Project Code: WCW08
Date of report: June 2009
Client: Volker Stevin

White Cart Water Flood Prevention Scheme
Urban Flood Defences, Glasgow

Archaeological Works: Level 2 Building Recording

Sophie Nicol
MA

HEADLAND
ARCHAEOLOGY (UK) Ltd

PROJECT SUMMARY SHEET

Client	VOLKER STEVIN
National Grid Reference	N/A
Address	N/A
Parish	N/A
Council	GLASGOW CITY COUNCIL
Planning Application No	N/A
NMRS No	N/A
Oasis No	N/A
SMR No	N/A
HB/SAM No	N/A
Listing Category	N/A
Project Manager	MARK ROBERTS
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Illustrations	CAROLINE NORRMAN
Typesetting	ANNA FARAS-PAGOWSKA
Fieldwork	SOPHIE NICOL
Schedule	
Report	JUNE 2009

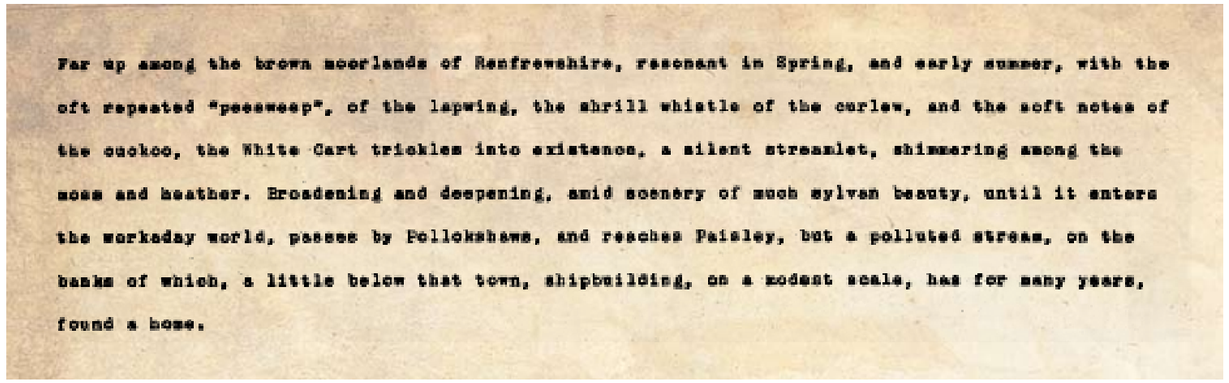
Signed off by: .....

Mark Roberts BA MIFA, Project Manager

Date:.....

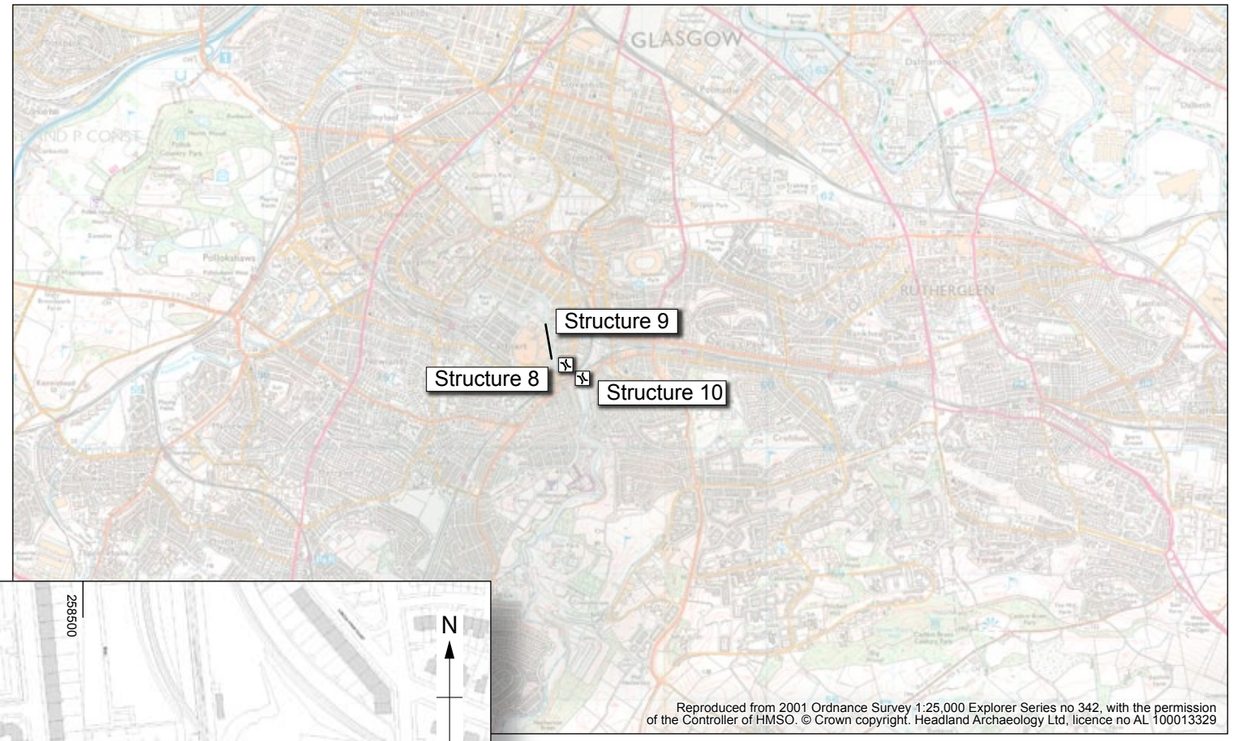
CONTENTS

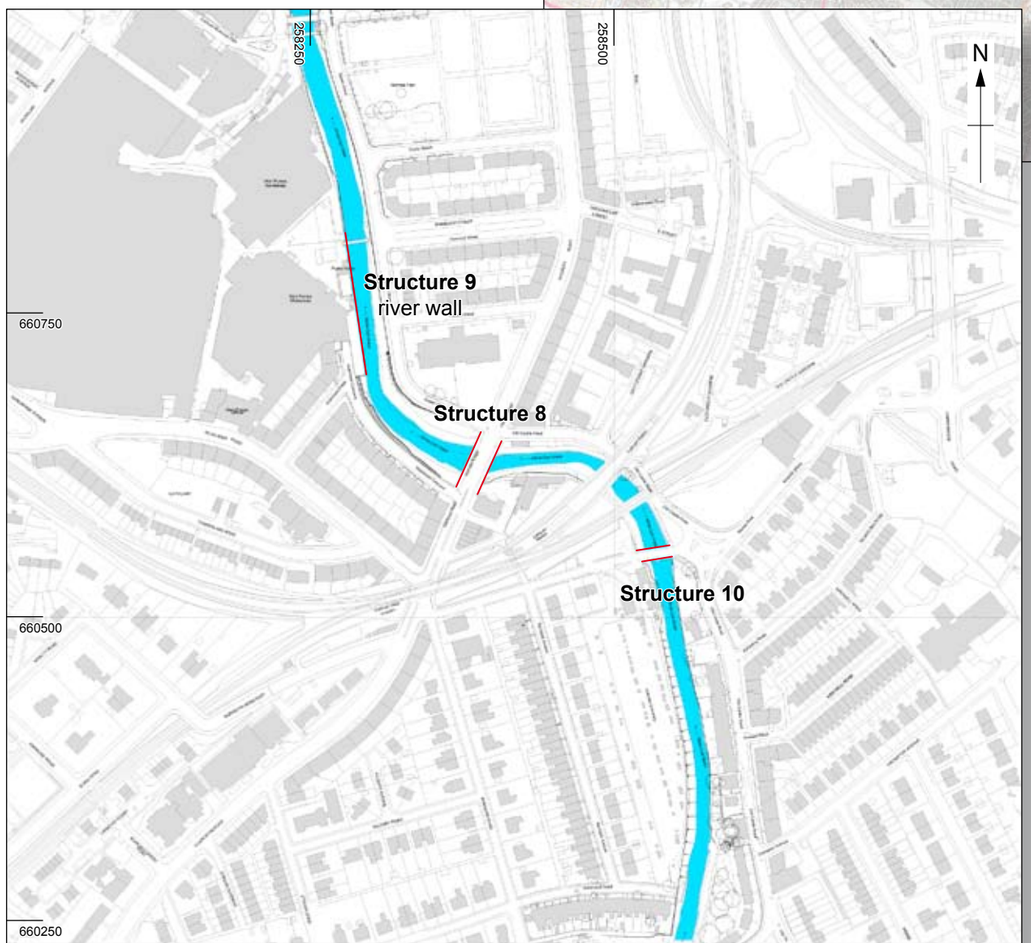
This report comprises three Level 2 building Recording surveys, presenting the results of the fieldwork and descriptive record of each structure. This report presents the results of these particular surveys undertaken from 25th February to the 17th March 2009, providing the reader with a descriptive narrative of the three structures present on the River Cart and their historic significance.



Far up among the brown moorlands of Renfrewshire, resonant in Spring, and early summer, with the oft repeated "peeseweep", of the lapwing, the shrill whistle of the curlew, and the soft notes of the cuckoo, the White Cart trickles into existence, a silent streamlet, shimmering among the moss and heather. Broadening and deepening, amid scenery of much sylvan beauty, until it enters the workaday world, passes by Pollokshaws, and reaches Paisley, but a polluted stream, on the banks of which, a little below that town, shipbuilding, on a modest scale, has for many years, found a home.

Stories of the River Cart, taken from the Wotherspoon collection





250 m
1: 5000 @ A3

HEADLAND
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Illus 1
Location plan

White Cart Water Flood Prevention Scheme
Urban Flood Defences, Glasgow

Archaeological Works: Level 2 Building Recording

by Sophie Nicol

INTRODUCTION

Three Level 2 Building Surveys were undertaken by Headland Archaeology Ltd as part of archaeological works within the Flood Prevention Scheme, by Volker Stevin. These surveys were carried out along the proposed development route, within work sections 6, 8 and 9. This focus is part of the Cathcart & Langside area of Glasgow, located within the south side of the River Clyde.

The surveys included two bridges named Devlin Road Bridge and Holmlea Bridge, and also the Flood Retaining Wall located on the River Cart at Spean Street.

OBJECTIVES

The aim of the Level 2 surveys was to provide a descriptive record of the structures and to collect information to add to our general knowledge within this spectrum of heritage. The list of affected features was provided as part of the Written Scheme of Investigation, following from a desk-based assessment from G.U.A.R.D. In summary, this level of survey concentrated on two Bridges and one Flood Retaining Wall, situated on the River Cart in the South of Glasgow, in the districts of Battlefield and Cathcart. These surveys recorded the three structures prior to any modifications as part of the Flood Prevention Scheme.

HISTORIC BACKGROUND

The surveys undertaken within this section of works are all closely located within the Cathcart to Battlefield district of Glasgow, in an area of mainly residential properties and small businesses.

The area of Cathcart was one of three parishes in the south of Glasgow that encompassed the area from Pollokshaws to Muirend. Cathcart contains a rich history and belonged to the family of Cathcart for several hundred years. Dating back to the 7th Century are the remains of St Oswald's Church, located just east of Devlin Road Bridge. The area is also famous for Cathcart Castle which was built in the 15th century, but unfortunately demolished in the 1980's (Small, 2008).

The area of Cathcart progressed from a family estate into a hub of industrial activity, all associated with the River Cart. The area was home to around 745 inhabitants in the 1840's but this dramatically grew to a population of 16589 by 1891 (Williamson, Riches and Higgs, 1990). This increased attraction to the area occurred for a number of reasons, predominantly as a result of improved transport links. In particular the opening of the Cathcart District Railway in 1884 followed by a circular route and later the extension of Glasgow trams to the area in 1902. Electric route trams were first introduced to Glasgow in 1898 and being considered a huge success were implemented throughout several areas of the city (Wikipedia 2009 a). Improved transport links spurred on a growth in both the industrialisation and the population of the area of Cathcart. Consultation of the National Monuments Record for Scotland (NMRS) and Sites and Monuments Record (SMR) identified a number of these industrial premises, situated along the River Cart. Predominantly these comprised small – medium scale mills concerned with cotton or paper manufacture, which utilised the natural power of the water prior to the advent of the steam engine. Some of the industries that flourished here are thought to be the oldest examples in Glasgow.

The importance of new or improved infrastructure to the area identifies the increased commerce and population in the area. The erection of bridges throughout the Cart and the construction of flood prevention walls were crucial in keeping the industry well connected and running.

METHODS

The surveys contained within this report consist of a three Level 2 Surveys. Each individual site has been given a unique structure number in order to identify it; a list of these is contained within the results section of the report. These numbers are continuous from the Level 1 building surveys so each structure within the project has a unique number.

Desk Based Research

As part of the Level 2 survey an amount of desk-based research was undertaken. This primarily involved sourcing any available architectural plans or old photographs/ images (held at the Mitchell Library) a number of written sources were consulted, along with information from websites. In this case, the only structure that any archive material could be sourced was Structure 8, Holmlea Bridge. In addition, both the first and second edition Ordnance Survey Town Plans of the area was consulted. Unfortunately, due to the location of the sites on the Glasgow Boundary this area remains unmapped on the OS Large Scale Town Plans 1847 & 1895. However, later One Inch maps (OS Popular Edition 1921-1930) do cover the area and provide some information for dating.

Level 2 Building Recording

This comprised of both a basic photographic record, a descriptive written record and where appropriate illustrated measured elevations or plans to a standard of Level 2 RCHME survey. Photographs of the structure were taken with accompanying scale (where viable) and direction references (See Appendix 1 for photo register). All photographs undertaken as part of this report have been put onto a CD that accompanies this document. All film/slide copies will be processed into a full archive and deposited with the National Monuments Record of Scotland. The photographs are organised in a continuous numbering system for the entire project of works and therefore are unique to their subject.

RESULTS

General Description of Sites

This survey was focused as part of the planning requirements on structures that are to be directly affected or modified during flood defence construction by Volker Stevin, as part of the works for Glasgow City Council. The survey comprises three individual structures, including two bridges and a flood wall. The architecture of the features varies in style but all date from the 19th -20th century. The first structure (Structure 8) discussed is the road bridge at Holmlea Road/ Clarkston Road which crosses the River Cart. From this bridge, Structure 9 – Flood Retaining Wall, Weir Pumps Ltd, lies approx 100m to the north west, and is located on the western bank of the Cart. On the opposite side of Structure 8, to the east, is Structure 10 which is titled Devlin Road Bridge and spans the river parallel to the main rail line. The River Cart flows northwards from Linn Park and heads downstream to the Cathcart area, where, just north of Structure 9 the river takes a turn to the west and continues its journey to Pollokshaws.

Survey Inventory

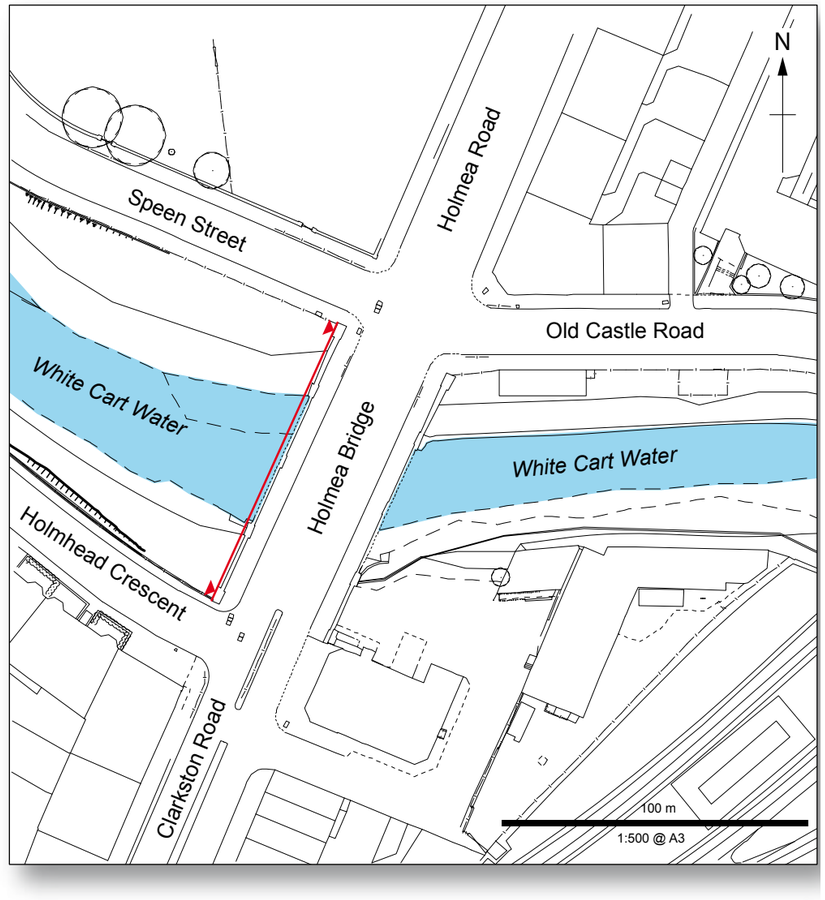
The following section will address each structure individually, in numerical order, give data from survey and present the descriptive record.

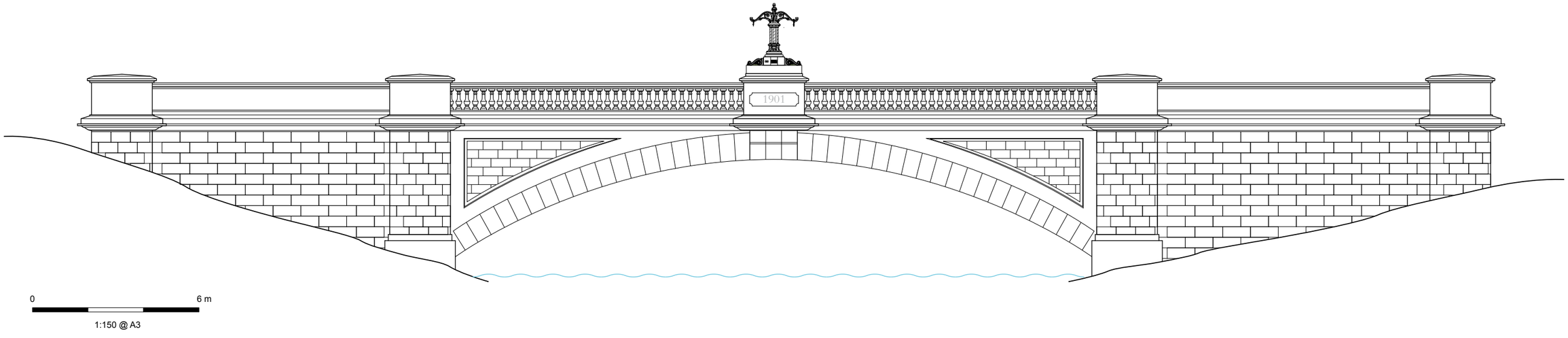
Structure No	Structure Name
8	Cart Bridge, Holmlea Road
9	Flood Retaining Wall, Weir Pumps Ltd, Spean Street
10	Devlin Road Bridge

STRUCTURE 8;
CART BRIDGE, HOLMLEA ROAD

Grid Reference:	NS 5839 6062
NMRS Number:	NS56SE 1167
Date of Record:	11/03/09
Name of Recorder:	Sophie Nicol
Photograph Numbers:	044-061

Illus 2
Photo of Holmlea Bridge





Illus 3
Western Elevation of Holmlea Bridge

Illus. 4
Holmlea Bridge

Descriptive Record

History

Also known as New Bridge this structure was a replacement for an earlier bridge at this location. This early version was thought to have been built c.1800 and was a simple humpback bridge (Hume, 1974), which was thought to have been built in conjunction with Clarkston Road as a new link to Ayrshire (Small, 2008). The necessity for a new bridge came into occurrence with the expansion of trams into the area of Cathcart at the beginning of the 20th Century. This movement, in addition to the new improved railway links, encouraged new inhabitants to the area, encouraging housing development across the social board. It is considered that both Holmlea Road and Clarkston Road were built alongside the New Bridge across the River Cart in the 1900-1902 to cater for the tramlines into Cathcart (Williamson, Riches and Higgs, 1990). The northern extent of Holmlea Road does not appear on the 2nd Edition (1895), supporting the fact that a new road was likely to have been constructed during the beginning of the 20th Century, providing a access for the tram system at Holmlea Road.

Construction

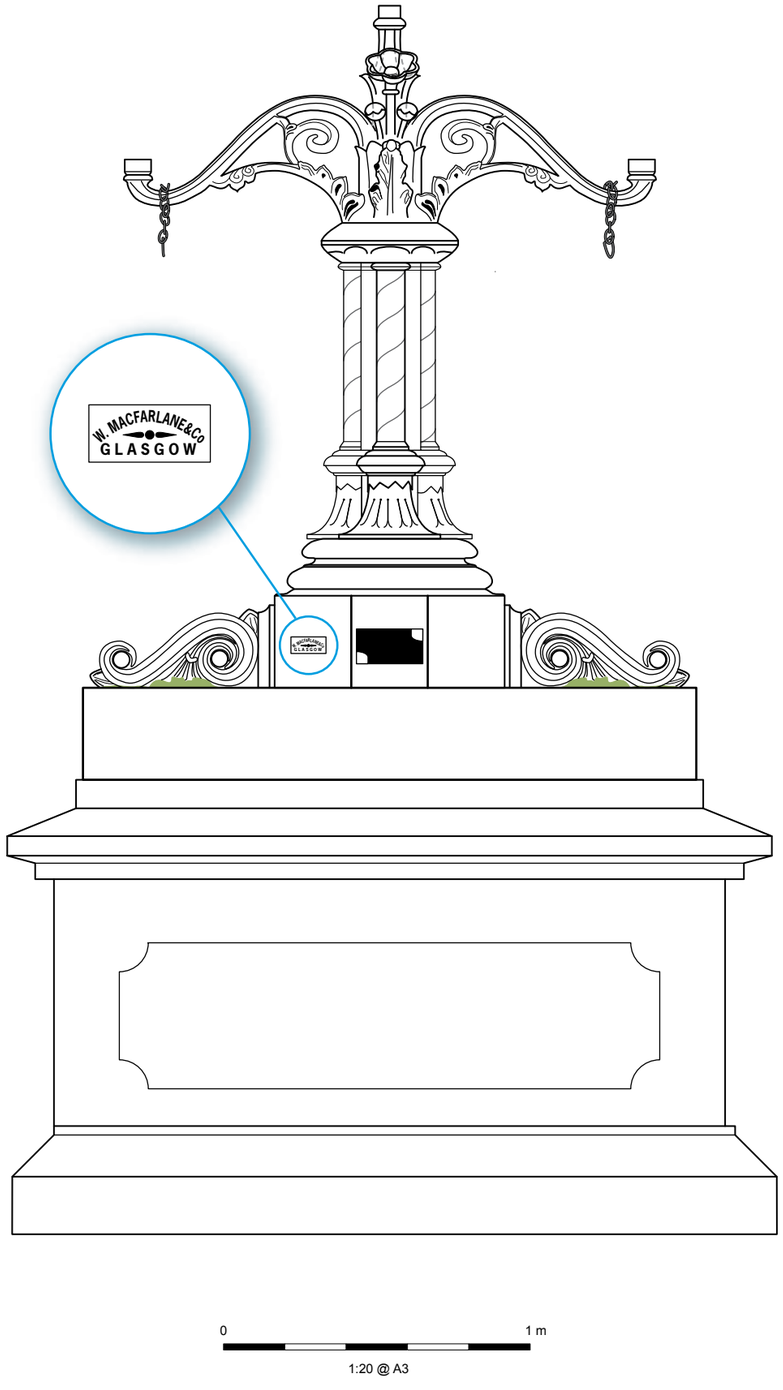
The construction of Cart Bridge is composed of a "masonry flat segmental-arched road bridge" Williamson, Riches and Higgs, 1990) and is a composite construction. A segmental arched bridge is when the arch or arches form a segment of a semicircle. The advantage of which is that it allowed large amounts of flood water to pass under, a design feature particular suited when concerned with the White Cart Water. This design also enabled the bridge to be lighter weight, whilst remaining strong.

The structure is single span, constructed from pink sandstone abutments and red/pink sandstone voussoirs. The intrados also appears to be constructed with a mixture of red/pink sandstone and grey sandstone, the latter of which is only in areas not seen during everyday use of the structure. The crown section of this structure differs to that on the sourced plan (see Appendix 1, Figure 1). The spandrel of the structure is constructed from yellow sandstone, providing a contrast of colour with the red voussoirs. Additionally, the extended section of wall from the southern abutment on the west elevation is composed of yellow sandstone, which is more roughly hewn than that on the main abutment. This extended wall does appear contemporary with the formal abutment. Perhaps the altering use of materials was probably a mixture of design and economising the build.

The superstructure is more decorative than the simple substructure, with polished red granite balustrades which delineate the upper structure of the bridge. The balusters are all identical in design, though some do appear sculpted from lighter coloured granite and may possibly be later replacements. The superstructure is split into two main sections of c. 38 balusters on either side of a central block which provides footing for a large cast iron lamp bracket. This bracket is stamped with "W MacFarlane & Co, Glasgow", who were a company that focused on architectural iron founding from the 19th Century (Scottish Ironwork (2009a)). The company adopted the name of Saracen Foundry after the location of their first premises and succeeded in becoming "the most prolific architectural ironfounders the world has ever seen" (Scottish Ironwork (2009a)). The foundry continued working into the 20th Century, but ultimately the industry declined. Their distinct stamped cast iron pieces are seen not only throughout Glasgow, but across Britain and beyond.

The western elevation of the central block of the bridge is etched with 1901 and provides a date stone for the structure that would fit chronologically with the tram improvements. This block and balustrade arrangement is housed with two further red granite blocks which extend into panels of solid granite, creating a robust parapet at both the northern and southern ends of the superstructure. There do not appear to be any major modifications or adjustments to the main structure.

The bridge deck is currently a tarmac road surface, with pedestrian pavements on either side. In its original form this may have been stone paved, with two sets of tram lines.



Illus 5
Detail of Lamp Bracket on central block of Structure 8

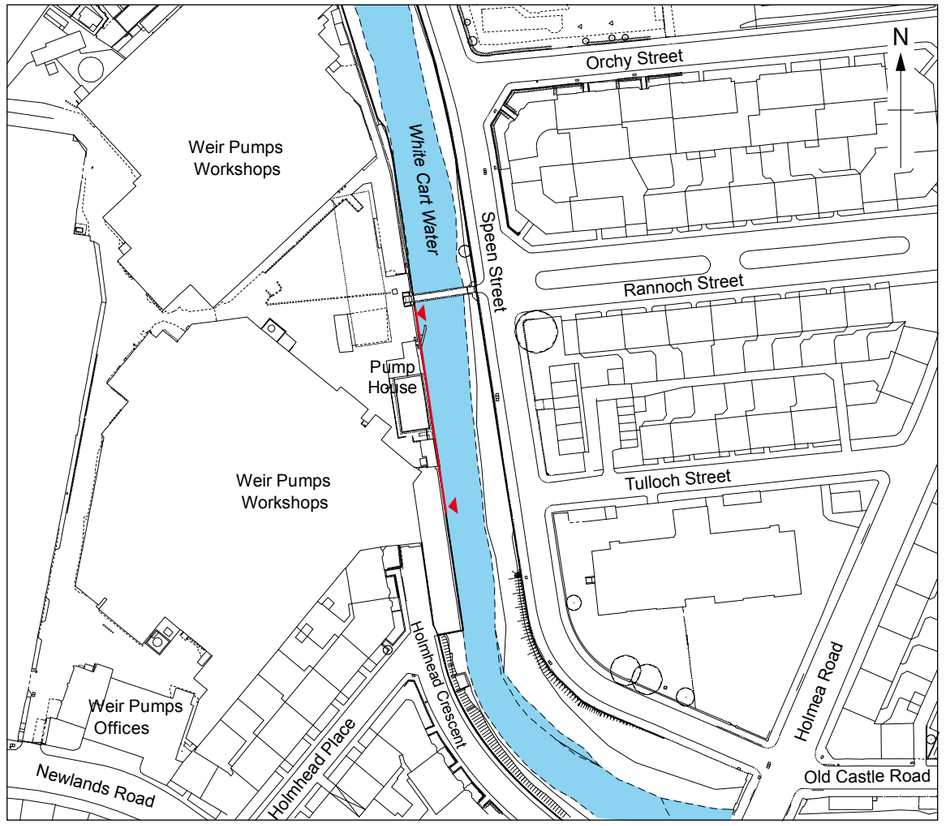
Discussion

The importance of this bridge is significant not only as an structural entity but as part of the general historic development of the area. The industrialisation of the suburbs of the city and how Glasgow expanded into these areas and became the city as we know it is very interesting. This bridge spans the White Cart Water and is of key importance in linking one of the transport methods that improved the cities functionality, economy and subsequent growth.

The date stone for year 1901 not only corresponds with the extension of transport links into the Cathcart area but also with the second International Exhibition of Science and Art held in Glasgow's Kelvingrove Park. This event marked the golden jubilee of the Great Exhibition held at Crystal Palace (Glasgow Gov (2009a)). This 1901 event encouraged 11.5 million visitors to the city, and as a surge of industrial activity took place across the city the construction of bridges and new roads were probably common place.

Illus 6
Close up of cast decoration on Lamp Bracket

Illus 7
Photo showing detail of Structure 9



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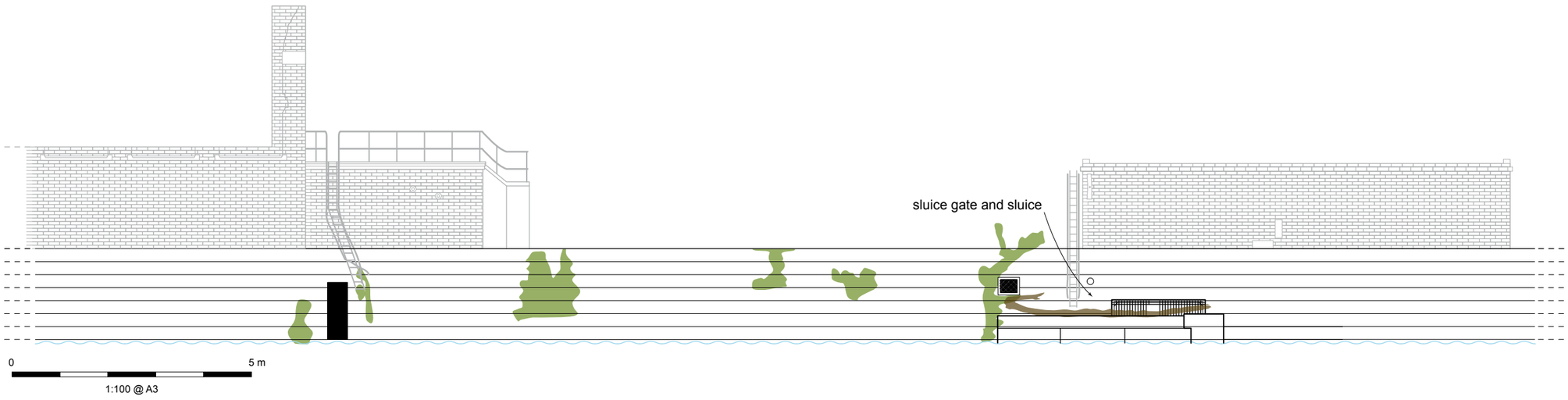


Illus 8
Eastern Elevation of Flood Wall -Stucture 9

The elegant cast Iron lamp holders on this bridge represent this period of history well. Cast in an iron foundry in Glasgow, these details give a clear indication of the city's wealth, commerce and skilled trades.

STRUCTURE 9; RETAINING WALL, WEIR PUMPS LTD, 147-149 NEWLANDS ROAD

Grid Reference:	NS 5840 6080
Date of Record:	11/03/09
Name of Recorder:	Sophie Nicol
NMRS Number:	NS56SE 161
Photograph Numbers:	79-81, 157-164

Descriptive Record

History

Structure 9 is located within the complex of G &J Weirs' Holm Foundry, situated at 147 Newlands Road. This complex was constructed in 1886 by the Weir brothers who specialised in marine engineering. It provided a base for a wide range of construction, including their patent boiler feed pumps (SCRAN (2009a)). This business continued to flourish and to this day remains a world class leader of industrial pump manufacture. Throughout its time the works was involved in constructing not only pumps but aeroplanes and other military munitions during both the World Wars (Small, 2008).

The complex at Cathcart saw a great deal of changes and improvements as the business became hugely successful. The works became a benchmark in welfare and innovation with facilities such as a cinema, gymnasium and library, which were to further employees' education, relaxation and recreation (Historic Scotland (2009a)).

The buildings were thoroughly expanded in the 1910's with the addition of several large reinforced concrete structures which are considered an early example of such construction (Hume, 1974).

Construction

Structure 9 is clearly located within the complex of works and is likely to correspond with an event of construction within Holm Foundry. The wall begins at the northern end of Holmhead Crescent and extends on the western bank of the River Cart for approximately 350m until almost level with Orchy Street on the eastern side. The construction of the wall appears uniform throughout its span and appears to be composed of either shuttered concrete or possibly ashlar (in this context the simulation of ashlar masonry in the surface of concrete). Structure 9 is orientated on a North-South alignment and faced with equally spaced etched linear bands. If concrete, this wall may be reinforced with steel, in keeping with the other buildings in this complex but this is impossible to determine from the survey. The main feature of the wall is a small sluice gate and contemporary sluice, which can be seen in Illus 8. This is located directly below a red brick built structure, titled Pump House (OS 1:1250). Interestingly, on the 1ST Edition six inch to a mile map there is a pond depicted and possible associated sluice into the river, located where the current pump house is (OS Six Inch 1843-1882). The pond appears associated with Cathcart Carpet and Dye works and could have utilised for associated industrial purposes.

The pump house is set back from the wall and is therefore not on the survey (Illus 8), but is located directly left of the right brick-built building. It is possible that this was utilised for bringing water into the factory to power machinery and boilers associated with founding processes. Additionally, this feature could have been used to remove waste water from the premises. It comprised of a metal railing gate, with concrete built sluice channel, approx 3m in length. A works of this size may have had a number of uses for a pump house and sluice, unfortunately it is unclear from this particular survey what the primary function of the pump house is.

Discussion

This retaining wall would have protected the entire Works from the flooding waters of the River Cart; however the date of this feature is unknown. It may correspond with some of the later developments of the complex, in particular the construction of the "asymmetrical amenity block" in 1937 (Historic Scotland (2009a)) which emulated the style of the early 1912 buildings. This building was constructed close to the northern extent of Structure 9 which would suggest that ground preparation work may have encouraged installing flood defences at the same time. However, according to the Third Edition OS mapping (1925, Sheet 72) there is a clear bold line bounding the complex where Structure 9 is located, suggesting it was built at this time.

The Scottish Power Road Bridge (Structure 7), previously discussed in the Level 1 report, was the main access to the Works and was built in 1913, engineered by Kyle, Dennison and Laing (Historic Scotland (2009b)). This structure is located approx 120m north of Structure 9. Directly opposite Rannoch Street a second access bridge was noted during the survey, which appears on the Ordnance Survey One-inch "Popular" edition, Scotland, 1925. This bridge overlies Structure 9, and is likely to post date the wall. However, it is plausible that Str 9 is contemporary with the bridge, as part of general improvements of this area of the works. With this in mind the date of the structure is difficult to correctly place, and only an approximation of construction during the 1920's can be given. As a large business, interested in innovative practises and technology, it is entirely plausible that this wall constructed in concrete is an early example of its type in this area. The significant building work undertaken in the 1910's may have encouraged the build of this later wall, perhaps after some severe flooding of the River Cart.

STRUCTURE 10; DEVLIN ROAD BRIDGE

Grid Reference:	NS 5853 6055
Date of Record:	12/03/09
Name of Recorder:	Sophie Nicol
NMRS Number:	NS56SE 1160.
Photograph Numbers:	063-076

Descriptive Record

History

This bridge is dated as being built in the late 19th Century (Hume 1974). A bridge does appear on this road on both the 2nd and 3rd Edition Ordnance Survey One Inch to the Mile Maps, the earliest of which was published in 1898, in keeping with Hume's dating of the structure. Interestingly, Devlin Road Bridge does not appear on the 2nd Edition Six Inch map of the area, possible as the structure was added later prior to publication in 1898, but too late to be included on the Six Inch Map. As noted in the previous section on Cart Bridge (Structure 8) this area was developed in accordance with the new and improved transport links to the city. Cathcart Railway station was constructed in 1894 (Hume, 1974) for the Cathcart Circle & District Railway. Both the original station and Structure 10 are likely to be contemporary, the bridge probably being built to either replace an older, weaker structure or provide new access from the east side of the River Cart. This development of the area would have encouraged growth in population and commerce, a bridge connecting this industry would prove vital in connecting the area.

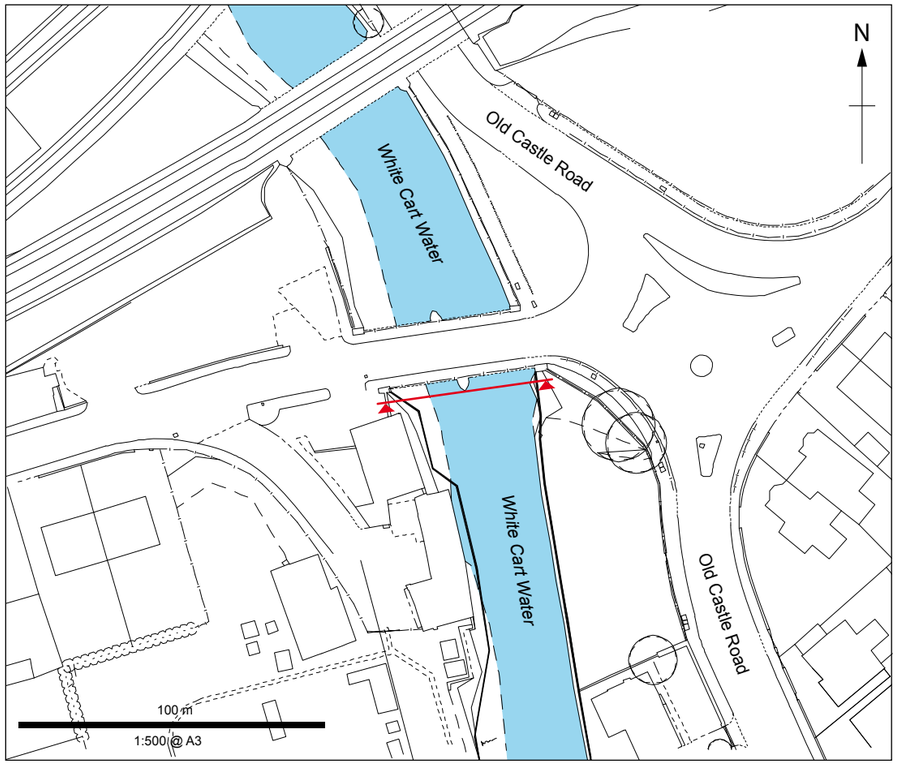
Illus 9
General View of Devlin Bridge

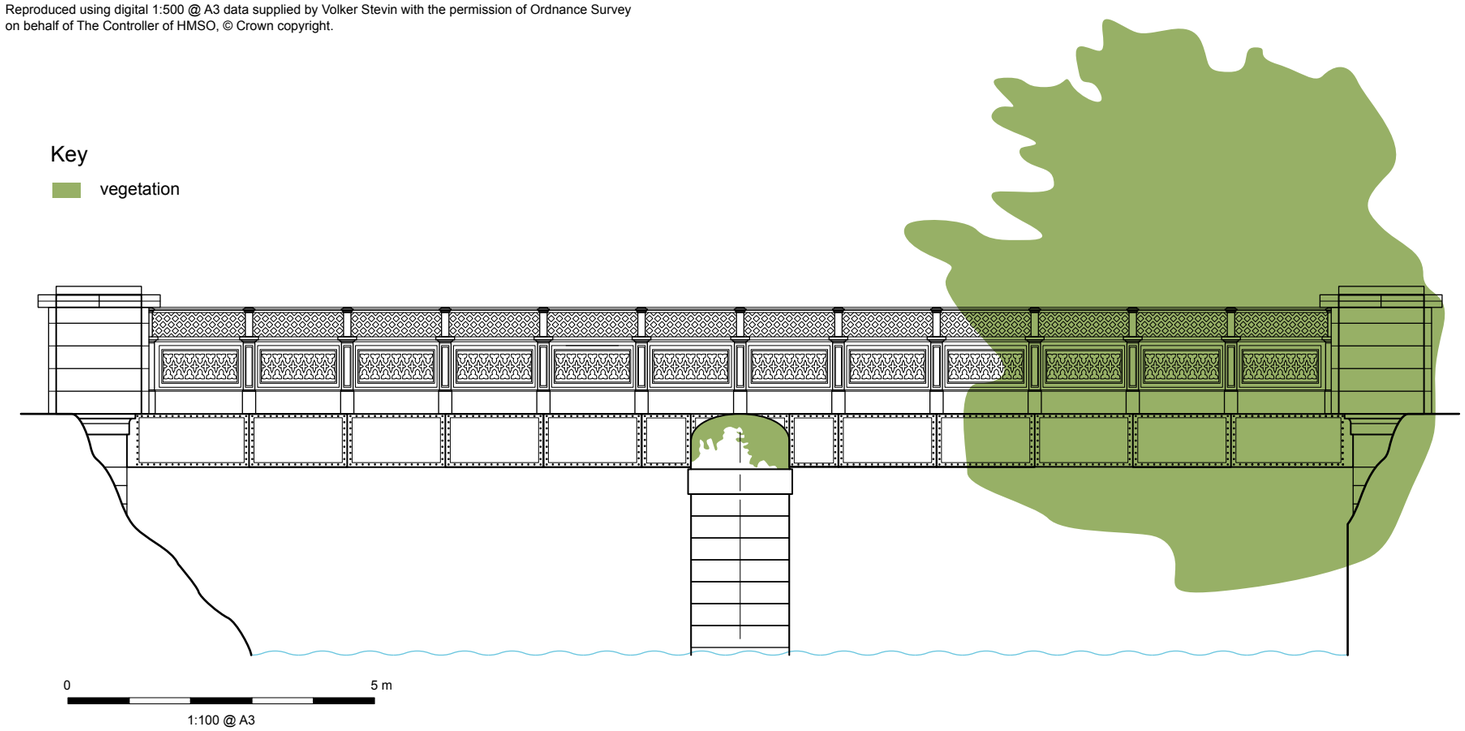
Construction

Devlin Bridge is a two span, plate girder bridge (Hume, 1974) crossing the River Cart just south of Cathcart Railway Station. This structure is orientated E-W, measures approx 22.3m and runs almost parallel with Old Castle Road Railway Bridge. This latter bridge was built in c.1903 by MacAlpine and the main span is constructed from mass concrete clad in bull- faced red ashlar (Williamson, Riches and Higgs, 1990).The bridge deck is currently a narrow tarmac road surface, with pedestrian pavements on either side. Structure 10 consists of two concrete terminal piers, likely shuttered concrete, with a boat-shaped central pier. It is possible that these piers are constructed in ashlar (Small, 2008), however it may also be a simulation of ashlar masonry in concrete, in order to give the appearance of wealth and traditional design. The central pier appears to be not entirely perpendicular to the bridge but orientated on an angle to the NNW-SSE. This may be in order to streamline the central pier most efficiently within the River Cart. The piers support a series of plate girders, 12 solid web plates of differing sizes, which span the river and create the fundamental strength of the bridge. Above this the superstructure of the bridge consists of thirteen cast iron parapets with decorative cast tracery panelling which has been painted in sage green (Illus 11). This is a common design implemented throughout Glasgow in bridges of this time, for instance Eldon Street Bridge show similarities in superstructure design and appears very contemporary with Structure 10. Eldon Street Bridge dates from 1895, supporting the date of pre-1898 for Structure 10. The cast section of the superstructure has a terminal block at each end of each elevation, constructed of yellow sandstone and of simple design. These extend below the current road/pavement surface, probably contemporary with a cobbled surface that may still exist under the tarmac.

Discussion

Devlin Bridge is a typical looking bridge from this period within Glasgow, and seems to clearly tie in with the railway expansion and transport improvements into the area of Cathcart. The structure itself is of simple design, and is likely to be contemporary with Cathcart Railway station. This structure is important in piecing the history of this area together, providing a fuller picture of the area of Cathcart in the late 19th/ early 20th Century.





Illus 10
Southern Elevation of Devlin Bridge -Structure 10

Illus 11
Detail of cast iron work on Devlin Bridge.

DISCUSSIONS

The results of these Level 2 surveys provide a descriptive narrative of each structure, and a brief look into their historic setting. Each structure gives us an insight into the area of Cathcart, providing to the wider knowledge of the area and Glasgow. Although the structure s will not be demolished or altered drastically by the Flood Prevention Works it is important to survey these features in their truest state, gaining information that will be accessible to local people and the wider spectrum of heritage. In summary, Holmlea Bridge and Devlin Road Bridge, though different in design and size are both linked into to a 6-7 year window of transport improvements within the area. Each event like their construction would have encouraged population growth and economy of Cathcart. It is interesting that two bridges dating from the same decade are located in such close proximity to one another, perhaps the reason is due to differing live loads. Holmlea Bridge was designed specifically for carrying trams, whereas Devlin Road Bridge probably for foot and cart transport. Additionally, Holmlea Bridge was built as a replacement for an older bridge, which in turn was constructed for transport links to Ayrshire. Devlin Bridge appears to be a local piece of infrastructure associated with the railway. The Flood Wall at Weir Pumps Ltd is interesting as it appears to be a plain utilitarian structure, yet the Weir Company and its innovative practices an history are obviously very rich and could be thoroughly explored. In conclusion, the surveys have provided a dialogue into the area, their construction and their relationship to the River Cart. Glasgow was one of the greatest industrial powers of the world; therefore heritage from this period is vital in piecing the city's history together from this time.

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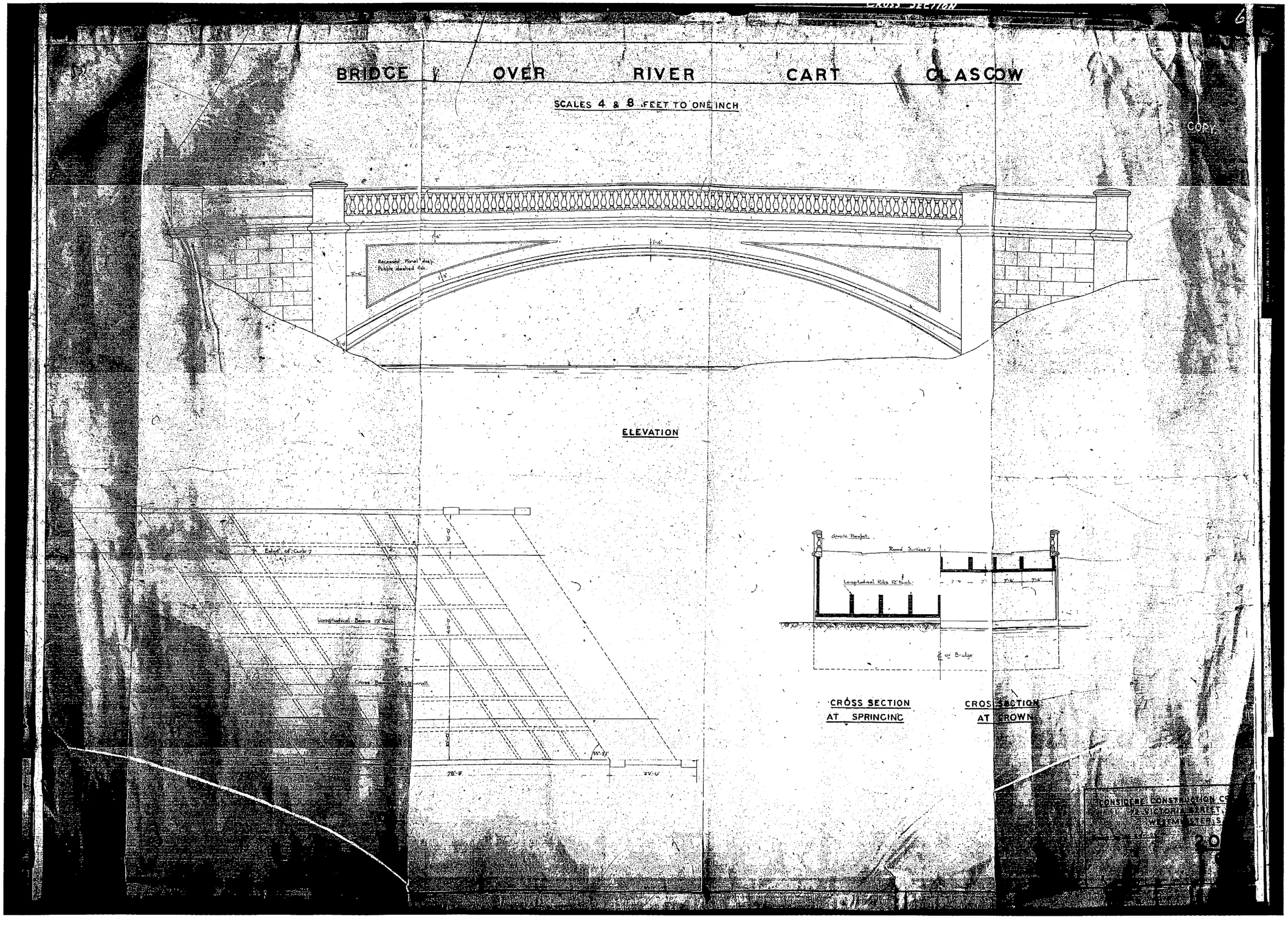
Ordnance Survey Maps One-inch "Popular" edition, Scotland, 1921-1930; Sheet 72 - Glasgow, 1923-4 - 1925,76 x 99.8 cm

Ordnance Survey Plan 1:1250; 4th Edition 1919 – revision 1914-1925 - Ordnance Survey Maps One-inch "Popular" Edition, Scotland

APPENDIX 1; FIGURES 1



APPENDIX 2: PHOTO REGISTER & PHOTOGRAPHS (CD)

Photo No	Colour Slide	Black & White	Digital	Direction Facing	Description
044	Y	Y	Y	E	General Shot of Holmlea Bridge-Str.8-western elevation
045	Y	Y	Y	E	Detail shot of "1901" on Str.8
046	Y	Y	Y	NE	General shot of Structure 8
047	Y	Y	Y	E	Shot of southern abutment on west elevation.
048	Y	Y	Y	N	Profile shot of Structure 8
049	Y	Y	Y	N	Profile shot of Structure 8
050	Y	Y	Y	W	Detail shot of Lantern Block on Structure 8
051	YY	Y	Y	W	Detail shot of Lantern Fitting on Structure 8
052	Y	Y	Y	W	Detail shot of Lantern Fitting on Structure 8
053	Y	Y	Y	NW	Detail shot of "Glasgow" stamp on lantern
054	Y	Y	Y	W	Detail shot of design on lantern -Structure 8
055	Y	Y	Y	W	Detail shot of Ballustrade
056	Y	Y	Y	S	General shot of Holmlea Bridge-Structure 8
057	Y	Y	Y	W	General shot of Holmlea Bridge-Structure 8
058	Y	Y	Y	W	General shot of Holmlea Bridge-Structure 8
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061	Y	Y	Y	W	General shot of Holmlea Bridge-Structure 8
079	Y	Y	Y	NW	General shot of Structure 9
080	Y	Y	Y	N	General shot of Structure 9
081	Y	Y	Y	N	General shot of Structure 9
082	Y	Y	Y	S	Shot of Structure 10 - detail of cast-iron superstructure
083	Y	Y	Y	S	Structure 10 - general shot of superstructure
084	Y	Y	Y	S	Structure 10 -East sandstone abutment
085	Y	Y	Y	S	Structure 10 -East sandstone abutment
086	Y	Y	Y	W	General shot of Structure 10
087	Y	Y	Y	W	General shot of Structure 10
088	Y	Y	Y	NW	Shot of Structure 10 with railway Bridge at North
089	Y	Y	Y	N	Profile shot of South elevation of Structure 10
090	Y	Y	Y	N	Profile shot of South elevation of Structure 10
091	Y	Y	Y	NW	Shot of buildings on SW bank of Structure 10
092	Y	Y	Y	N	Southern elevation of Structure 10
093	Y	Y	Y	N	Southern elevation of Structure 10 - oblique view
094	Y	Y	Y	NW	Close up of abutment-structure 10
095	Y	Y	Y	N	Southern elevation of Structure 10
096	Y	Y	Y	N	Close up paraphet detail
097	Y	Y	Y	SE	Northern elevation of Structure 10
098	Y	Y	Y	SE	Northern elevation of Structure 10
157	Y	Y	Y	N	General shot of Structure 9
158	Y	Y	Y	N	General shot of Structure 9
159	Y	Y	Y	N	Close up of vent and grate in flood wall
160	Y	Y	Y	N	Close up of vent and grate in flood wall
161	Y	Y	Y	NW	Close up of vent and grate in flood wall
162	Y	Y	Y	NW	Close up of vent and grate in flood wall
163	Y	Y	Y	NW	Shot from bridge - flood wall with buildings
164	Y	Y	Y	NW	Shot from bridge - flood wall with buildings