's Directory of Derbyshire 1831

Slater's Royal National Directory 1850

White's Directory of Derbyshire and Sheffield 1857

White's Directory of Sheffield and 20 miles around 1862

The Post Office Derbyshire Directory 1876

The Post Office Derbyshire Directory 1895

Derby and District Trades Directory 1903

Kelly's Derbyshire Directory 1912

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(All found at <http://www.gjh.me.uk> Accessed 15.12.2014)

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## 7.5 Newspaper Articles

Tremendous storm at Glossop *York Herald* 2<sup>nd</sup> Aug 1834

Bankrupts *The Examiner* 15<sup>th</sup> Dec 1839

Fire at Glossop Mill *Manchester Guardian* 5<sup>th</sup> Feb 1842

Partnerships Dissolved *Nottingham Review and General Advertiser for the Midland Counties* 18<sup>th</sup> Apr 1845

Local News – Accident *Derbyshire Courier* 1<sup>st</sup> Nov 1845



# 8. Archive and Acknowledgments

## 8.1 Archive

The archive is currently held by Salford Archaeology and a copy of this report will be forwarded to the client and deposited with the Derbyshire Historic Environment Record (HER), held by Derbyshire County Council.

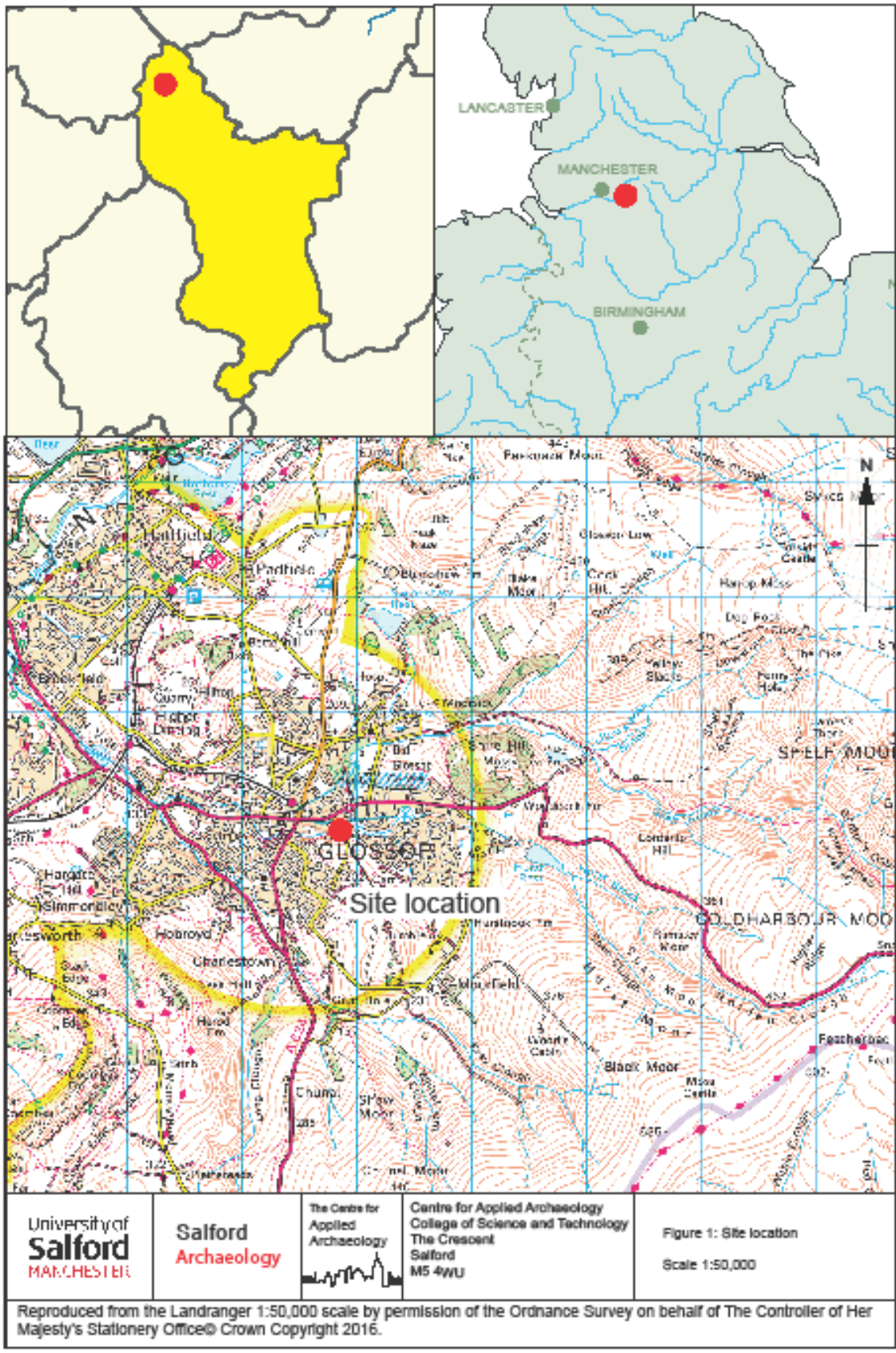
The paper and digital archive consists of annotated survey drawings, digital photographs, historic and modern mapping and electronic data.

## 8.2 Acknowledgments

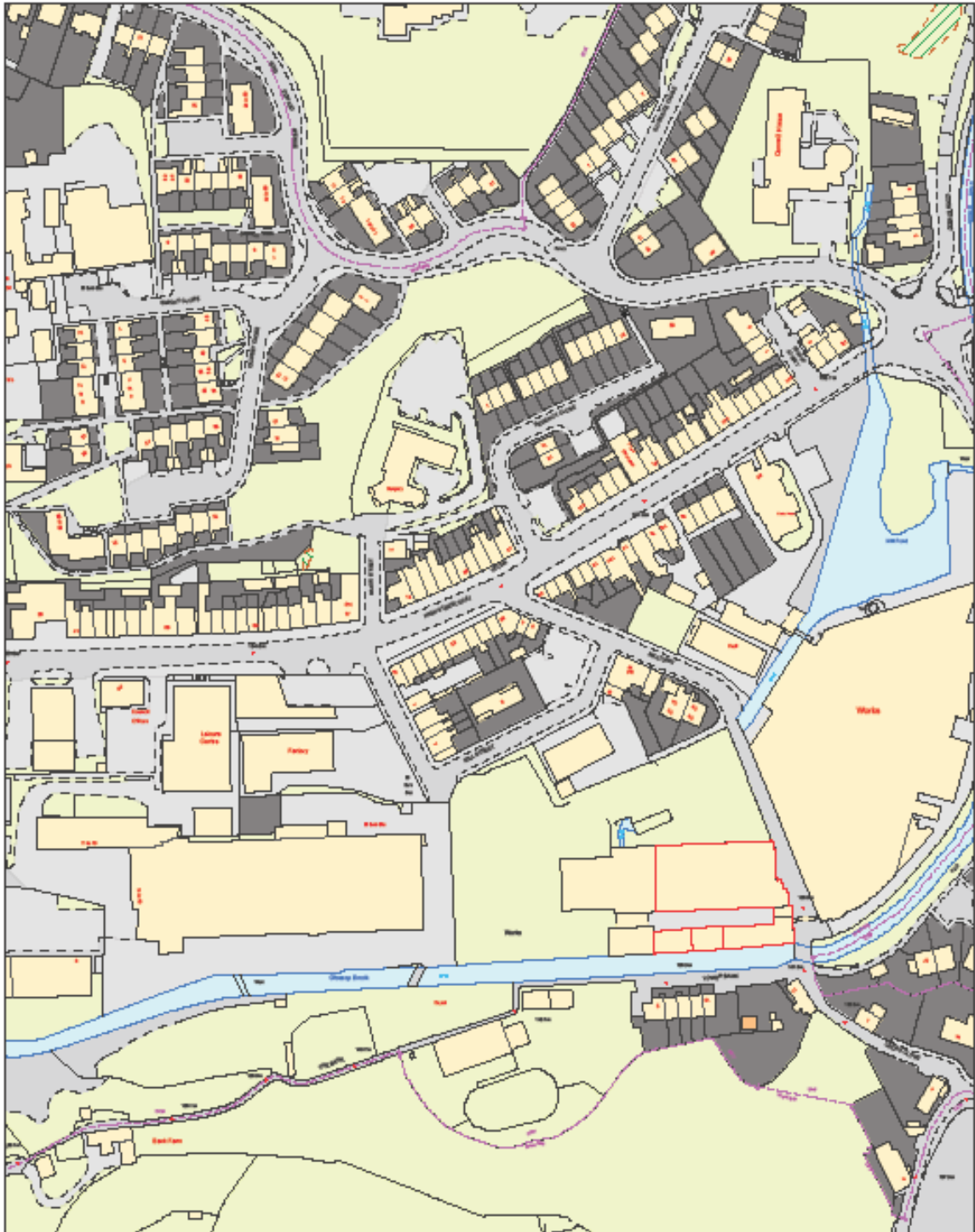
Salford Archaeology would like to thank Michael Ryan of Glossop Land Ltd for commissioning the works and Chris Smith of Plan A Ltd for facilitating them. Paul Edwards from Demolition Network facilitated and ensured safe on-site access to the buildings. Thanks also go to Steve Baker (DCCDCA) for his help regarding the survey.


The building survey and subsequent watching briefs were carried out by Rachael Reader, Simon Hinchcliffe and Adam Thompson. The report was written and illustrated by Rachael Reader, with additional illustrative support by Richard Ker. The project was managed by Adam Thompson.

# Appendix 1: Figures





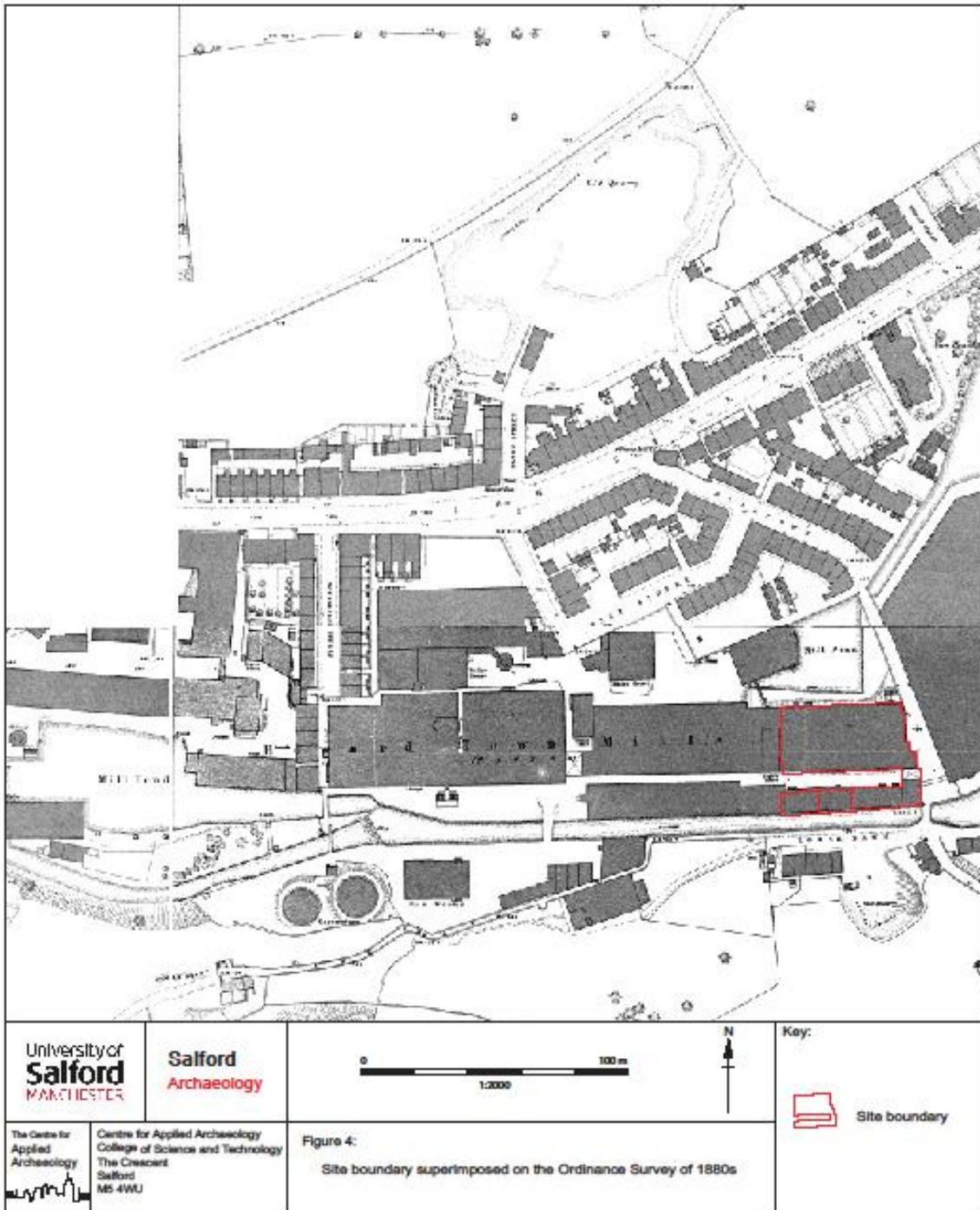


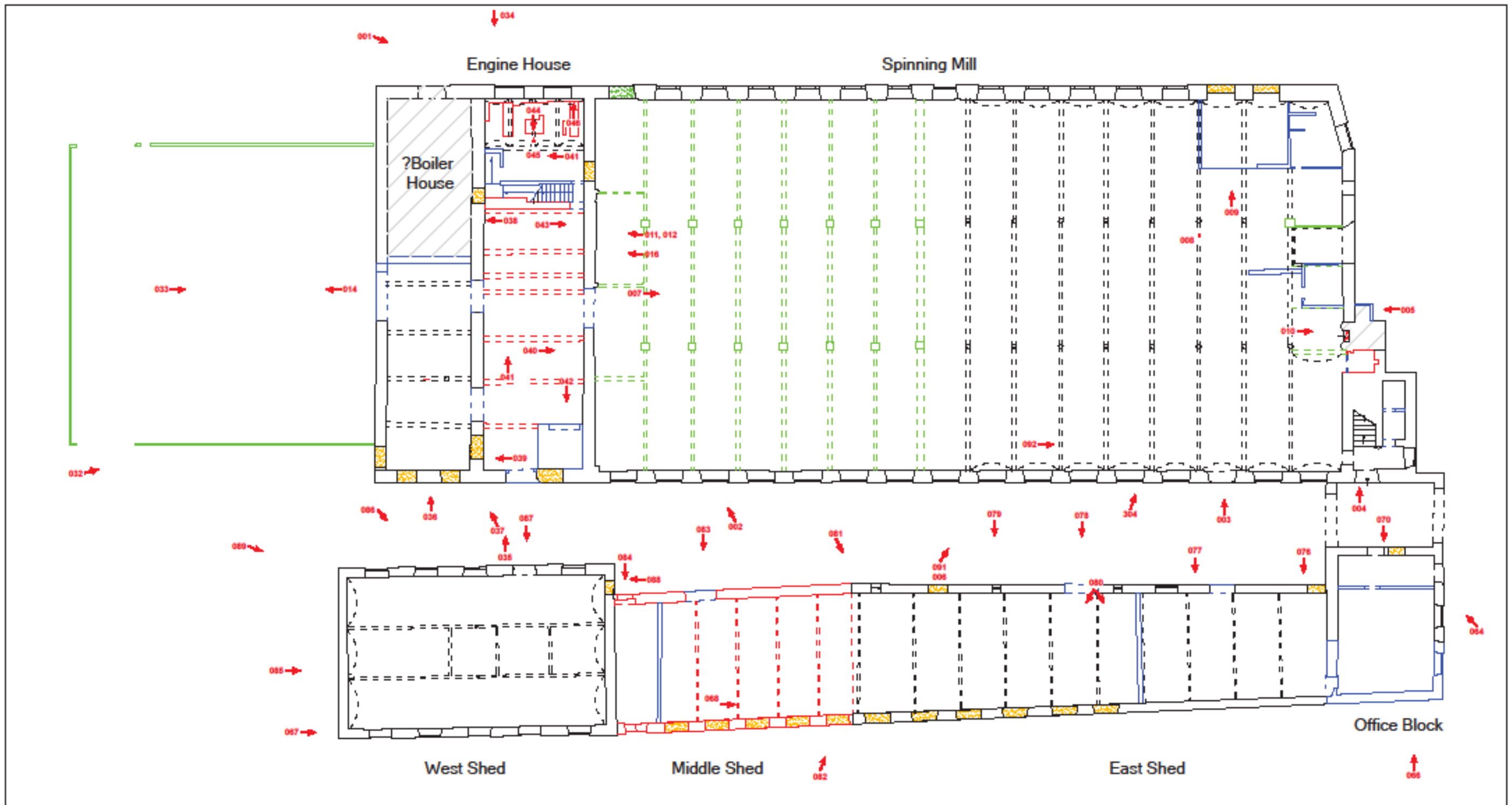
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<p>The Centre for Applied Archaeology</p>	<p>Centre for Applied Archaeology College of Science and Technology The Crescent Salford M5 4WU</p>	<p>Figure 2: Site boundary superimposed on modern map</p>	



























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<p>The Centre for Applied Archaeology</p>	<p>Centre for Applied Archaeology College of Science and Technology The Crescent Salford M5 4WU</p>	<p>Figure 3: Site boundary superimposed on the Glossop Poor Law Map of 1857</p>	



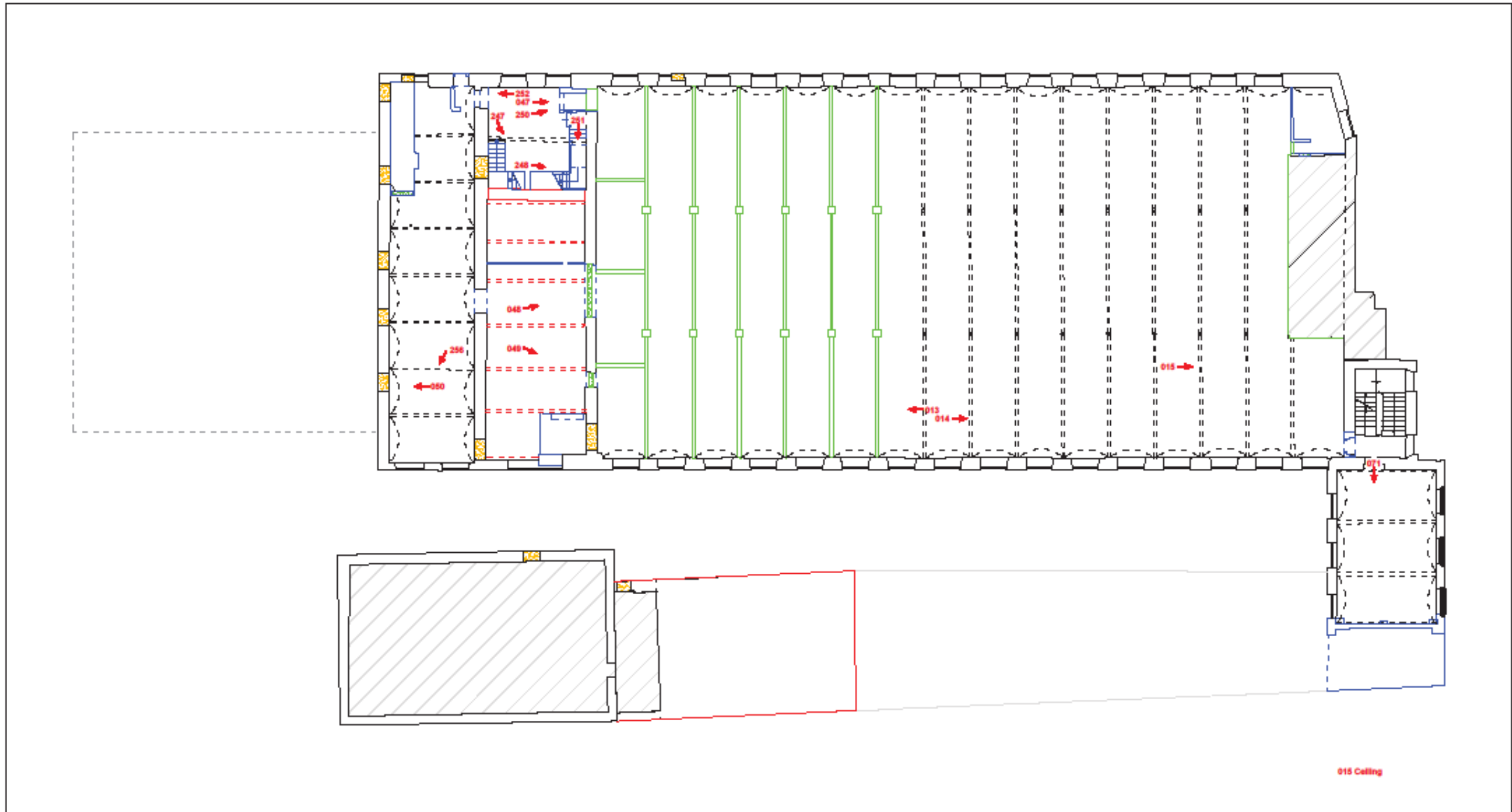




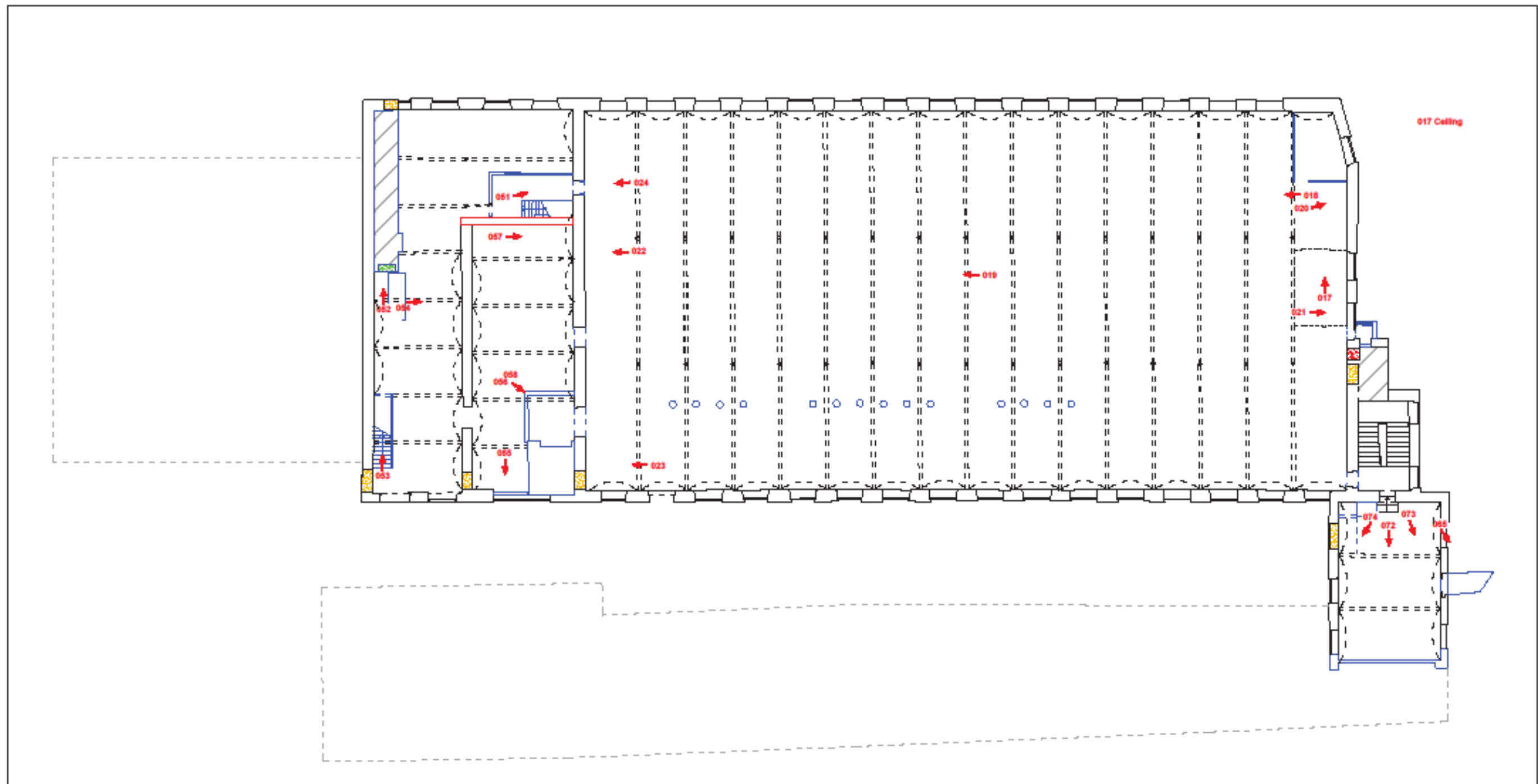
<p>University of <b>Salford</b> MANCHESTER</p>	<p><b>Salford</b> Archaeology</p>	<p>The Centre for Applied Archaeology</p> 	<p>Centre for Applied Archaeology College of Science and Technology The Crescent Salford M5 4WU</p>	<p>Title:  Fig. 5: Ground Floor Plan of Woods Mill, showing buildings as referred to in the text</p>	<p>0 10 m 1:250</p>  <p>N</p> 	<p><b>Key</b></p> <table border="0"> <tr> <td> Phase 1 (c.1845)</td> <td> Phase 3b: c.1930-1960</td> </tr> <tr> <td> Phase 2: c.1845-1932</td> <td> Phase 3c: c.1960-</td> </tr> <tr> <td> Phase 3a: c.1930</td> <td> Blocking</td> </tr> <tr> <td> Plate Number</td> <td></td> </tr> </table>	 Phase 1 (c.1845)	 Phase 3b: c.1930-1960	 Phase 2: c.1845-1932	 Phase 3c: c.1960-	 Phase 3a: c.1930	 Blocking	 Plate Number	
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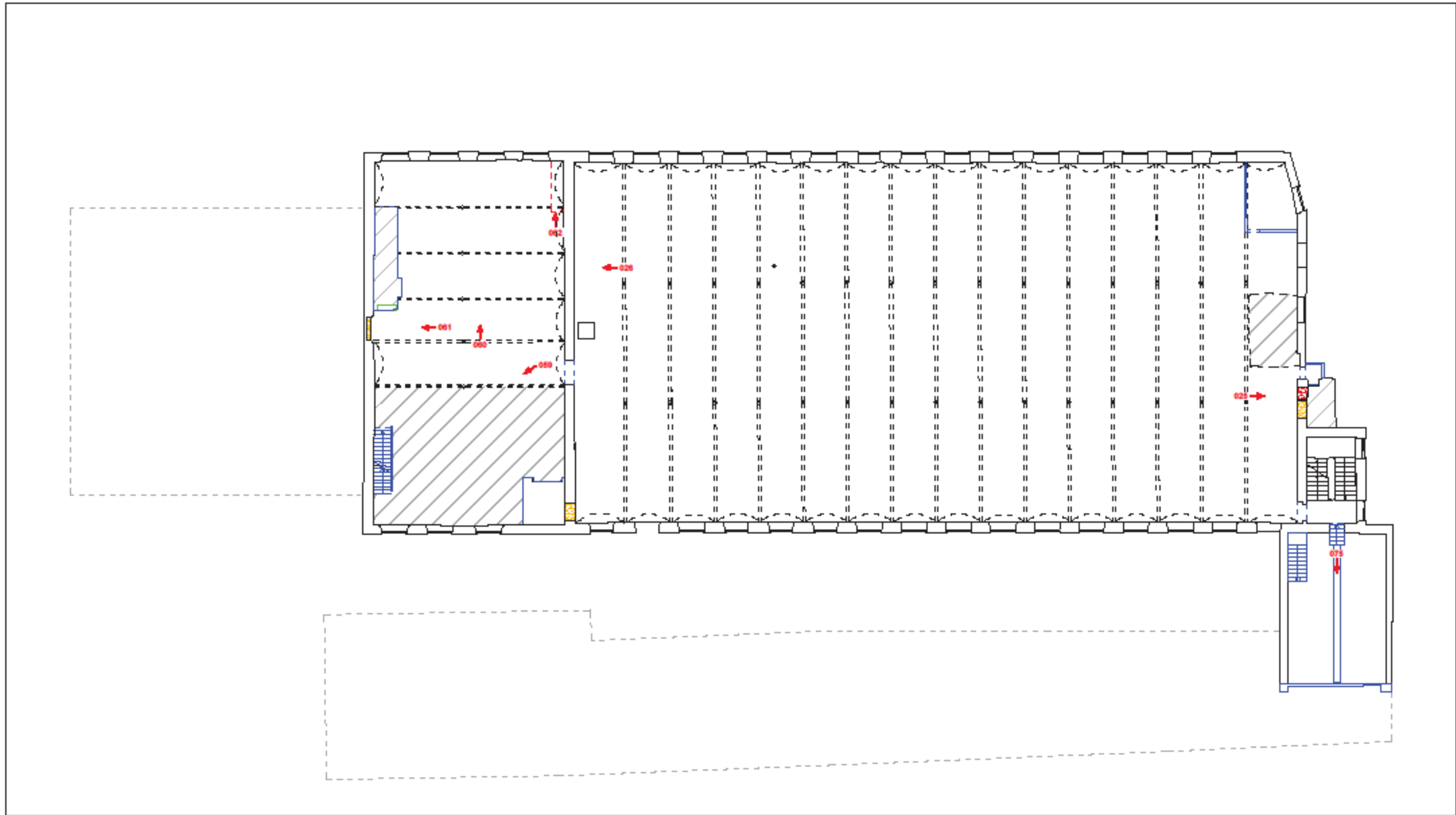


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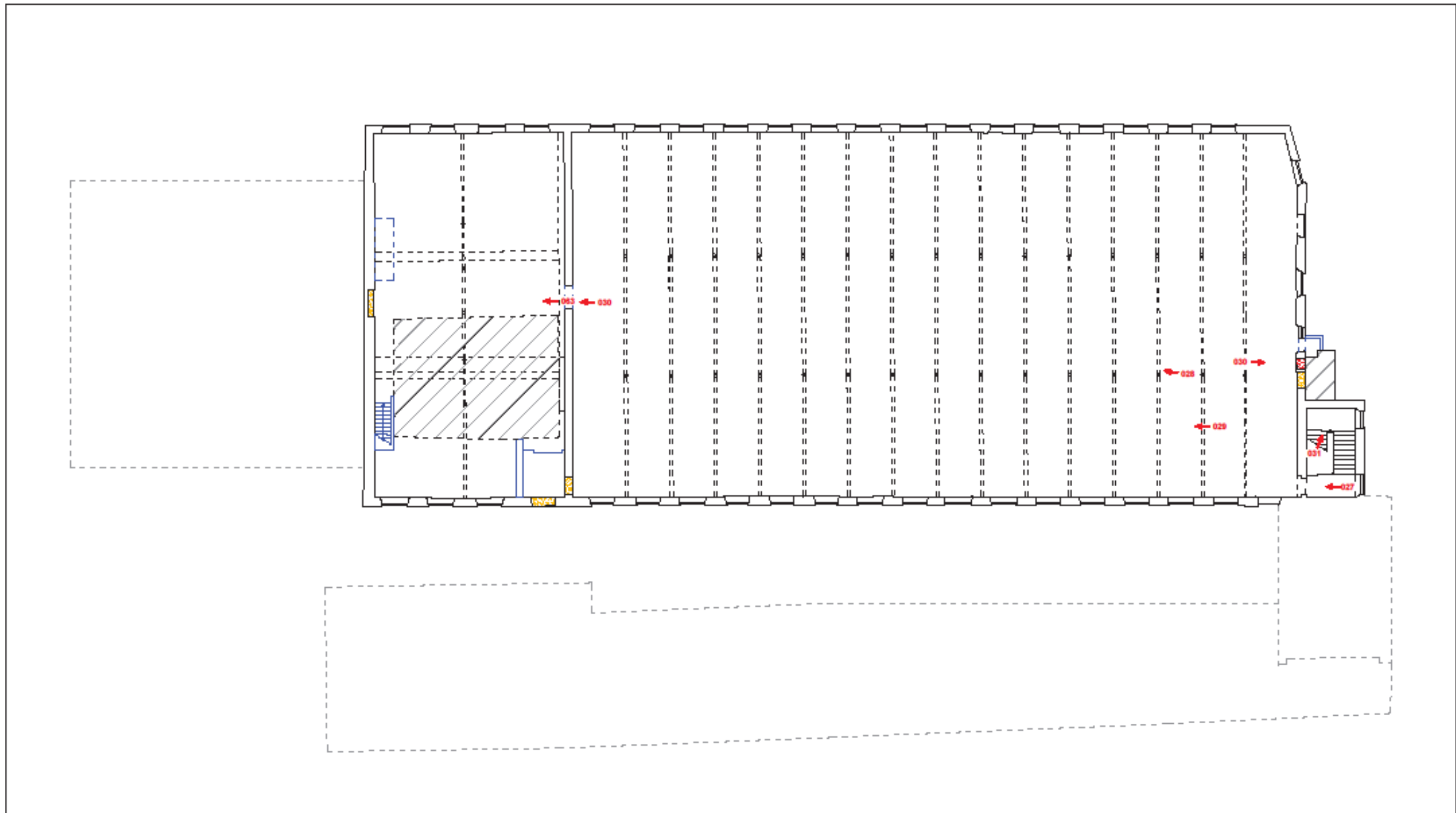


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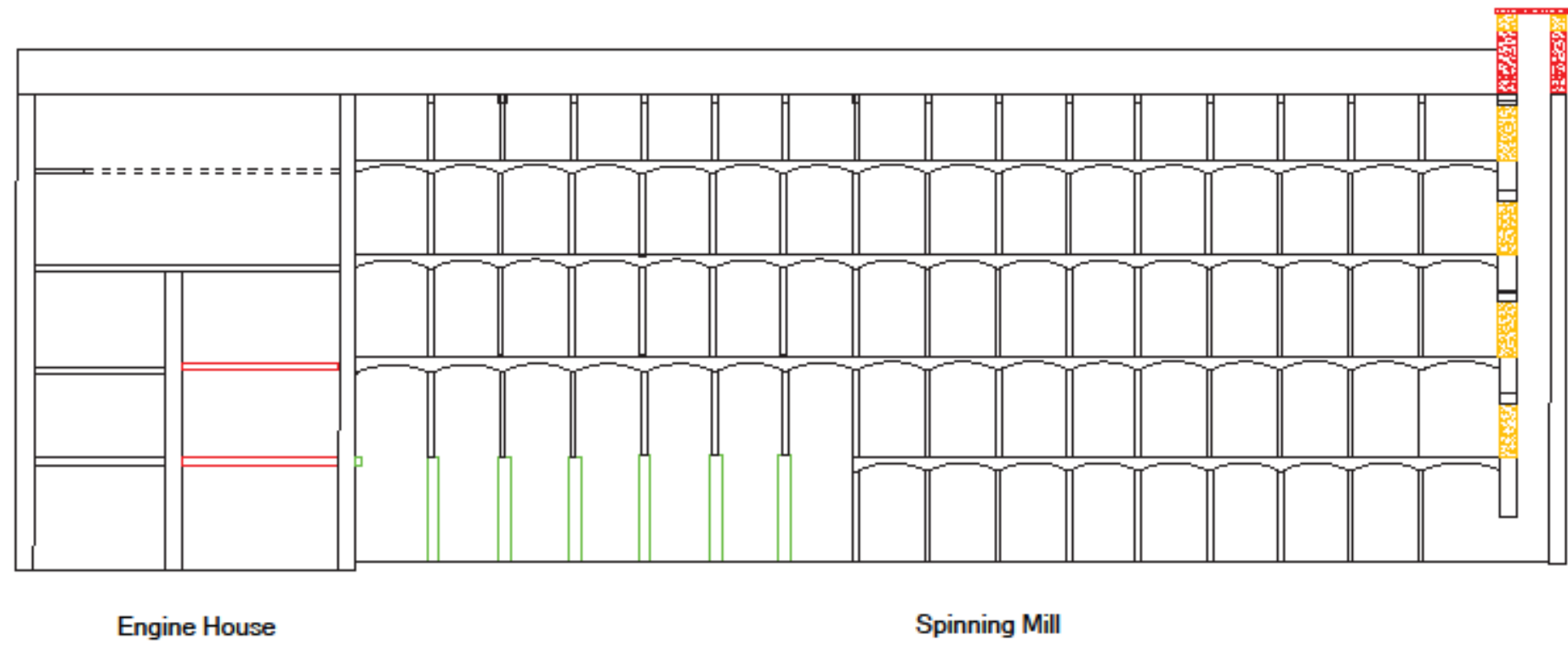


		<p>The Centre for Applied Archaeology</p>	<p>Centre for Applied Archaeology College of Science and Technology The Crescent Salford MS 4WU</p>	<p>Title: <b>Fig. 8: Third Floor Plan of Woods Mill</b></p>	 	<p><b>Key</b></p> <table border="0"> <tr> <td> Phase 1 (c.1845)</td> <td> Phase 3c: c.1960-</td> </tr> <tr> <td> Phase 2: c.1845-1932</td> <td> Blocking</td> </tr> <tr> <td> Phase 3a: c.1930</td> <td> No Access</td> </tr> <tr> <td> Phase 3b: c.1930-1960</td> <td> Plate Number</td> </tr> </table>	Phase 1 (c.1845)	Phase 3c: c.1960-	Phase 2: c.1845-1932	Blocking	Phase 3a: c.1930	No Access	Phase 3b: c.1930-1960	Plate Number
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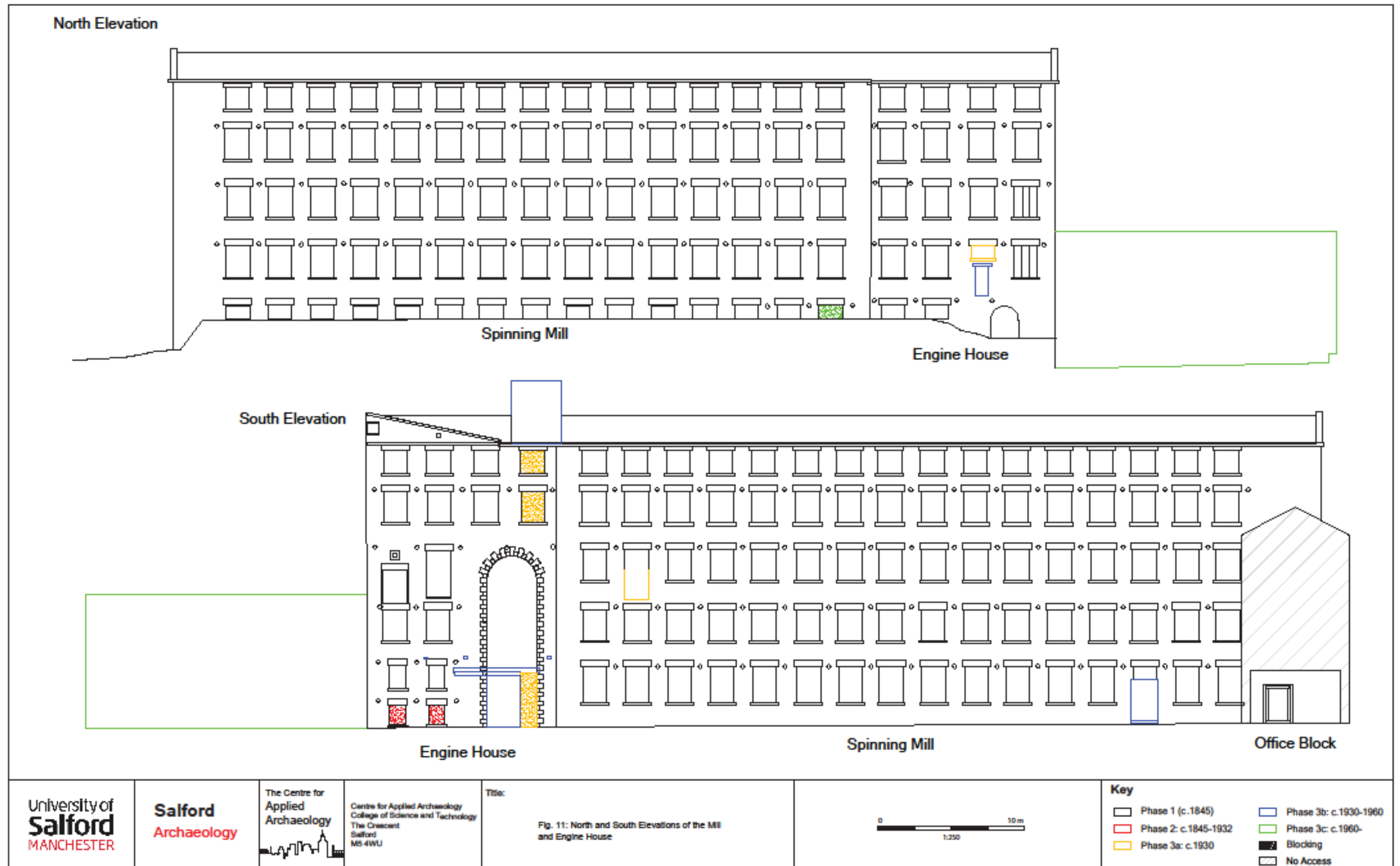
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Fig. 10: E-W Cross Section through the spinning mill  
and engine house

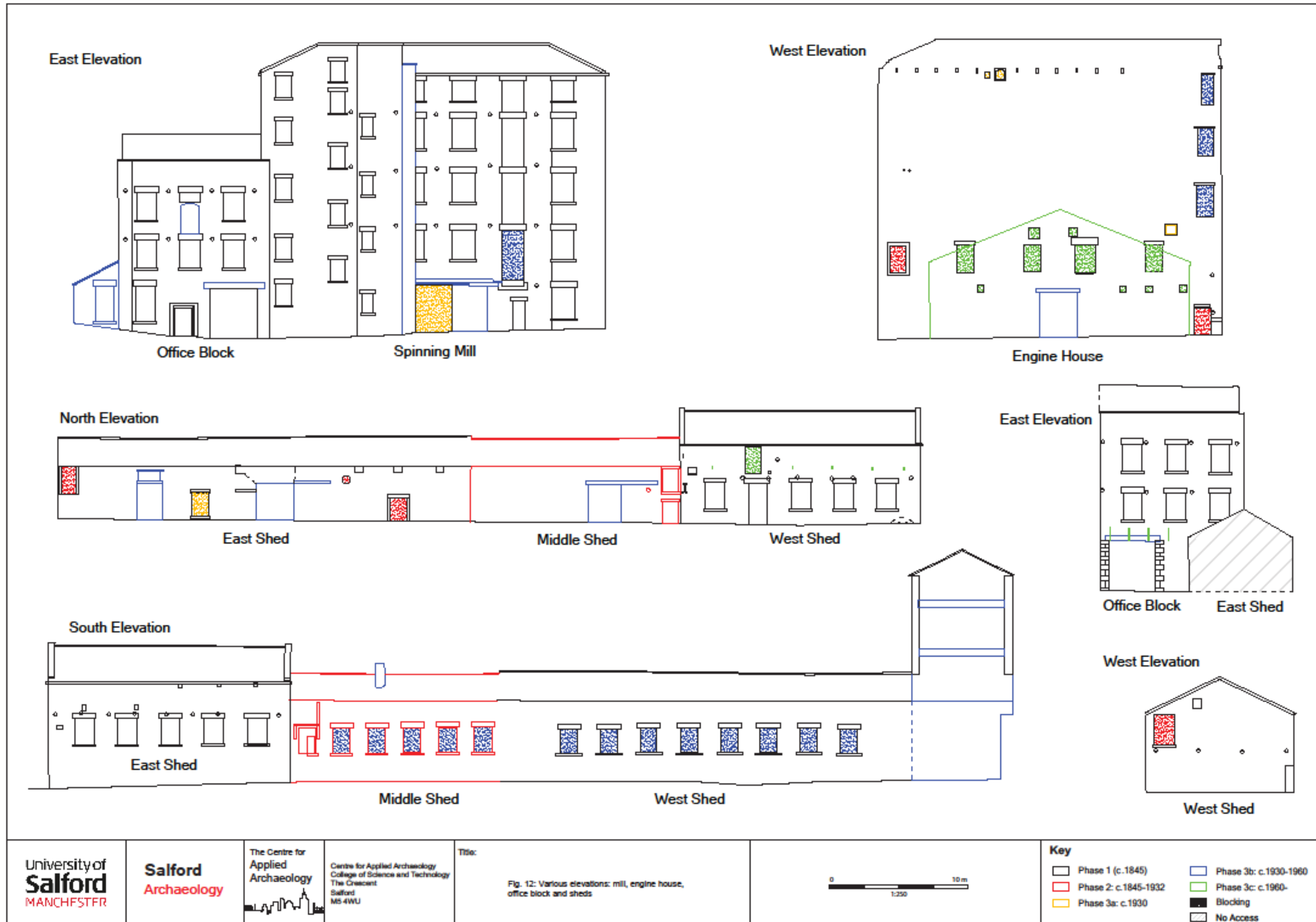


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- Phase 2: c.1845-1932
- Phase 3a: c.1930
- Phase 3b: c.1930-1960
- Phase 3c: c.1960-
- Blocking
- No Access







## Appendix 2: Photographic Register

Site Code: WMG15		Site Name: Woods Mill, Glossop	
Frame	Trench/Area	Description	Direction Facing
001	Engine House Ground-floor	Interior of western part of Engine House, including blocked windows	S
002	Engine House Ground-floor	Detail of iron column and later entrance behind	SE
003	Engine House Ground-floor	Later, inserted, entrance and blocked entrance	E
004	Engine House Ground-floor	Later, inserted, entrance	E
005	Engine House Ground-floor	Blocked entrance and detail of irregular rubble wall	W
006	Engine House Ground-floor	Later pipe, plaster work and fire damage within Engine House	W
007	Engine House Ground-floor	Later, inserted, entrance into modern warehouse	W
008	Engine House Ground-floor	Detail of fire proof ceiling, including plastering and fire damage	N
009	Engine House Ground-floor	General shot of western division of Engine House	N
010	Warehouse Ground-floor	General shot of modern warehouse (site of extension to spinning mill)	W
011	Spinning Mill Ground-floor	Shot showing preservation of flagged floor below later concrete levelling	N/A
012	Warehouse Ground-floor	Western elevation, obscured by warehouse, showing later entrance insertion and blocked doorways/windows on first-floor	E
013	Warehouse Ground-floor	As 012	E
014	Warehouse Ground-floor	Close up of northern most blocking on first-floor (west elevation)	E
015	Warehouse Ground-floor	Close up of middle blockings on first-floor (west elevation)	E
016	Warehouse Ground-floor	Close up of southern most blocking on first-floor (west elevation)	E
017	Warehouse Ground-floor	Later inserted entrance (west elevation)	E
018	Engine House Ground-floor	Shot of entrance into eastern part of engine house	S
019	Engine House	General shot of engine house	N



	Ground-floor		
020	Engine House Ground-floor	Shot through to warehouse	W
021	Engine House Ground-floor	Shot through to main spinning mill	E
022	Engine House Ground-floor	Metal fixtures and blocking possibly related to mill power system	W
023	Engine House Ground-floor	Impression left by possible metal fittings on the wall	N
024	Engine House Ground-floor	Entrance way through engine house division	N
025	Engine House Ground-floor	Later blocking	E
026	Engine House Ground-floor	Random coursed wall and later inserted entranceway	E
027	Engine House Ground-floor	As 026 and showing possible later repairs and later lift shaft (to the right)	E
028	Engine House Ground-floor	20 <sup>th</sup> century lift shaft	S
029	Engine House Ground-floor	Blocked doorway	W
030	Engine House Ground-floor	Inserted pipe, also shows flat (?non-fireproof) ceiling, plastering and small signs of fire damage	W
031	Engine House Ground-floor	General shot of flat ceiling	N
032	Engine House Ground-floor	Random coursed wall, later brick repairs and inserted entrances	W
033	Engine House Ground-floor	Possible joist supports built into wall	W
034	Engine House Ground-floor	As 033 but on opposite wall	E
035	Engine House Ground-floor	Later inserted stairs leading from Engine House to first-floor	W
036	Engine House Ground-floor	Shot showing windows partially blocked at later date	N
037	Engine House Ground-floor	Original stone bedding for engine with hand-made brick surround	N
038	Engine House Ground-floor	As 037	NW
039	Engine House Ground-floor	As 037	E
040	Engine House Ground-floor	As 037 – close up	N
041	Engine House Ground-floor	Stone bedding and later inserted division	W
042	Engine House	Later division and steps	S

	Ground-floor		
043	Engine House Ground-floor	Gearing wall between spinning mill and engine house with blocked entrance	E
044	Engine House Ground-floor	Fireproof ceiling, plastering and light fire damage	NE
045	Engine House Ground-floor	Blocked entrance through later division (no access due to H & S concerns)	W
046	Engine House Ground-floor	Possible stone bedding for engine in front of later blocking	W
047	Engine House Ground-floor	Later internal division	W
048	Engine House Ground-floor	Detail of metal fittings and fireproof ceiling	N
049	Spinning Mill Ground-floor	General shot of southern end of spinning mill	E
050	Spinning Mill Ground-floor	General shot of middle of spinning mill	E
051	Spinning Mill Ground-floor	General shot of northern part of spinning mill	E
052	Spinning Mill Ground-floor	Original stone coursing (?support) for engine house fixtures	W
053	Spinning Mill Ground-floor	As 052	W
054	Spinning Mill Ground-floor	As 052 – close up of metal brackets	W
055	Spinning Mill Ground-floor	Shot to first-floor – ceiling removed and concreted – including later doorway	W
056	Spinning Mill Ground-floor	As 055	W
057	Spinning Mill Ground-floor	Shot to first-floor – including blocked entrance, and wall blocking, as well as fixtures relating to drive shaft	W
058	Spinning Mill Ground-floor	As 057 and includes heavy fire damage on first-floor ceiling	W
059	Spinning Mill Ground-floor	As 057 with blocked entrance and possible drive shaft features	W
060	Spinning Mill Ground-floor	Oblique shot of drive shaft features	NW
061	Spinning Mill Ground-floor	Fully blocked window and partially blocked window within northern elevation	N
062	Spinning Mill Ground-floor	Poss door created through window then blocked subsequently	N
063	Spinning Mill Ground-floor	Later sub-division at E end of spinning mill	N



064	Spinning Mill Ground-floor	Later sub-division – possible toilets at E end of spinning mill	NE
065	Spinning Mill Ground-floor	Blocked taking-in doors on ground and first-floor with ceiling removed here also	E
066	Spinning Mill Ground-floor	Shot up to first-floor, later sub- division (ceiling removed)	NE
067	Spinning Mill Ground-floor	Inserted entrance and later timber sub-division	E
068	Spinning Mill Ground-floor	Later inserted entrance	E
069	Spinning Mill Ground-floor	Blocked entrance to ?privy tower and modified entrance into mill	E
070	Spinning Mill Ground-floor	Removed ceiling, later timber ceiling and inserted ducting	E
071	Spinning Mill Ground-floor	Modified entrance onto ground- floor	E
072	Spinning Mill Ground-floor	?Later entrance into mill (from the south)	S
073	Spinning Mill Ground-floor	General shot of southern end of mill	W
074	Spinning Mill Ground-floor	General shot of middle part of mill	W
075	Spinning Mill Ground-floor	General shot of northern part of mill	W
076	Spinning Mill Ground-floor	General shot of NE corner	NE
077	Spinning Mill Ground-floor	Detail of iron column and beam on ceiling	N
078	Spinning Mill Ground-floor	General shot	S
079	Spinning Mill Ground-floor	Detail of iron column and beam on ceiling	S
080	Spinning Mill Ground-floor	General shot	NW
081	Spinning Mill Ground-floor	General shot	SW
082	Spinning Mill Ground-floor	Detail shot of window and possible original wooden frame	SW
083	Spinning Mill Ground-floor	As 082	SW
084	Spinning Mill Ground-floor	General shot	S
085	Spinning Mill Ground-floor	General shot	N
086	West Shed External	West elevation of west shed – shows blocking and impression of another shed once attached	E
087	Mill	General shot	E

	External		
088	Mill External	Southern half of western elevation – shows entrance blockings	E
089	Mill External	Detail of blocked doorway and corner of engine house	NE
090	Mill External	Blocked windows	N
091	West Shed External	N elevation of west shed	SE
092	West Shed External	As 091	SW
093	West Shed External	Blocked window above entrance	S
094	West Shed External	Possible original metal fixtures	S
095	Engine House External	Blocked entrance to engine house which appears to have been reopened later	N
096	Engine House External	Engine house window and finer stone dressings around it	N
097	Engine House External	Possible original hoists and elevation shot	NW
098	Engine House External	Division between engine house and spinning mill	N
099	West Shed External	E elevation showing two phases of blocking	W
100	Middle Shed External	Boarded entrance and window	S
101	Middle Shed External	Later drain	S
102	Middle Shed External	Later sliding metal door	S
103	Mill External	S elevation including ?taking-in door	NW
104	Middle Shed External	Division between East Shed and Middle Shed	SE
105	Middle Shed External	Blocked doorway	S
106	Middle Shed External	Remnants of later doorway and blocked circular aperture	S
107	Middle Shed External	Collapsed entranceway possible later insertion	S
108	Middle Shed Internal	Blocked windows facing onto river	S
109	Middle Shed Internal	General shot (interior not accessed due to H & S issues)	SW
110	Middle Shed Internal	Later division between east and middle shed	SE
111	East Shed	Blocked window and	S



	External	modified/inserted doorway	
112	Mill External	Window modified into door	N
113	East Shed External	Blocked window, division with office block	SE
114	Office Block External	Undercover, dressed stone, entrance (with later shutter) between (and under) office block and mill	E
115	Office Block External	Entrance and later blocked entrance	S
116	Mill External	Entrance to stair tower	N
117	Mill External	Possible later addition at E end of mill	N
118	Mill External	General shot	W
119	Spinning Mill Ground-floor	Modified entrance onto main mill floor	W
120	Spinning Mill Ground-floor	Looking towards Office Block	S
121	Spinning Mill Ground-floor	Toilet block	E
122	Spinning Mill Ground-floor	Later Toilet block – fire damaged	N
123	Spinning Mill Ground-floor	Stair tower	N
124	Mill External	West elevation	E
125	Mill External	Close up of 124 – roof corbelling and impressions of former floors?	E
126	Mill External	Blocked first-floor doorway	E
127	Mill External	North elevation	SE
128	Mill External	Arched entrance into W part of Engine House (not accessible)	S
129	Mill External	Mullioned window and partially blocked doorway	S
130	Office Block First-floor	General shot including retaining, later, wall at S end	S
131	Office Block First-floor	General shot of sheds	SW
132	Spinning Mill First-floor	Modified entrance	E
133	Spinning Mill First-floor	General shot (south), shows removed flagged flooring	E
134	Spinning Mill First-floor	General shot (middle)	E

135	Spinning Mill First-floor	General shot (north)	E
136	Spinning Mill First-floor	General shot	S
137	Spinning Mill First-floor	Ceiling removed and joists encased in concrete	W
138	Spinning Mill First-floor	As 137	W
139	Spinning Mill First-floor	As 137	W
140	Spinning Mill First-floor	General shot	N
141	Spinning Mill First-floor	Later sub-divisions at E end	E
142	Spinning Mill First-floor	Later toilet block	NE
143	Spinning Mill First-floor	Later circular apertures inserted into ceiling (also fire damage)	E
144	Spinning Mill First-floor	Detail of iron column and beam	NE
145	Spinning Mill First-floor	Later sub-division at E end	N
146	Office Block Second-floor	General shot, includes blocked gangway to the E	S
147	Office Block Second-floor	E part of office block, including later gangway	SE
148	Office Block Second-floor	W part of office block, includes blocked window and attic access	SW
149	Office Block Second-floor	Attic stairs and small cupboard	NW
150	Office Block Third-floor	Roof space	S
151	Office Block Third-floor	As 150	S
152	Office Block Third-floor	As 150 including roof truss detail	S
153	Office Block Third-floor	Step access to roof space	W
154	Office Block Third-floor	Steps to stair tower from office block	N
155	Office Block Third-floor	Iron pipe	SE
156	Spinning Mill Second-floor	General shot (south)	W
157	Spinning Mill Second-floor	General shot (middle)	W
158	Spinning Mill Second-floor	General shot (north)	W
159	Spinning Mill	Blocked privy tower entrance and	E

	Second-floor	20 <sup>th</sup> century addition	
160	Spinning Mill Second-floor	Interior of 20 <sup>th</sup> century addition to 358	S
161	Spinning Mill Second-floor	As 160	NE
162	Spinning Mill Second-floor	Ceiling collapse at E end	N
163	Spinning Mill Second-floor	Taking-in door	E
164	Spinning Mill Second-floor	General shot	S
165	Spinning Mill Second-floor	Original flagged floor below removed concrete	W
166	Spinning Mill Second-floor	General shot, including later insertion of fan in window	N
167	Spinning Mill Second-floor	General shot, includes removed flags	NW
168	Spinning Mill Second-floor	Aperture for drive shaft	W
169	Spinning Mill Second-floor	Metal fixtures for drive shaft	W
170	Spinning Mill Second-floor	Later inserted apertures into floor	E
171	Spinning Mill Second-floor	Blocked doorway and inserted entrance into engine house	W
172	Spinning Mill Second-floor	Inserted entrance through to engine house	W
173	Spinning Mill Second-floor	Inserted entrance through to engine house	W
174	Engine House Second-floor	Later step access	E
175	Engine House Second-floor	Later sub-division	NE
176	Engine House Second-floor	General shot of interior of bays	N
177	Engine House Second-floor	Partially blocked window and later wall	NW
178	Engine House Second-floor	General shot	S
179	Engine House Second-floor	Blocked entrance into 'void'	N
180	Engine House Second-floor	Stone or concrete block	N
181	Engine House Second-floor	Fire proof ceiling and original fixtures	E
182	Engine House Second-floor	As 181	N
183	Engine House Second-floor	Random coursed wall	E



184	Engine House Second-floor	Later steps to third-floor	N
185	Engine House Second-floor	Blocked entrance	W
186	Engine House Second-floor	Taking-in doors? Original hoist external	S
187	Engine House Second-floor	Taking-in door including original hoist fittings into the room	S
188	Engine House Second-floor	Blocked entrance	E
189	Engine House Second-floor	General shot (west)	N
190	Engine House Second-floor	Partially blocked engine house window, including fanlight with original coloured glass	S
191	Engine House Second-floor	Blocked entrance	W
192	Engine House Second-floor	General shot (east)	N
193	Engine House Second-floor	Detail of fireproof ceiling	N
194	Engine House Second-floor	Later lift shaft and possible screening	SE
195	Engine House Second-floor	Possible drive shaft fittings	E
196	Engine House Second-floor	As 195	W
197	Engine House Second-floor	General shot into spinning mill	E
198	Spinning Mill Third-floor	General shot (south)	W
199	Spinning Mill Third-floor	General shot (middle)	W
200	Spinning Mill Third-floor	General shot (north)	W
201	Spinning Mill Third-floor	Taking-in door and later sub- division in the E part	E
202	Spinning Mill Third-floor	Later toilet block	NE
203	Spinning Mill Third-floor	Window	N
204	Spinning Mill Third-floor	General shot	S
205	Spinning Mill Third-floor	Close up of fireproof ceiling	S
206	Spinning Mill Third-floor	General shot	N
207	Spinning Mill Third-floor	Blocked entrance	W

208	Spinning Mill Third-floor	Later inserted entrance	W
209	Spinning Mill Third-floor	Infilled aperture	W
210	Spinning Mill Third-floor	Drive shaft related?	W
211	Spinning Mill Third-floor	Later pipe inserted	W
212	Engine House Third-floor	Collapsed ceiling and roof	S
213	Engine House Third-floor	As 212	SW
214	Engine House Third-floor	Showing damage caused by roof and ceiling collapse	E
215	Engine House Third-floor	Shot down steps towards second- floor	S
216	Engine House Third-floor	General shot	N
217	Engine House Third-floor	Drive shaft related?	E
218	Engine House Third-floor	Deliberately created aperture in floor	E
219	Engine House Third-floor	As 218	N
220	Engine House Third-floor	Later sub-division for void	W
221	Engine House Third-floor	Blocked entrance into void	N
222	Engine House Third-floor	Blocked entrance?	W
223	Engine House Third-floor	Detail of roof over collapse	S
224	Engine House Third-floor	Detail of fireproof ceiling	N
225	Spinning Mill Third-floor	Two blocked entrances to privy tower	E
226	Spinning Mill Third-floor	Collapsed floor	N
227	Spinning Mill Fourth-floor	Timber steps to small space in stair tower	N
228	Spinning Mill Fourth-floor	General shot into space above stair tower	NE
229	Spinning Mill Fourth-floor	?Original metal door into main spinning mill	W
230	Spinning Mill Fourth-floor	General shot (south)	W
231	Spinning Mill Fourth-floor	Detail of roof truss	W
232	Spinning Mill	General shot (middle)	W

	Fourth-floor		
233	Spinning Mill Fourth-floor	General shot (north)	W
234	Spinning Mill Fourth-floor	Taking-in door (missing)	E
235	Spinning Mill Fourth-floor	Blocked doorways to privy tower	E
236	Spinning Mill Fourth-floor	General external shot	S
237	Spinning Mill Fourth-floor	Detail of column and joist supporting roof	W
238	Spinning Mill Fourth-floor	Inserted doorway	W
239	Spinning Mill Fourth-floor	Collapsed floor in engine house (not accessed)	SW
240	Spinning Mill Fourth-floor	Collapsed roof in engine house (not accessed)	NW
241	Spinning Mill Fourth-floor	General shot in engine house (not accessed)	W
242	Spinning Mill Fourth-floor	Stone corbels showing wall originally external	N
243	Spinning Mill Fourth-floor	General shot (north)	E
244	Spinning Mill Fourth-floor	General shot (middle)	E
245	Spinning Mill Fourth-floor	General shot (south)	E
246	Spinning Mill Fourth-floor	Failed roof truss at W end of mill	SE
247	Engine House First-floor	Later step access	S
248	Engine House First-floor	step access to second-floor	E
249	Engine House First-floor	Later sub-division	E
250	Engine House First-floor	As 249	NE
251	Engine House First-floor	steps to second-floor	S
252	Engine House First-floor	Threshold to west part	W
253	Engine House First-floor	Division wall including several phases of blocking and repair	E
254	Engine House First-floor	As 254 and later lift shaft	SE
255	Engine House First-floor	Blocked entrance	W
256	Engine House First-floor	General shot including removed timber sub-division	SW



257	Milltown	General shot of road between spinning mill and warehouse	S
258	Milltown	General shot of east elevation of spinning mill	W
259	Milltown	General shot of warehouse elevation	NE
260	Milltown	East elevation of mill and office block	NW
261	Milltown	S elevation of mill and sheds	NW
262	Milltown	As 261	NW
263	Milltown	S elevation of office block and walkway	N
264	Milltown	W elevation of warehouse	NE
265	Office Block	Walkway	SE
266	Office Block	Oblique shot of S elevation	W
267	Spinning Mill	N elevation	SE
268	Spinning Mill	W elevation after removal of warehouse	NE
269	Spinning Mill	As 268	E
270	Spinning Mill	General shot	E
271	Spinning Mill	General shot of sheds at start of demolition	SE
272	Spinning Mill	As 271 – close up	SE
273	Spinning Mill	Remnants of west shed roof structure	N/A
274	Spinning Mill	Roof of west shed	E
275	Spinning Mill	General shot	E
276	Spinning Mill	As 273	N/A
277	Spinning Mill	As 274	E
278	Spinning Mill	Close up of west shed wall construction	NE
279	Spinning Mill	Stones from the west shed walls	SE
280	Spinning Mill	As 279	N/A
281	Spinning Mill	As 268	E
282	Spinning Mill	As 279	N/A
283	Spinning Mill	As 268 – post demolition of spinning mill	NE
284	Spinning Mill	As 283	NE
285	Spinning Mill	Remnants of stair tower area	NE
286	Spinning Mill	S elevation of engine house	NE
287	Spinning Mill	Metal fixtures and beams removed from the mill	N/A
288	Spinning Mill	As 287	N/A
289	Spinning Mill	As 287	N/A
290	Spinning Mill	As 287	N/A
291	Spinning Mill	S elevation of engine house	N
292	Spinning Mill	Engine house	NW
293	Spinning Mill	As 292	NW
294	Spinning Mill	As 292	NW

295	Spinning Mill	Spinning Mill foundations after demolition	N
296	Spinning Mill	As 292	NW
297	Spinning Mill	Close up of engine house wall construction	NW
298	Spinning Mill	Former entrance of 4 <sup>th</sup> floor engine house and former position of top steady bracket	NW
299	Spinning Mill	Stair tower and hoist tower	NE
300	Spinning Mill	Close up of hoist tower	NE
301	Spinning Mill	Office Block	E
302	Spinning Mill	As 301	E
303	Spinning Mill	Close up of sheds' wall construction	E
304	Spinning Mill	Mill during demolition	NE
305	Spinning Mill	As 304	NE
306	Spinning Mill	Entrance from stair tower on fourth floor	NE
307	Spinning Mill	Mill after demolition	NE
308	Spinning Mill	As 307	NE
309	Spinning Mill	Fourth floor of stair and hoist tower	NE
310	Spinning Mill	General shot along south elevation of sheds	W
311	Spinning Mill	Shed window blocking along S elevation	SE
312	Spinning Mill	Inserted pipe into blocking of shed S elevation window	SE
313	Spinning Mill	As 312	W
314	Spinning Mill	As 287	N/A
315	Spinning Mill	As 287	N/A
316	Spinning Mill	As 287	N/A
317	Spinning Mill	As 287	N/A
318	Spinning Mill	Stones from the mill	N/A
319	Spinning Mill	As 318	N/A
320	Spinning Mill	As 318	N/A
321	Spinning Mill	W elevation	NE
322	Spinning Mill	As 321	NE
323	Spinning Mill	S elevation of sheds along Glossop Brook	NW
324	Spinning Mill	As 323 including butt joint between east and middle sheds	NE
325	Spinning Mill	Engine House	NW
326	Spinning Mill	S elevation of office block	N
327	Spinning Mill	Office block and warehouse	NE
328	Spinning Mill	Engine House	NW
329	Spinning Mill	As 328	NW
330	Spinning Mill	N elevation of engine house	S
331	Spinning Mill	As 330	S
332	Spinning Mill	Remnants of spinning mill	SE

333	Spinning Mill	Close up of hoist tower	SE
334	Spinning Mill	As 332	SE
335	Spinning Mill	As 332	SE
336	Spinning Mill	As 332	SE
337	Spinning Mill	As 332	SE
338	Spinning Mill	Remnants of wall between engine house and mill	S
339	Spinning Mill	General shot	SE
340	Spinning Mill	As 339	SE