one phase and depth, varying across the site. Excavated levels varied from 31m to 33m AOD approximately.

Trench 2 lay across the area proposed as a car park. Figure 2.22 below again shows the outline and some detail. Both drawings are adapted from those in the original report in order to show each trench as a continuous feature.

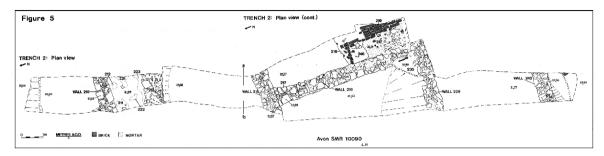


Figure 2.22: 1994 Trench 2, adapted from Figure 5, Parry

Again, from Parry, 1994, "The ... remains recorded in trench 2 appeared, on the basis of the cartographic evidence to correspond with (a) the outer wall of the building to the north-east of the Old House glasscone and (b) the outer wall and internal divisions of the building attached to [its] eastern side ... The poorly consolidated nature of these remains and the minimal amounts of furnace waste recorded would appear to confirm that the glassworks buildings located within this part of the application site were not specifically associated with the processes carried out in the cone." (The walls all appeared "to belong to a single phase of construction.")

On the 1830s plan these buildings are shown as containing "Frit rooms" and "Counting Houses, Pot Rooms and Warehouses" respectively.

By 1870 they are {32} and {34} ["Cylinder room" and "Two French Kilns"] and {35} and {36} ["Coloured Cullet Room" and "Mixing Room", bracketed together as underneath a "Cylinder Room" on the first floor and in turn this was under a "Pot Room" on the second floor. (See table 2.1.)

However, if Trench 2 has been correctly located, and the 1870 plan is accurate, there should be evidence of the "Blowing Holes (12)", {26}, but there is not, as surprisingly none was found. The outline of the 1830s plan, when compared with that of 1870 indicates that there might well have been accommodation for the blowing holes at the earlier date.

A possible explanation given by Parry for the absence of the "swing pits" is "that in common with several [?] other swing pits excavated on the glassworks site during the early Eighties the pits in which the cylinder glass was swung may have been built up above ground level." References to absolute levels have not been found, but from photographs and drawings of the earlier excavations it looks very much as if the pits of the New House Cone that were excavated, and for which records have been found for this study had their floors below ground level. It certainly appears, for example, that there is a ramp up from the brick floor of the southeastern pit, presumably to the then ground level. This is confirmed by a statement in "Description of Site 'B" in the manuscript report of the 1983 excavations that, "A ramp...connects this lower brick floor area to a cobbled floor, a little less than a meter [sic]

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<sup>&</sup>lt;sup>15</sup> *Ibid.*, 6.3, p 12

<sup>&</sup>lt;sup>16</sup> *Ibid.*, 5.3.8, p 11

<sup>&</sup>lt;sup>17</sup> NS SMR 2397 File A, Author unknown

higher in elevation."<sup>18</sup> Later in the same section it transpires that the cobbled floor is in fact a cobbled roadway, complete with wheel ruts 145 cm apart.

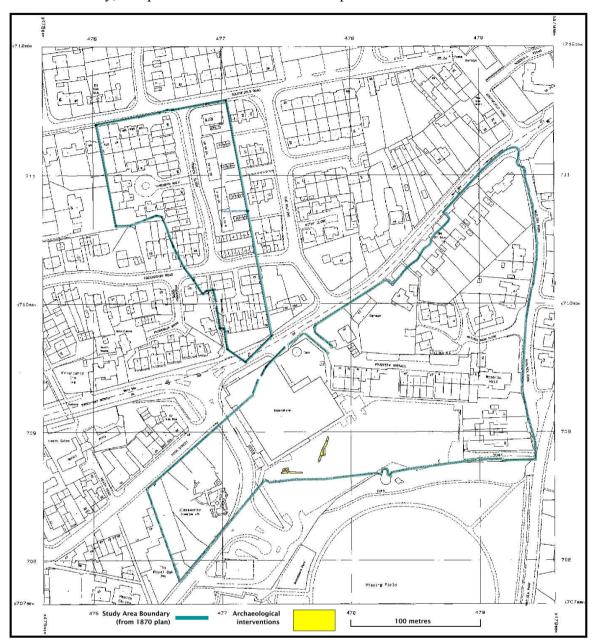


Figure 2.23: 1994 evaluation on site-centred map

In the absence of any direct evidence to the contrary, the position of trench 2 reproduced in Figures 2.23 and 2.24, below, is as given on Figure 2 of the report. However, if the plan of Trench 2 is compared at the same scale with the 1870 plan there is a very good fit if it is moved eastwards by 9.75m from the position shown. The northernmost wall in the trench is then a section in the centre of the southern wall of {34}; the north-south wall is between {35} and {36}. The two walls meeting this wall at right-angles at each end are the northern walls of {36} and the southern wall of {35}. The section of wall crossing the southern end of the trench is not then sitting, somewhat inexplicably, in the middle of a swinging pit, but forms the

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<sup>&</sup>lt;sup>18</sup> From a larger scale version of Figure 2.3, which came to light late in 2003, well after the above was written, the pit floor level was 31.70 –31.77m AOD and the cobbled road level at the top of the ramp was 32.50m AOD.