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THE WHARF PH
STATION ROAD
OLD HILL
CRADLEY HEATH
WEST MIDLANDS
Historic building Record
2008

Project No. 1740

January 2008

**The Wharf Public House, Station Road,
Old Hill, Cradley Heath, West Midlands**

Historic Building Record

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CRADLEY HEATH, WESTMIDLANDS**

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**THE WHARF PUBLIC HOUSE, STATION ROAD, OLD HILL,
CRADLEY HEATH, WEST MIDLANDS**

Historic Building Record, January 2008

SUMMARY

Birmingham Archaeology undertook a programme of historic building recording in January 2008 at The Wharf Public House, Station Road, Old Hill, West Midlands, in advance the redevelopment of the site for residential purposes. The Wharf Public House is included on the Statutory List of Buildings of Special Architectural or Historical Interest as a Grade II listed structure. The unfortunate destruction of much of the building by fire in February 2006 and the subsequent deterioration of the fabric has, however, significantly reduced the inherent historical interest of the buildings themselves. Under these circumstances, and within the limitations imposed by Health and Safety concerns resultant from the dangerous condition of the buildings, the current project has allowed for as full a record as possible to be made of the remaining buildings in their present state, in advance of demolition.

A search was made of all readily available published and unpublished sources held at the Smethwick Community History and Archives (SCHAS), the Staffordshire Record Office (SRO), The William Salt Library, Stafford and the libraries of the University of Birmingham. A map regression exercise of all historic Ordnance Survey editions was made with a view to establishing the development of the standing buildings.

The historic core of the Wharf originated as an isolated farmhouse, Slack Hillock Farmhouse, loosely dated to the middle years of the 18th century. Identifiable alterations made to the primary structure include the full rebuilding of the southern elevation and the strengthening of the block by the introduction of three tiers of iron tie rods extending around all four elevations, presumably in response to subsidence arising from the extensive mining activities in the area. Slack Hillock Farm was sold in 1852 and was converted to use as a hotel or inn, being first listed in the trade directories as 'The Sportsman and Railway Hotel' in 1860. The change of use reflected the general reduction in traditional agricultural land-use as farming became increasingly incongruous within a rapidly developing industrial landscape.

A series of single storey extensions to the east, north and west of the main block date principally to the later years of the 20th century and are of no inherent architectural significance or merit.

THE WHARF PUBLIC HOUSE, STATION ROAD, OLD HILL, CRADLEY HEATH, WESTMIDLANDS

Historic Building Record, January 2008

1 INTRODUCTION

1.1 Background to the Project

- 1.1.1 Birmingham Archaeology was commissioned by Malvern Estates Plc of Sutton Coldfield to undertake a programme of historic building recording at The Wharf Public House, Station Road, Old Hill, West Midlands in advance of demolition of the standing building and redevelopment of the site for residential purposes.
- 1.1.2 A Planning Application (Ref. DC/07/48559) has been received by Sandwell Metropolitan Borough Council (SMBC) in respect of the demolition of the Grade II Listed Wharf Public House, in advance of redevelopment of the site for residential purposes.
- 1.1.3 In the light of the deteriorating condition of the building following a fire in February 2006, Listed Building Consent was granted by SMBC on 5th December 2007 for demolition of the building with the following conditions:
1. *Before demolition works are commenced, a method for recording the external features of the listed building shall be submitted to and approved by the local planning authority.*
 2. *The approved method of recording historic features shall be carried out prior to the demolition of the listed building.*

1.2 Site Location and Designations

- 1.2.1 The Wharf Public House is located approximately 2 km east of Cradley Heath and 5 km south-east of Dudley town centre (NGR: SO 96468 85935; Figure 1). The building occupies a central plot within an extensive site on the north side of the Dudley No.2 Canal (Figure 2) and, bounded to the north by the rear of properties fronting onto Grange Road. The site is accessed via a bridge ('Wright's Bridge') over the canal from Station Road to the south; further access is by a driveway leading between numbers 12 and 13 Grange Road to the north.
- 1.2.2 The Wharf is included on the Statutory List of Buildings of Special Architectural or Historical Interest as a Grade II Listed building (See Appendix B) and on the SMBC Sites and Monuments Record (SMR Ref: 598 - MBL3058). The entry lists the former names of the Wharf as the *Sportsman and Railway Hotel* and, originally, *Slack Hillock Farmhouse*.

1.3 Aims and Objectives

- 1.3.1 The principal objective of the project, as stated in the Written Scheme of Investigation (Birmingham Archaeology, 2007; Appendix C), was to make 'a detailed record of the structures in accordance with best practice' taking into consideration 'it's historical development, typology, spatial layout technology and function'.

- 1.3.2 The Historic Building Record has been made in accordance with English Heritage's '*Understanding Historic Buildings; A Guide to Good Recording Practice*' (EH, 2006) and with guidelines laid out in the Institute of Field Archaeologists '*Standard and guidance for the archaeological investigation and recording of standing buildings and structures*' (IFA, 2001).

2 METHODOLOGY

2.1 Documentary Research

- 2.1.1 A search was made of all readily available published and unpublished sources held at the Smethwick Community History and Archives (SCHAS), the Staffordshire Record Office (SRO), The William Salt Library, Stafford and the libraries of the University of Birmingham. The search extended to general published histories, maps, photographs and drawings, written accounts and trade directories. A map regression exercise was also undertaken, reference being made to all available historic mapping including Ordnance Survey coverage via the Edina 'Digimap' on-line resource. All sources are listed below in Appendix A.
- 2.1.2 Mr R. Moss of the Black Country Society was contacted to ascertain whether the BCS held any information or records pertaining to the Wharf public house. Unfortunately, the society held only a single exterior photograph of the premises dating to August 1976 (Figure 19b), and no further documentation regarding the building survives.

2.2 Site Assessment and Recording

- 2.2.1 Further to the undertaking of preliminary documentary research, a programme of historic building recording was undertaken as follows:

The Written Record

- 2.2.2 A written record of the building was compiled in the field on *pro forma* building and room record sheets, noting details of building type, date(s), materials, plan, and elevations.

The Drawn Record

- 2.2.3 A measured survey of the building was carried out by means of hand measurement and extended to ground and first floor plans, exterior elevations and representative cross-sections. Due to health and safety considerations (see §.2.3), access to the interior of the building was limited at ground floor level, while the first floor was not accessible.

The Photographic Record

- 2.2.4 The photographic survey comprised both general and detail shots, and was carried out using a 35mm camera with black and white film, and a high resolution digital camera. Graded photographic scales were included where possible. All photographs were recorded on a *pro forma* photographic register sheet detailing subject, direction, photographer and date. A selection of photographs are reproduced below.

2.3 Limitations of the Study

- 2.3.1 The scope of on-site recording was significantly restricted due to health and safety considerations resultant from the derelict and dangerous condition of the building following an extensive fire in February 2006 and subsequent deterioration of the fabric.

3 HISTORICAL BACKGROUND

3.1 Development of the Area

- 3.1.1 Historically, Old Hill forms a part of Rowley Regis parish, which was divided between two manors; King's Rowley (or Rowley Regis) and Rowley Somery (Chitham 2006, 6-7). Down to the later years of the 18th century, the parish retained an essentially rural aspect, with extensive areas of open 'waste' heath or moorland, reflected in the place names of Cradley Heath, Blackheath and Whiteheath. Early maps (see Figures 3/4) show a landscape characterised by open fields with scattered hamlets and isolated farmsteads, connected by a poor network of dirt roads, the only settlement *per se* being at Rowley Regis itself (Chitham 2006, 30). White's *Directory of Staffordshire* (1834, quoted in Wilson-Jones 1950, 93) describes the parish as comprising 'the large but indifferently built village of Rowley...and about 20 small hamlets'. Small-scale industries such as nailmaking and brickmaking were undertaken, though mainly on a domestic level. With the onset of the industrial revolution, however, the mineral resources of the parish, rich in coal, ironstone, dolerite and clay made industrial development inevitable. Although mines are recorded in the parish as early as the 13th century (Wilson-Jones 1950, 77) the first 'modern' mines were opened in the later years of the 18th century, in particular after the Enclosure Act of 1799 and its extension in 1821 (*ibid.*, 81). The first coal pit 'of importance' was sunk in Rowley Regis at the Old Lion Colliery in 1827.
- 3.1.2 The speed of industrialisation in the area was greatly affected by the development of the transport network, with the introduction first of the canals and later the railways, where it had formerly been dependent upon an inadequate road system. The first canal between Wolverhampton and Birmingham was constructed between 1768-1772 (Brindley's 'Birmingham Canal Navigations' or BCN Old Main Line), while the Dudley No.1 canal, built to link BCN to the Stourbridge canal, thus linking Birmingham with the River Severn, was opened in 1779. By 1793, it was clear that a second canal was required and the Dudley No.2 canal was built to link the No.1 canal to the Worcester and Birmingham canal at Selly Oak, via the Gorsty Hill and Lapal tunnels thus bypassing the congested canals of central Birmingham. The No.2 canal was opened in 1798, passing 30m to the south-west of Sleck Hillock Farmhouse (the present Wharf Public House), then in the ownership of one Daniel Wright after whom the canal bridge to the south-west of the farm took its name (Anon 1975, 57).¹
- 3.1.3 The opening of the canals to each side of the Rowley Hills facilitated and accelerated the industrial development of the area. The rapid expansion of extractive and other industries in the area in the mid 19th century is evident from a review of historical Ordnance Survey mapping (see §.3.3, Figure 6) and by the later 19th century, the parish was described as 'one of the most populous and increasing of the manufacturing districts, the inhabitants being principally miners, nailers and chain makers' (Post Office Directory 1872, 703). By 1880, over 50 collieries were in operation within Rowley Regis, together with mineral mines, brick works, iron works, blast furnaces and forges (Wilson-Jones 1950, 98). The Ordnance Survey 1st Edition map of 1884 map

¹ The name 'Wright's Bridge' is, however, not indicated until the Ordnance Survey edition of 1937 (Figure 10).

shows the large number of collieries operating within the immediate area of Sleck Hillock: at Haden Hill, Waterfall Lane, Black Waggon Colliery, the Eagle Colliery, Riddings Colliery, the Butterfly Colliery, The Old Lion Colliery, Granville and Gorsty Hill and at Blackheath.

- 3.1.4 The land take associated with the rapid and seemingly unchecked expansion of industry in the area resulted in a marked reduction in traditional agricultural activities; it was within this context that Slack Hillock Farm was sold in September 1852 by Mr. Joseph Walters (grandson of Daniel Wright, see §.3.1.2) who, according to the sale particulars, was ‘declining farming’ (Anon 1975, 57). It is of interest that the sale particulars include over 200 lbs of nails within it’s effects (*ibid.*), implying that nail making had been undertaken at the farm as a subsidiary to agriculture. A side effect of the industrial expansion was an increase in the number of inns and taverns serving the growing population; White’s 1855 Directory lists one establishment per 200 head of population (Wilson-Jones 1950, 96).
- 3.1.5 The latter years of the 19th century, however, saw a peak of production in the greater part of the South Staffordshire coalfield and many mines in the Rowley Regis area were being worked out by the early years of the 20th century. By the time of the 1903/4 Ordnance Survey edition, the collieries at Haden Hill Waterfall Lane Old Lion, Riddings, and Black Waggon are all shown as ‘disused’. Problems were exacerbated by a mineworkers’ strike in 1920, during which many pits were flooded and from which the industry never fully recovered.
- 3.1.6 The 20th century has seen a move away from the heavy industry of the previous centuries and land reclaimed from former collieries has been utilised for residential expansion. The inter-war housing of Grange Road, immediately to the north of The Wharf was laid out between the Ordnance Survey editions of 1919 and 1937 (Figures 9 & 10).

3.2 Map Regression²

- 3.2.1 A review of historic maps, while allowing for a general view of the development of the Old Hill area, has proved of only limited use in identifying structural changes within the building of the Wharf Public House itself. The first map to show the building of the Wharf in any detail is the 1845 ‘Plan of the Parish of Rowley Regis in the County of Stafford’ (Figure 5)³, being a copy of an original map of 1821, now lost. The building is depicted as an isolated house on the northern bank of the Dudley No.2 canal, approximately rectangular in plan though with a recessed central bay to the north elevation and a central, (?)porch projection to the centre of the south elevation. A series of outbuildings are attached at the south-western corner of the house, extending down to the northern canal embankment to the west of Wright’s Bridge.
- 3.2.2 On the Ordnance Survey County Series 1st Edition 1:2500 map of 1884 (Figure 7), the main building (here marked as the *Sportsman and Railway*) retains its rectangular plan form, though the recess in the north elevation is no longer apparent. The series of outbuildings remain at the south-west corner of the building, including a long narrow range aligned on a NE-SW axis and extending as far as the canal embankment. The outbuildings differ slightly in their detail,⁴ for

² The building of the Wharf Public House is aligned on a NW/SE axis. So as to avoid overly long orientational descriptions, in the following discussion and within the building descriptions in section §.4 below, it will be described as if on an east-west alignment such that the principal elevation faces to the south.

³ Staffs Record Office D/593/H/3/263. Although apportionment references are given on the Parish map, unfortunately no accompanying terrier detailing ownership, occupier, landuse etc. at this date survives in the archives.

⁴ Variation in plan detail may reflect a more ‘schematic’ approach to depiction of the buildings in the earlier plan.

example the northernmost outbuilding appears to abut the main house as opposed to being set slightly to the south. The area retains its early name of ‘*Sleck Hillock*’ in the 1884 OS edition.

- 3.2.3 The Ordnance Survey County Series 1:2500 1st Revision map of 1903 (Figure 8) depicts the building essentially as in the 1st Edition save for the addition of a small, rectangular projection at the western end of the north elevation, corresponding to extension D (Room G7) within the recorded structure (see §.4.3). The series of outbuildings are illustrated as in the earlier map.
- 3.2.4 The Ordnance Survey County Series 1:2500 2nd Revision map of 1918-19 (Figure 9) shows both main house and outbuildings as unchanged from the 1903 edition. A footpath is indicated leading northwards from the western side of the main house.
- 3.2.5 In the Ordnance Survey County Series 1:2500 3rd Revision map of 1937 (Figure 10) shows the main house as unchanged from the 1818-19 edition, though the outbuildings have undergone significant change. The long, NE-SW aligned range has been truncated at its southern end and occupies a plot approximately half the length of its original footprint while, to the north, a substantial new structure has been erected, equal in size to the main house. At the southern end of the west elevation, a subsidiary structure abuts the main house and extends on a south-westerly alignment; the section of this structure that abuts the main house occupies a footprint approximately half the size of extension B (Rooms G4/5) within the standing building (see §.4.3) Further afield, residential development has occurred with the laying out of Grange Road to the north of the site, and the canal bridge is first labelled as ‘*Wright’s Bridge*’.⁵
- 3.2.6 The National Grid Series 1st Edition 1:2500 map of 1955 (Figure 11) shows significant modifications to the buildings. The outbuildings abutting the house to the west would appear to have been removed and replaced by two projections which correspond to extensions B (G4/5) and C (G6) within the standing building (see §.4.3), while the rectangular projection at the western end of the north elevation, first evident on the 1903 edition, has been extended slightly to the north. The large structure to the north, first evident on the 1937 edition, was apparently short-lived, and is not indicated on this edition. A bowling green is first indicated within the raised area of ground to the east of the public house, accessed via a short stair which survives (Plate 24).
- 3.2.7 The National Grid Series 1st Revision 1:2500 map of 1970 (Figure 12) shows no significant changes from the layout illustrated in the 1955 edition.

3.3 Trade Directories

- 3.3.1 A review of historic trade directories for Staffordshire has allowed the ownership/licenseeship of the *Sportsman and Railway* to be traced in some detail, and this is summarised in Table 1 below. The building is first listed as the *Sportsman and Railway Hotel* in the Post Office Directory of 1860, under license of John Wright who is additionally listed as a Maltster.⁶ Although the *Sportsman and Railway* is not listed in earlier directories, it may be of significance that a John Wright of Old Hill is listed as a maltster in 1855 and is listed at *The Lion* in Totnals in 1854. In 1850 a Mrs Mary Anne Wright is listed at *The Lion*, while John Wright is listed as a brickmaker in Totnals. White’s Directory of 1851 lists two inns and taverns in Slack Hillock, namely *The*

⁵ It has not been possible to establish whether a connection exists between John Wright, licensee of the *Sportsman and Railway* from 1860 until 1884 and the family of Daniel Wright, who owned the Slack Hillock farm at the turn of the 19th century.

⁶ The 1881 Census lists John Wright, aged 61, as the licensed victualler of *The Sportsman Inn*, residing at ‘Slack Hillock 136’ with his wife Eliza, aged 62, son John aged 25 and an unmarried boarder, Isabella Beaman aged 40.

Navigation and *The Boat* (both evident on the 1st Edition Ordnance Survey map; Figure 6), and two further establishments at Gosty Hill, *The Anchor* and *The Bell*.

Date	Source	Page ref.	Name	Proprietor	Address
1834	White's	---	---	---	---
1850	P Office	---	---	---	---
1851	P Office	---	---	---	---
1854	P Office	---	---	---	---
1855	White's	---	---	---	---
1860	P Office	p.625	<i>Sportsman and Railway Hotel</i>	John Wright (and maltster)	Gosty Hill
1861	Harrison Harrod & Co.	---	---	---	---
1863	P Office	p.555	<i>Sportsman and Railway Hotel</i>	John Wright (and maltster)	Gosty Hill
1868	P Office	p.631	<i>Sportsman and Railway Hotel</i>	John Wright (and maltster)	Gosty Hill
1870	P Office	p.631	<i>Sportsman and Railway Hotel</i>	John Wright	Gorsty Hill
1872	Kelly's	p.703	<i>Sportsman and Railway Hotel</i>	John Wright (and coal master)	Gorsty Hill
1876	Kelly's	p.208	<i>Sportsman and Railway Hotel</i>	John Wright	Gorsty Hill
1880	Kelly's	p.235	<i>Sportsman and Railway Hotel</i>	John Wright	Gorsty Hill
1884	Kelly's	p.236	<i>Sportsman and Railway Hotel</i>	John Wright	Gorsty Hill
1888	Kelly's	p.252	<i>Sportsman and Railway Hotel</i>	Ann Maria Hingley (Mrs.)	Gorsty Hill
1892	Kelly's	p.262	<i>Sportsman and Railway Hotel</i>	William Henry Hingley	Gosty Hill
1896	Kelly's	p.282	<i>Sportsman and Railway Hotel</i>	William Henry Hingley	11 Granville Road
1900	Kelly's	p.296	<i>Sportsman and Railway PH</i>	Henry James	11 Granville Road
1904	Kelly's	p.303	<i>Sportsman and Railway PH</i>	Frederick Holloway	64 Station Road
1908	Kelly's	p.323	<i>Sportsman and Railway PH</i>	Frederick Holloway	64 Station Road
1912	Kelly's	p.328	<i>Sportsman and Railway PH</i>	Frederick Holloway	64 Station Road
1916	Kelly's	p.322	<i>Sportsman and Railway PH</i>	Emma Holloway (Mrs.)	64 Station Road
1921	Cope's	p.168	<i>Sportsman and Railway PH</i>	Emma Holloway (Mrs.)	'nr. Station'
1924	Kelly's	p.344	<i>Sportsman and Railway PH</i>	Rose Hannah Harris (Mrs.)	64 Station Road
1928	Kelly's	p.338	<i>Sportsman and Railway PH</i>	Rose Hannah Harris (Mrs.)	64 Station Road
1931	Aubrey's	p.304	<i>Sportsman and Railway PH</i>	Rose Hannah Harris (Mrs.)	64 Station Road
1932	Kelly's	p.344	<i>Sportsman and Railway PH</i>	Rose Hannah Harris (Mrs.)	64 Station Road
1934	Aubrey's	p.255	<i>Sportsman and Railway PH</i>	Rose Hannah Harris (Mrs.)	64 Station Road
1936	Kelly's	p.348	<i>Sportsman and Railway PH</i>	Rose Hannah Harris (Mrs.)	64 Station Road
1940	Kelly's	p.342	<i>Sportsman and Railway PH</i>	Rose Hannah Harris (Mrs.)	64 Station Road

Table 1: Trade Directory listings 1834 - 1940

3.3.2 John Wright continues to be listed as the licensee of *The Sportsman and Railway Hotel* down to 1884. In the later 19th century, the premises are listed under several different licensees; Mrs. Ann Maria Hingley (1888), William Henry Hingley (1892), Henry James (1900), Frederick Holloway (1904) and Mrs Emma Holloway (1916) before enjoying a further period of stability from 1924 to 1940, when the premises are licensed to a Mrs Rose Hannah Harris, wife of the renowned local footballer George 'Abner' Harris who purchased the establishment in 1913 after a successful career with Aston Villa FC. Rose Hannah Harris' name appears above the door in a photograph of c.1935 (Figure 19a).

3.4 Other Sources

3.4.1 A single photograph of the *Sportsman and Railway* shows a group of regulars standing and sitting before the front door of the establishment in c.1935 (Figure 19a).⁷ The photograph reveals little of the building itself and all that can be seen is that the door was at that time furnished with a semi-circular fan-light beneath a flat, bracketed hood; the fanlight includes the name of the licensee, Mrs Rose Hannah Harris. A photograph of August 1976 (R. Moss, private collection, Figure 19b) presents a general view of the premises as seen from Station Road. The building appears essentially as recorded, with the exception of a small porch around the front entrance door; it is unclear whether the eastern extension (F) has been added by this date.

⁷

Sandwell Community History and Archives Service ref. P/13146, reproduced in Moss 2004, 57.

4 BUILDING DESCRIPTION

4.1 General Arrangements

4.1.1 The building of the Wharf Public House occupies the central part of a large open site on the north bank of the Dudley No.2 canal and to the south of Grange Road housing estate (Figure 2). The building is aligned on a NW/SE axis though, so as to avoid overly long orientational descriptions, it will here be described as if on an east-west alignment such that the principal elevation is to the south. The building comprises a central two-storey block (Building A) with a series of single-storey extensions of varying dates (all 20th century) to the west (B & C), north (D, E & F) and east (G); overall arrangements are illustrated in Figure 2 (inset). Each element of the building will be described in turn.

4.2 Building A

4.2.1 Building A forms the historic core of the Wharf public house, comprising a two-storey, brick-built range on a rectangular plan, loosely dated to the mid-18th century (Statutory List entry; Appendix B). The structure has been badly affected by recent fire damage and subsequent deterioration of the fabric which, combined with the lack of early historical references, does not allow for a more definite date of origin to be proposed here.

Exterior Elevations

4.2.2 The principal façade of the building (see Figure 14a, Plate 4) is orientated to the south, overlooking the Dudley No.2 canal and Wright's Bridge. The elevation is of two-storeys and three bays, brick-built laid to Flemish bond (painted) below a moulded timber eaves cornice. At ground floor level, a central doorway with flat concrete lintel (inserted) is set between vertical sliding sash windows (6 over 6 panes) beneath fluted, segmental arches located centrally within the end bays. First floor fenestration mirrors the pattern of ground floor openings, again comprising standard 6 over 6 sashes with exposed sash boxes set flush with the wall plane, somewhat shorter than the ground floor openings and with flat brick heads. The elevation is strengthened by a series of three iron tie-rods located at eaves, first floor and ground levels.⁸ The elevation would appear to have been rebuilt, evident by the distinct brick bond used in its construction, by straight joints evident within the east and west elevations (see §.4.2.2) and by the lack of brick dentil cornice seen in the rear (north) elevation (see §.4.2.3).

4.2.2 The east and west elevations of Building A (Figure 15) are again brick-built, though laid in Flemish garden wall bond, the joint between the brickwork of the south front being clearly visible at the southern end of each side elevation (Plates 8 & 9). The clear implication is that the building has been refronted, possibly contemporary with the introduction of the iron tie bars. Single window openings are visible at first floor level lighting the rear rooms to the east (F3) and west (F1). The lower level of each end elevation is obscured by later extensions; B and C to the west, G to the east. The upper part of the elevations has been lost, though reference to pre-fire photographs indicates double, coped gables forming an M-profile roof (see Figure 19b).

4.2.3 The rear (north) elevation is of two-storeys and three bays, brick-built laid to Flemish garden wall bond (unpainted), eaves level being enhanced by a single, projecting brick course and dentil cornice (Figure 14b, Plates 6, 10 & 11). A segmental brick arch is clearly visible towards the eastern end of the elevation, immediately above the flat roof of Extension F (Plate 10); the quality

⁸ Iron tie-rods extend around all four elevations of the central block.

of the brickwork suggests that this arch is inserted. The original function remains unclear as it does not correspond with any surviving or known historical layout of the public house building and any related opening at ground floor level has subsequently been infilled. The brickwork of the upper elevation appears uniform throughout with no obvious interruption corresponding to the recessed central bay illustrated in early cartographic sources (see §.3.2.1; Figure 5). A sloping stair rises in the centre of the elevation from within Extension E (Plate 11) via a doorway inserted within the first floor wall. Immediately to the west of the sloping stair is a blocked window at mezzanine level, suggestive of a former internal stair location and a single, square window opening at first floor level, which lights room F1.

*Interior Description*⁹

- 4.2.4 Internally, it is immediately apparent that major changes have been undertaken at ground floor level to accommodate contemporary tastes for public house arrangements. The east-west spine wall of the structure has been almost entirely replaced at this level and the ground floor fireplaces removed. All principal ceiling members were noted to comprise either RSJs or modern, paired timber beams, encased in plaster and rendered in imitation of stop-chamfered beams.

Ground Floor (Figure 13a)

- 4.2.5 The ground floor of Building A comprises two principal spaces (G1 and G2) divided by an east-west aligned spine wall (not original), formerly partitioning off a 'bar' (G2) and 'lounge' (G1) area to north and south respectively (Plates 12-17). These arrangements presumably replace an original plan of two rooms to either side of a central, north-south aligned passage, a plan that survives at first floor level. To the east side of the building the central stack, formerly housing fireplaces to north and south, has been rebuilt to support the surviving fireplaces at first floor level. East of this feature the spine wall appears to be original, that part to the west however, has been entirely rebuilt, and includes a series of access doors, related to the buildings more recent use as a public house. The western part of the north wall includes a wide, brick-built fireplace with segmental arch beneath a corbelled timber beam (Plate 13); this again represents a later alteration, and the original plan presumably included simple fireplaces to north and south of the central spine wall, with a second stack (now demolished though visible in old photographs) rising on the line of the roof valley, matching that to the east.
- 4.2.6 Principal access to Building A is by a doorway in the south elevation, via a small lobby (G3). Secondary access is via a doorway and passage (G5) within extension B, which abuts the western side of G1. To the west, an inserted, arched doorway gives onto Room G4 while to the east, doorways give onto Extension G (Room G14) and to the toilet block Extension F to the north.
- 4.2.7 With the exception of paired, standard sash windows (6 over 6) in the end bays, no original fixtures or fittings were observed at ground floor level, which has suffered from extensive fire damage and is badly obscured by fallen debris from the upper levels of the building.

First Floor (Figure 13b)

- 4.2.8 The first floor of Building A is accessed via a straight flight stair located to the north of the main block within Extension E, rising to a doorway inserted into the north wall of the former building.

⁹ As noted above (§.2.3), access to the interior of the building was significantly restricted due to health and safety considerations resultant from the derelict and dangerous condition of the building following an extensive fire in February 2006 and subsequent deterioration of the fabric.

The building plan at this level comprises paired rooms to east (F3/5) and west (F1/4) of a central, north-south aligned passage (F2; Plate 21). The southern part of passage F2 is partitioned off to form a small, enclosed vestibule corresponding to entrance lobby G3 at ground floor level. Partition walls at this level are of single-skin brick construction with applied plaster render. All door cases and skirting details have been removed. Only the interior of room F3 was partly visible from the head of the stair (though again obscured by fallen debris); it was noted to include a fireplace in the south wall with a small, framed cupboard to the west (Plate 22). The opening and fireback of a further fireplace within Room F5 were visible from ground floor level (Plate 23).

Roof Structure

- 4.2.9 The roof structure of the Building A was completely destroyed by a fire of February 2006. Reference to the Statutory List entry (Appendix B) and to photographs pre-dating the fire indicate an M-profile roof (Figure 19b), slated and with coped gables to east and west. Part of the roof profile is reflected in a surviving flashing in the eastern stack, though details of the roof construction itself have been lost.

4.3 Extensions B and C

- 4.3.1 Extensions B and C are located to the west of Building A; both are single storey and brick-built, laid to Flemish garden wall bond (Plates 3 and 7). The southern structure (B) abuts the west elevation of Building A and comprises two separate elements, probably of two distinct phases of construction. To the south is a small, single room extension (G4) with a pitched roof, aligned east-west, tiled and gabled to the west. The structure abuts Building A in a clear straight joint to the east (Plates 3 & 4). Single sash windows (6 over 6) are located within the south and west walls. Room G4 is accessed solely from within Building A via an arched doorway in its eastern wall, paired with a small arched hatch (Plate 15). A window within the north wall looks onto passageway G5.
- 4.3.2 To the north of G4 is a simple east-west aligned passage (G5), flat-roofed with doorways to west (exterior) and east, provides through access to the body of Building A. Externally, it appears that the passage represents a secondary addition to G4, and the eaves detail of projecting tile below a single header course is identical to Extension C to the north.
- 4.3.3 Extension C is located to the north end of the west elevation. It is a rectangular, brick-built structure of one storey with a flat roof with simple rectangular window openings to the southern, western and northern walls. The exterior eaves detail of projecting tile below single header course is identical to that used in passageway G5 to the south, with which it is presumably contemporary.
- 4.3.4 Both extensions B and C are both first evident in their present form on the Ordnance Survey edition of 1955 (Figure 11). As noted above, it would appear that the extensions have been added in two phases, first the gabled structure represented by room G4, followed by the addition of passageway G5, contemporary with the introduction of extension C to the north. The space between extensions B and C was formerly closed by a mono-pitch roofed block, the western wall of which partly survives, and the roof scar of which is traceable in the north and south walls of B and C respectively.

4.4 Extension D

- 4.4.1 Extension D is located at the west end of the north elevation of Building A; it is a single-storey structure, brick-built (rendered), with a pitched roof aligned north-south, gabled to the north and abutting Building A to the south (Figure 15a). Internally, little is visible of the original fabric of the structure, the room (G7) having been refitted as a kitchen and, as with other areas of the building, having suffered fire damage and subsequent deterioration (Plate 20). The room is lit by a three-light timber casement in the north wall and by a small window at the south end of the west wall. Doorways in the south and east walls give access to Building A and Extension E (G8) respectively, while a large section of the west wall has been removed at the time of the construction of extension C (Room G6).
- 4.4.2 Extension D is first evident on the Ordnance Survey 2nd Edition of 1903 (Figure 8) and it maintains a uniform footprint in later editions. Editions of 1955 and 1970 (Figures 11/12) show that extension D being enveloped to the east by Extension E, which in these editions seems to extend further to the north than in the surviving building.

4.5 Extension E

- 4.5.1 Extension E (Room G8) is a narrow rectangular structure, aligned north-south and appended to the northern elevation of Building A (to the east of Extension D). It is plain and brick-built (rendered) with a flat roof and is lit by a single window opening in the north wall. Internally it houses a simple, straight-flight stair serving the upper storey of Building A.
- 4.5.2 Extension E is first evident on the Ordnance Survey edition of 1955 (Figure 11), though it appears to extend somewhat further to the north in this and the edition of 1970. It was possibly shortened at the time of the construction of extension F. Earlier arrangements, in particular the location of the original stair serving the first floor of Building A are unclear, though the blocked, mezzanine level window visible externally suggest a former internal stair at the north end of the central bay (see §.4.2.3; Plate 11).

4.6 Extension F

- 4.6.1 Extension F (Rooms G9-G13) represents a utilitarian, single-storey, brick-built toilet block added at the north-east corner of Building A at some stage after the Ordnance Survey edition of 1970. As such, it is of no particular architectural or historical interest. Exterior brickwork is laid to stretcher bond, regularly fenestrated and clearly abutting the earlier extension E to the west (Figure 14b).

4.7 Extension G

- 4.7.1 Extension G (Room G14) is located at the eastern end of Building A (Plates 5 & 6). It is a 'conservatory' style construction with extensive glazing above low brick walls around its southern, eastern and northern elevations and with a recessed entranceway set centrally in the east elevation (Figure 15b). Internally the roof rests upon a plate supported by a series of circular section iron columns (Plates 18/19). The extension is accessed internally by two doorways in the east wall of Building A, the southern access being direct and the northern entry being via a lobby (G13). The extension post-dates the Ordnance Survey edition of 1970 (Figure 12) and is of no particular architectural or historical interest.

5 DISCUSSION AND CONCLUSION

5.1 Discussion

- 5.1.1 The origin of the building originally known as *Slack* (or ‘*Sleck*’) *Hillock Farmhouse* remain obscure, the structure has been badly affected by recent fire damage and subsequent deterioration of the fabric which, combined with the lack of early historical references, allows little to be added to the imprecise ‘mid-18th century’ dating included in the Statutory List entry (Appendix B). The primary farmhouse structure is presumably that illustrated in the 1845 copy of the 1821 parish plan (Figure 5) although it is difficult to correlate the recessed north elevation illustrated in the 1845 plan with the fabric of the surviving building, unless the plan is indicating ground floor extensions, since removed. Definable alterations made to the primary structure include the apparent full rebuilding of the south elevation and the strengthening of the block by the introduction of three tiers of iron tie rods extending around all four elevations, presumably in response to subsidence arising from the extensive mining activities in the area. Such strengthening is a relatively common feature of older buildings in the areas of mineral extraction (Chitham 2006, 118).
- 5.1.2 Slack Hillock Farm was wound down as a farm and sold in 1852, and it was presumably at this point that it was converted to use as a Hotel or public house, being first listed in the trade directories as *The Sportsman and Railway Hotel* in 1860. As outline above (§.3.1.4), the change of use was probably linked to the general reduction in traditional agricultural land-use as farming became increasingly incongruous within a developing industrial landscape. Little can be said of the original arrangements of the public house / hotel as, as is common with buildings of this nature, it has been subject to periodic refurbishment in line with contemporary tastes.¹⁰ The limited nature of the accommodation, taken in conjunction with the fact that the licensee, John Wright, was in 1881 resident with his wife, adult son and boarder, make it unlikely that significant accommodation was offered at the premises, which probably functioned more as an ale house, one of a burgeoning number of such establishments serving a rapidly growing urbanised population. The original name of the establishment as listed in 1860 is of interest in that, if it relates to the Stourbridge extension of the GWR line, it reflects a proposed though as yet unbuilt railway, which only reached Old Hill in 1866 (Chitham 2006, 78). The name may alternatively reflect one of the extensive network of narrow gauge mineral lines and ‘inclines’ that served the various mines, quarries and works in the area (see examples at Granville and Gorsty Hill, Blackheath and Haden Hill Collieries on Figure 6). It is fitting that the premises were later owned by George Harris, a local footballer of renown who enjoyed a successful career with Aston Villa and West Bromwich Albion FC, though the identity of the original, eponymous ‘*Sportsman*’ has not been established.
- 5.1.3 The footprint of the building remained little changed by the time of the publication of the 1st Edition Ordnance Survey map in 1884, with the exception of the addition of a small annex at the west end of the north elevation (extension D). Throughout the early part of the 20th century, changes are evident in the group of outbuildings formerly to the south-west of the standing building, though the public house itself remains essentially unchanged. After 1937 (Figure 10) a series of extensions were added, first to the west and later (post-1970) to the north and east elevations of the building, resulting in the plan that survives today.

¹⁰ This has been compounded by the extensive fire damage and subsequent deterioration of the fabric.

5.2 Conclusion

- 5.2.1 The inclusion of The Wharf public house on the Statutory List of Buildings of Special Architectural or Historical Interest as a Grade II listed structure (Appendix B), highlights its former historical significance. The unfortunate destruction of much of the building by fire in February 2006 and the subsequent deterioration of the fabric have, however, significantly reduced the inherent historical interest of the buildings themselves. Under these circumstances, and within the limitations imposed by Health and Safety concerns resultant from the dangerous condition of the buildings, the current project has allowed for as full a record as possible to be made of the remaining buildings in their current state, in advance of demolition.

6 ACKNOWLEDGEMENTS

- 7.1 The project was commissioned by Malvern Estates Plc of Sutton Coldfield. The fieldwork was undertaken by Ric Tyler and Samantha Hepburn of Birmingham Archaeology and was managed by Dr. Malcolm Hislop. The current report was written and illustrated by Ric Tyler and edited by Malcolm Hislop. Thanks are due to the staff of the Smethwick Community History and Archives Service, the Staffordshire Record Office and William Salt Library. Special thanks to Graham Eyre-Morgan and Charlotte Lewis of SMBC (Historic Environment) and to Ron Moss of the Black Country Society.

APPENDIX A: List Of Sources

(a) *Cartographic Sources* (in chronological order)

- 1775 William Yates' 'Map of the County of Stafford'.
- 1845 Plan of the Parish of Rowley Regis in the County of Stafford. Copy of 1821 original (lost). SRO D/593/H/3/263.
- 1850 Areas served by the Birmingham Canal Navigations. SRO D593/H/9/B11.
- 1855 Plan showing those portions of the mineral districts of S. Staffordshire, E Worcs, and N. Warks intersected by the Birmingham Canal Navigations. SRO D593/H/9/14.
- 1876 Rowley Regis Tithe Map. SCHAS, (no ref.).
- 1884 Ordnance Survey County Series 1:2500 1st Edition Map
- 1904 Ordnance Survey County Series 1:2500 1st Revision Map
- 1918 Ordnance Survey County Series 1:2500 2nd Revision Map
- 1937-9 Ordnance Survey County Series 1:2500 3rd Revision Map
- 1955-7 Ordnance Survey National Grid Series 1:2500 1st Edition Map
- 1970 Ordnance Survey National Grid Series 1:2500 1st Revision Map
- 1966-73 Ordnance Survey National Grid Series 1:1250 1st Revision Map

(b) *Published Sources*

Allen, GC. 1929. *The Industrial Development of Birmingham and The Black Country 1860-1927*. George Allen and Unwin, London.

Anon, 1975a. 'Slack Hillock Farm' in *The Black Country Bugle*, Vol.12, p.57.

Anon, 1975b. 'Abner Harris: Memories of a Fine Black Country Sportsman' in *The Black Country Bugle*, Vol.12, p.95-6.

Chitham E, 2006. *Rowley Regis: A History*. Phillimore, Chichester.

Horovitz, D, 2005. *The Place-Names of Staffordshire*. Stafford.

Moss R, 2004. *Britain in Old Photographs. Cradley Heath, Old Hill and District: A Second Selection*. Sutton Publishing, Stroud.

Phillips ADM, 1984. 'A Map of the County of Stafford by William Yates: An Introduction.' *Collections for the History of Staffordshire*, Fourth Series, Volume 12.

Wilson-Jones AR, 1950. *The History of The Black Country*. Cornish Bros., Birmingham.

Trade Directories

1834 White's History, Gazetteer and Directory of Staffordshire.

1850 Post Office Directory of Birmingham, Staffordshire and Worcestershire.

- 1851 White's Directory of Staffordshire
- 1854 Post Office Directory of Birmingham, Warwickshire, Worcestershire and Staffordshire.
- 1855 White's Directory of South Staffordshire
- 1860 Post Office Directory of Staffordshire.
- 1861 Harrison, Harrod and Co. Directory and Gazetteer of Staffordshire.
- 1863 Post Office Directory of Staffordshire.
- 1868 Post Office Directory of Staffordshire.
- 1870 Post Office Directory of Shropshire, Staffordshire and Worcestershire.
- 1872 Kelly's Directory of Staffordshire.
- 1876 Kelly's Directory of Staffordshire.
- 1880 Kelly's Directory of Staffordshire.
- 1884 Kelly's Directory of Staffordshire.
- 1888 Kelly's Directory of Staffordshire.
- 1892 Kelly's Directory of Birmingham, Staffordshire, Warwickshire and Worcestershire.
- 1896 Kelly's Directory of Staffordshire.
- 1900 Kelly's Directory of Staffordshire.
- 1904 Kelly's Directory of Staffordshire.
- 1908 Kelly's Directory of Staffordshire.
- 1912 Kelly's Directory of Staffordshire.
- 1916 Kelly's Directory of Staffordshire.
- 1921 Cope's Directory of Staffordshire.
- 1924 Kelly's Directory of Staffordshire.
- 1928 Kelly's Directory of Staffordshire. Kelly's Directory of Staffordshire.
- 1931 Aubrey's Directory of Staffordshire.
- 1932 Kelly's Directory of Staffordshire.
- 1934 Aubrey's Directory of Staffordshire.
- 1936 Kelly's Directory of Staffordshire and Derbyshire
- 1940 Kelly's Directory of Staffordshire.

(c) *On-line Sources*

English Heritage 'Images of England' on-line catalogue of listed buildings:

<http://gouk.about.com/gi/dynamic/offsite.htm?site=http%3A%2F%2Fwww.imagesofengland.org.uk%2F>

Edina Digimap digital historic mapping resource:

<http://digimap.edina.ac.uk/historic/HistoricMap?useJS=true>

Edina Digimap digital geological mapping resource:

<http://digimap.edina.ac.uk/bgsmapper/index.jsp?useJS=true>

Rowley Regis Online at www.rowleyregis.com

APPENDIX B: Statutory List Entry

SO 98 NE

SANDWELL MB

STATION ROAD
Gorsty Hill,
Cradley Heath

8/136

The Wharf Public House (No. 135)

II

House, now public house. Probably mid-C18 with facade altered early to mid- C19. Brick, rendered at front, with tile roof. Double-depth plan with M- roof. Two storeys, three bays. Windows sashed with glazing bars. Those on the ground floor have fluted segmental lintels. Door, in central bay, has plain stone surround. Brick dentil course. Coped gables. Chimneys in valley in line with first and third bays. Previously Slack Hillock Farmhouse, the building became a public house in the mid-nineteenth century and was known as the Sportsman and Railway.

APPENDIX C: Written Scheme of Investigation (WSI)

Written Scheme of Investigation for an Historic Building Record of The Wharf Public House, Station Road, Cradley Heath, Sandwell, West Midlands

1.0 Introduction

This written scheme of investigation describes a programme of historic building recording to be carried out at the grade II listed former Wharf Public House, Cradley Heath. The work is occasioned as a condition of planning consent in respect of an application (DC/07/48559) to demolish the building, which is badly damaged, and in a dangerous condition.

2.0 Site Location

The former Wharf Public House is situated on the north side of Station Road, Cradley Heath, West Midlands (NGR SO 9647 8592), from which it is accessible across a bridge over the Dudley Canal.

3.0 Objectives

- To establish the origins, chronology, technical history and significance of the Wharf Public House
- To make a detailed record (English Heritage level 3) of the site in accordance with best current practice, taking into consideration its historical development, typology, spatial layout, technology and function
- To create a detailed site archive that is to be deposited with the Community History and Archives Service, Smethwick Library
- To make available to interested parties the results of the investigation subject to any confidentiality restrictions

4.0 Methods

In general the work will be carried out with due regard to the advice offered by the Institute of Archaeologists (IFA 2001), and English Heritage (2006).

Documentary Research

A search will be made of all relevant and readily available secondary sources including local histories, as well as historic maps, trade directories and collections of old photographs and postcards, principally at the Community History and Archives Service, Smethwick Library, but also at pertinent county record offices. The National Monuments Record Centre at Swindon, the Sandwell Sites and Monuments Record, and Ron Moss of the Black Country Society will also be consulted.

Drawn Record

A measured survey of the building will be carried out by hand, by REDM or laser scanner as appropriate.

The drawings, which will be at a scale of 1:50, will comprise floor plans, elevations, and a north/south section.

The extent of the survey will be dictated by health and safety considerations, which may preclude access to certain areas.

Written Record

A written record of the building will be compiled in the field on *pro forma* building and room record sheets, noting details of building type, date(s), materials, plan, and elevations.

Photographic Record

The photographic survey will comprise both general and detail shots, and will be carried out using a 35mm camera with black and white film, and a high resolution digital camera. All detail shots will include a scale. All photographs will be recorded on a *pro forma* record sheet detailing subject, direction, photographer and date.

5.0 Staffing & Standards

The project will be managed by Malcolm Hislop BA, PhD, MIFA, and the fieldwork will be supervised by Shane Kelleher BA, MA, MA or an historic buildings project officer of equivalent experience and qualifications. All staff will be suitably qualified and experienced for their roles in the project.

6.0 Reporting

The results will be presented in an illustrated report in both bound and electronic format, which would include the following information:

- Non-technical summary.
- Site location
- Objectives
- Method
- Historical background and development
- Analytical building description
- The significance and wider context of the building
- Appropriate illustrations including , location plan, historic maps, photographs,
- Plans by period and area to aid interpretation.
- Appropriate appendices including a completed summary sheet, archaeological brief, written scheme of investigation

In addition, a summary report will be submitted for inclusion in *West Midlands Archaeology*.

7.0 General

All project staff will adhere to the Code of Conduct of the Institute of Field Archaeologists. The project will follow the requirements set down in the *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (Institute of Field Archaeologists 2001).

A detailed Risk Assessment will be prepared prior to the commencement of fieldwork. All current health and safety legislation, regulations and guidance will be complied with. The excavation will conform to the *Management of Health and Safety at Work Regulations 1992* and *Health & Safety in Field Archaeology Manual* (SCAUM 1991).

APPENDIX D: Sandwell MBC SMR Summary Sheet

Site name/Address: The Wharf Public House, Station Road, Old Hill, Cradley Heath, West Midlands	
Borough: Sandwell MBC	NGR: SO 96468 85935
Type of Work: Historic Building Record	Site Code:
Archaeological Contractor: Birmingham Archaeology	Date of Work: January 2008
Location of Finds/ Curating Museum: NA/ Sandwell Community History and Archives Service, Smethwick	
Title of Report: THE WHARF PUBLIC HOUSE, OLD HILL, CRADLEY HEATH, WEST MIDLANDS: Historic Building Record, January 2008	
SUMMARY OF FIELDWORK RESULTS:	
<p><i>Birmingham Archaeology undertook a programme of historic building recording in January 2008 at The Wharf Public House, Station Road, Old Hill, West Midlands, in advance the redevelopment of the site for residential purposes. The Wharf Public House is included on the Statutory List of Buildings of Special Architectural or Historical Interest as a Grade II listed structure. The unfortunate destruction of much of the building by fire in February 2006 and the subsequent deterioration of the fabric has, however, significantly reduced the inherent historical interest of the buildings themselves. Under these circumstances, and within the limitations imposed by Health and Safety concerns resultant from the dangerous condition of the buildings, the current project has allowed for as full a record as possible to be made of the remaining buildings in their present state, in advance of demolition.</i></p> <p><i>A search was made of all readily available published and unpublished sources held at the Smethwick Community History and Archives (SCHAS), the Staffordshire Record Office (SRO), The William Salt Library, Stafford and the libraries of the University of Birmingham. A map regression exercise of all historic Ordnance Survey editions was made with a view to establishing the development of the standing buildings.</i></p> <p><i>The historic core of the Wharf originated as an isolated farmhouse, Slack Hillock Farmhouse, loosely dated to the middle years of the 18th century. Identifiable alterations made to the primary structure include the full rebuilding of the southern elevation and the strengthening of the block by the introduction of three tiers of iron tie rods extending around all four elevations, presumably in response to subsidence arising from the extensive mining activities in the area. Slack Hillock Farm was sold in 1852 and was converted to use as a hotel or inn, being first listed in the trade directories as 'The Sportsman and Railway Hotel' in 1860. The change of use reflected the general reduction in traditional agricultural land-use as farming became increasingly incongruous within a rapidly developing industrial landscape.</i></p> <p><i>A series of single storey extensions to the east, north and west of the main block date principally to the later years of the 20th century and are of no inherent architectural or historical significance or merit.</i></p>	
Author of Summary: R. Tyler	Date of Summary: January 2008

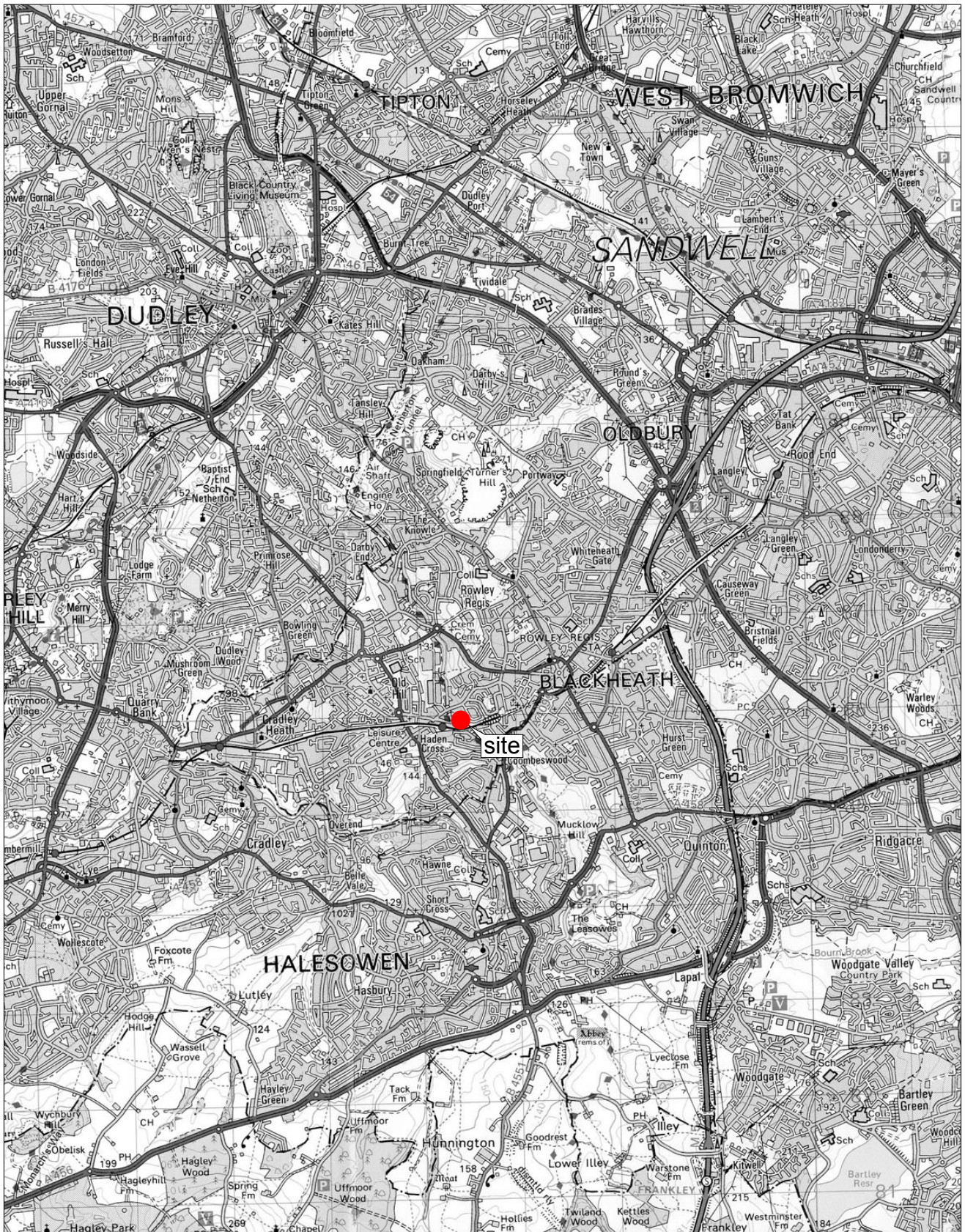


Figure 1: Site Location

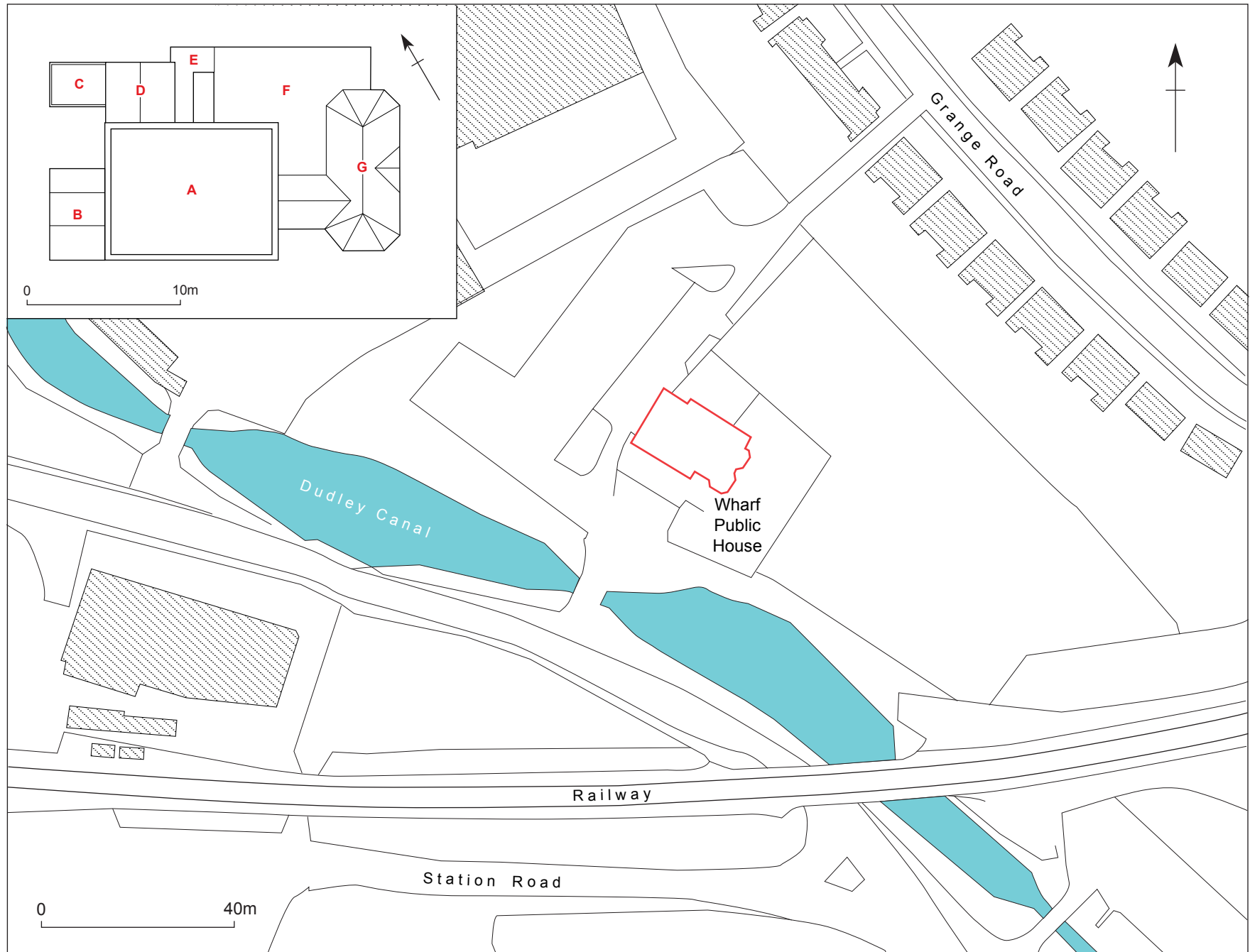


Figure 2: Site plan and building layout (inset)



Figure 3: A Map of the County of Stafford, William Yates 1775 (extract)

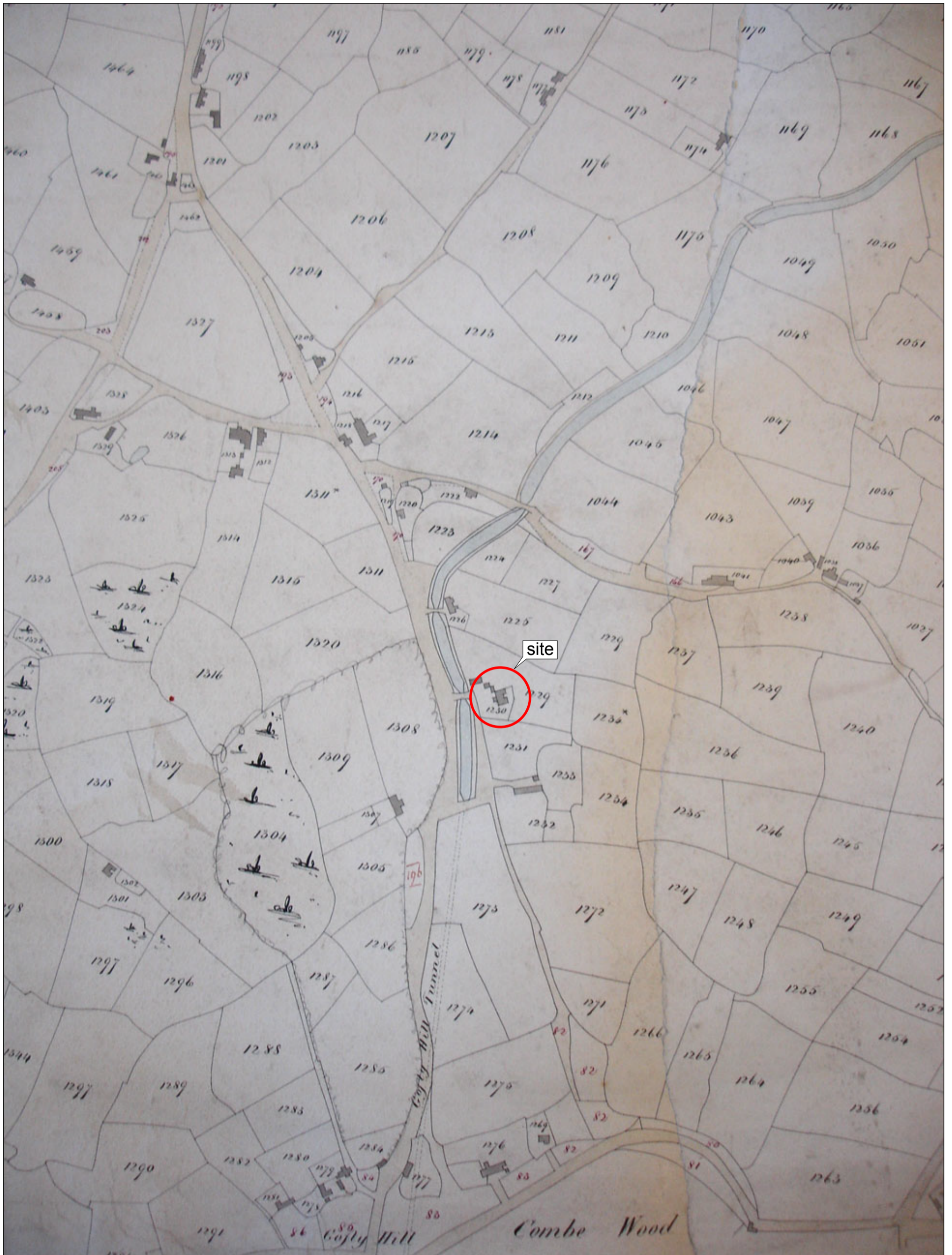


Figure 4: Plan of the Parish of Rowley Regis in the County of Staffordshire, 1845 copy of 1821 original, extract. (SRO D/593/H/3/263)



Figure 5: Plan of the Parish of Rowley Regis in the County of Staffordshire, 1845: detail.
(SRO D/593/H/3/263).

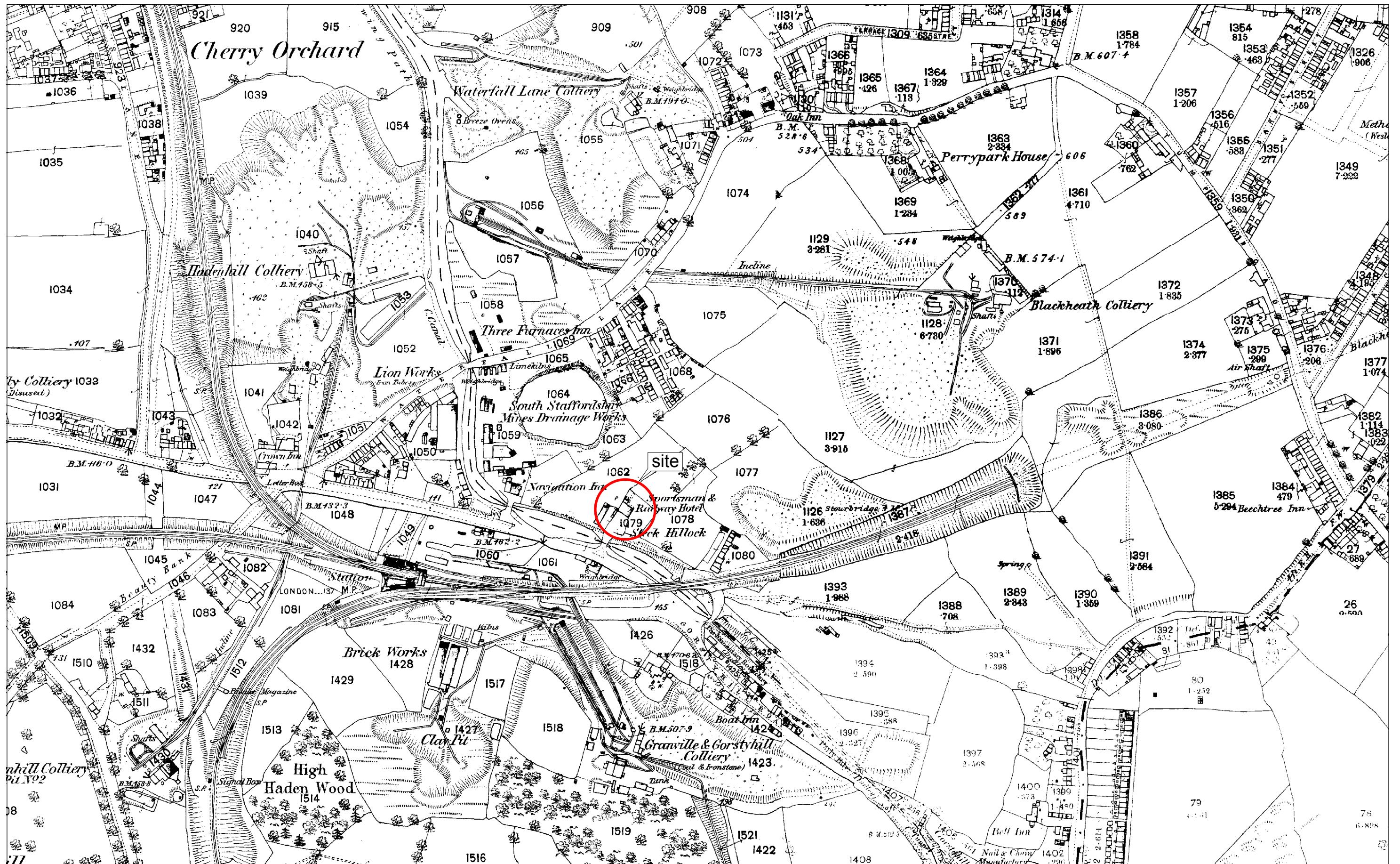


Figure 6:
 Old Hill Area, Ordnance Survey County Series
 1st Edition 1:2500 map of 1884

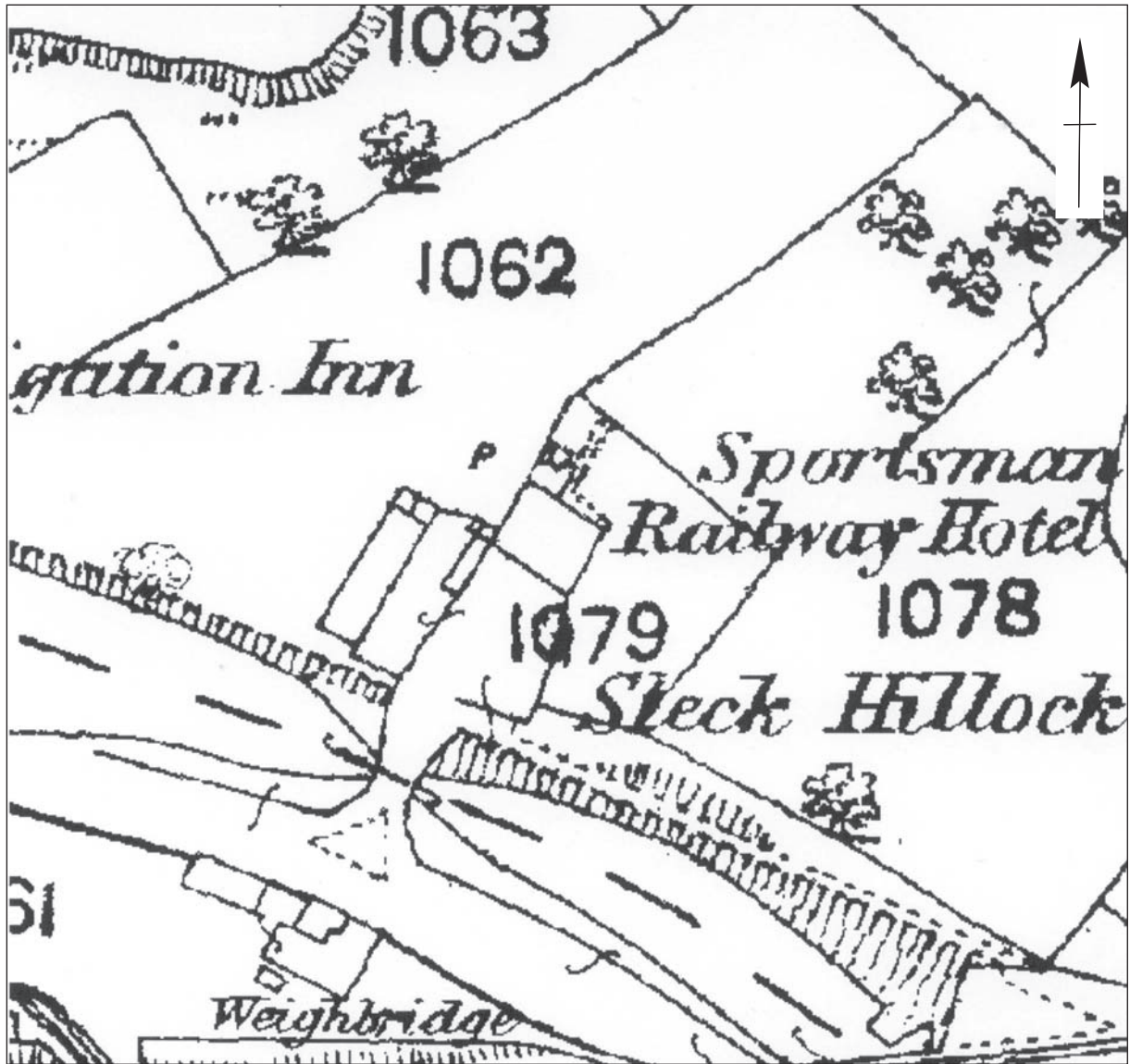


Figure 7: Ordnance Survey County Series 1st Edition 1:2500 map of 1884

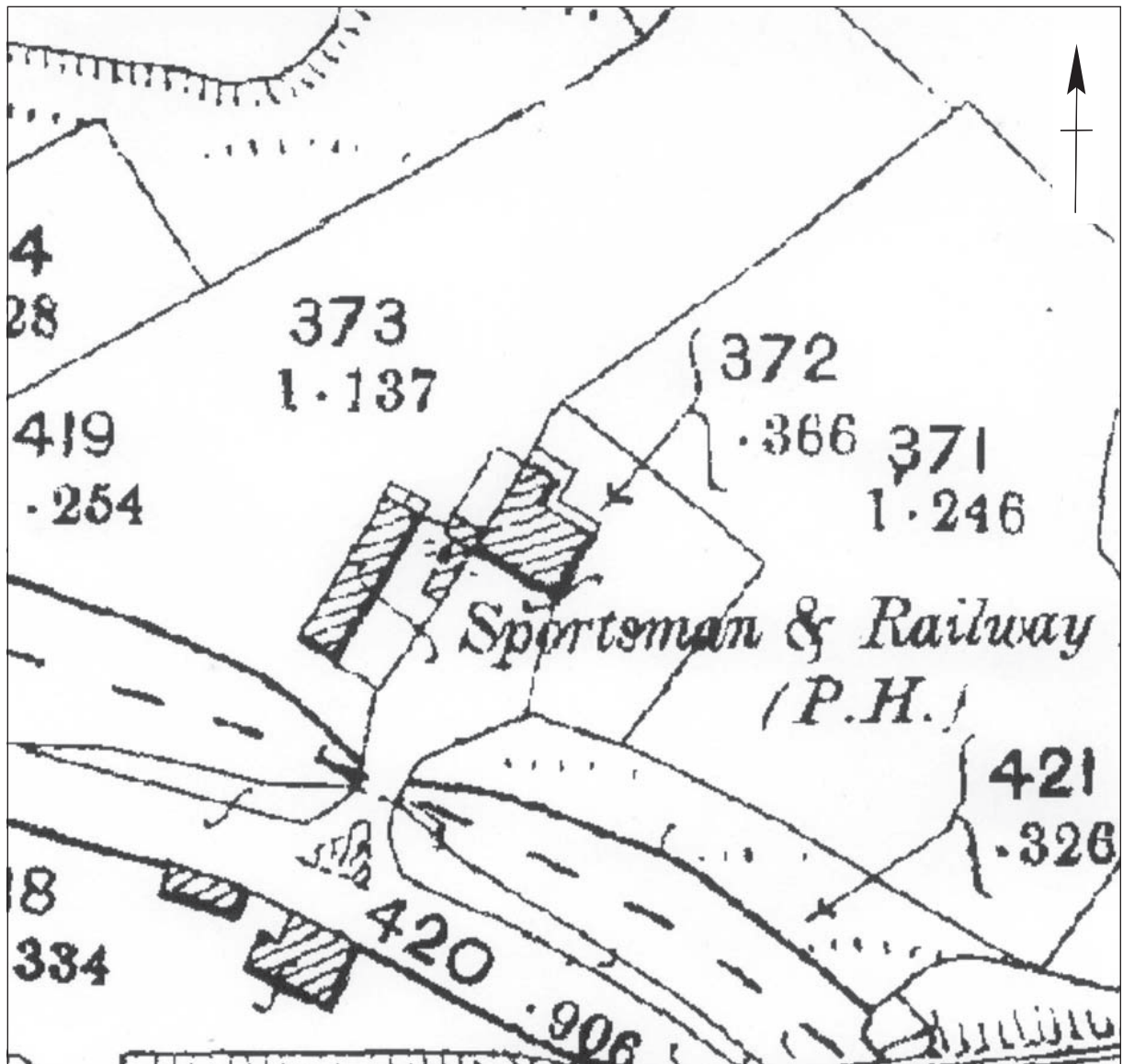


Figure 8: Ordnance Survey County Series 1st Revision 1:2500 map of 1903

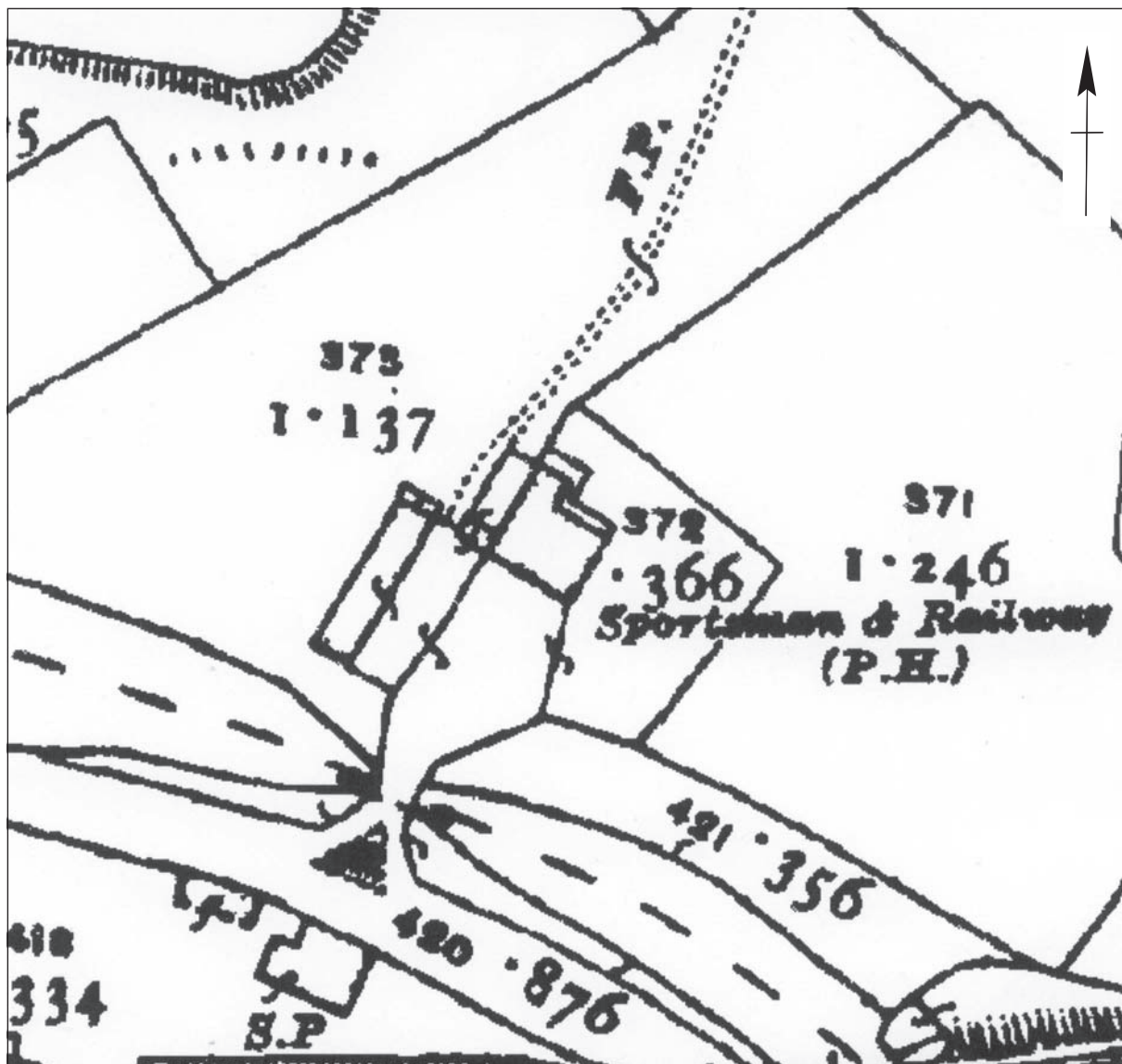


Figure 9: Ordnance Survey County Series 2nd Revision 1:2500 map of 1918-9

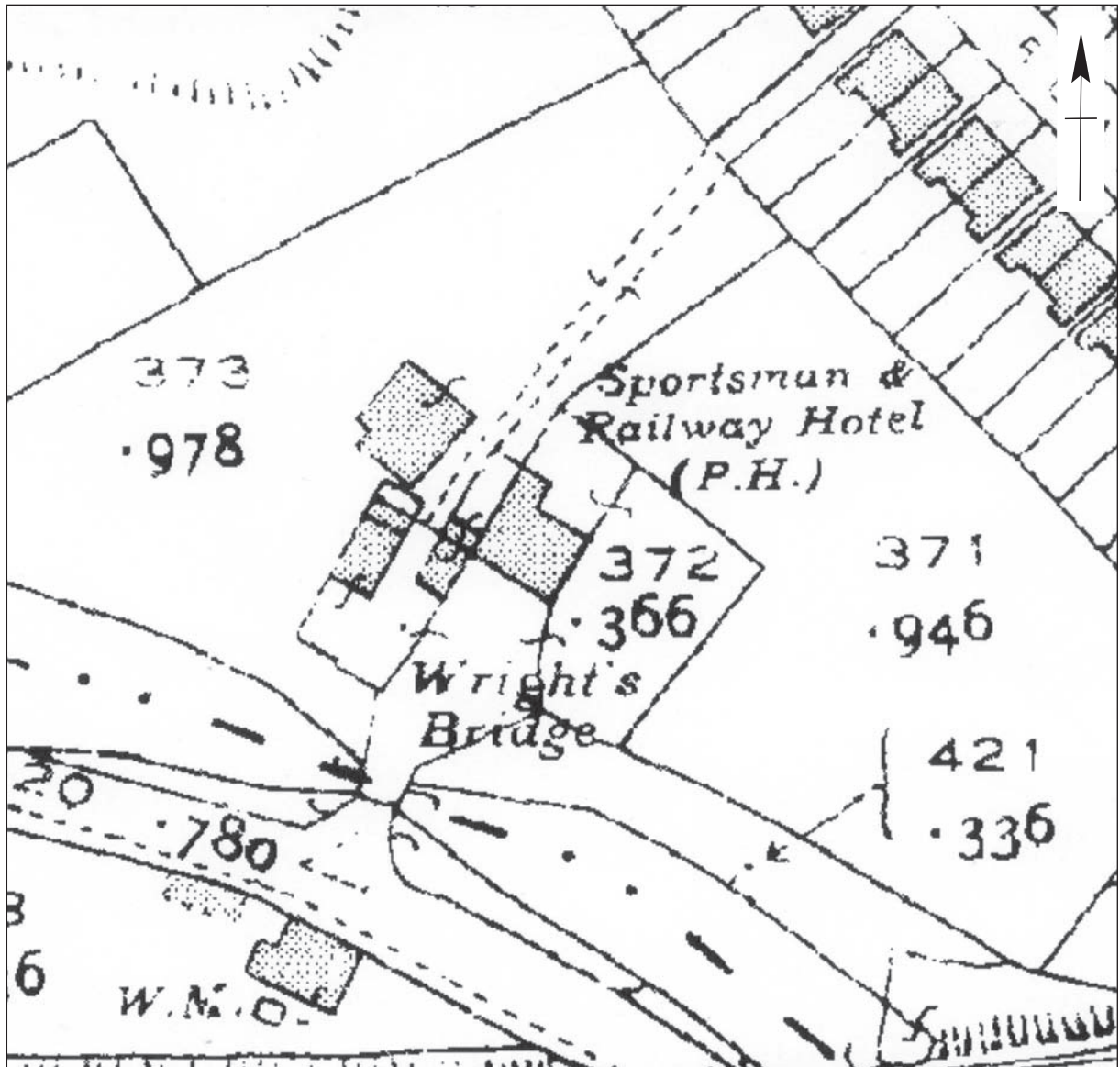


Figure 10: Ordnance Survey County Series 3rd Revision 1:2500 map of 1937.

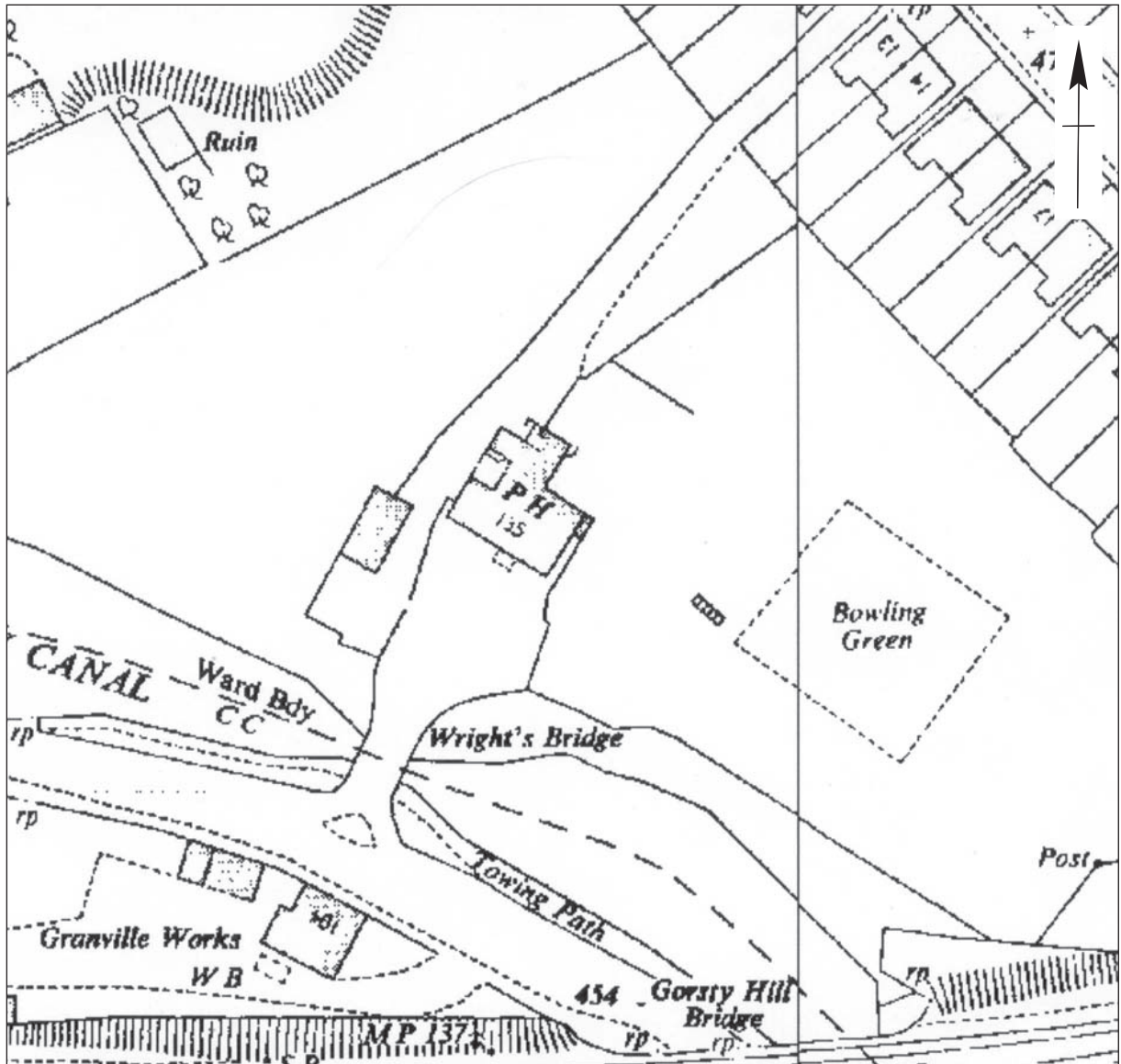


Figure 11: Ordnance Survey National Grid Series 1st Edition 1:2500 map of 1955.

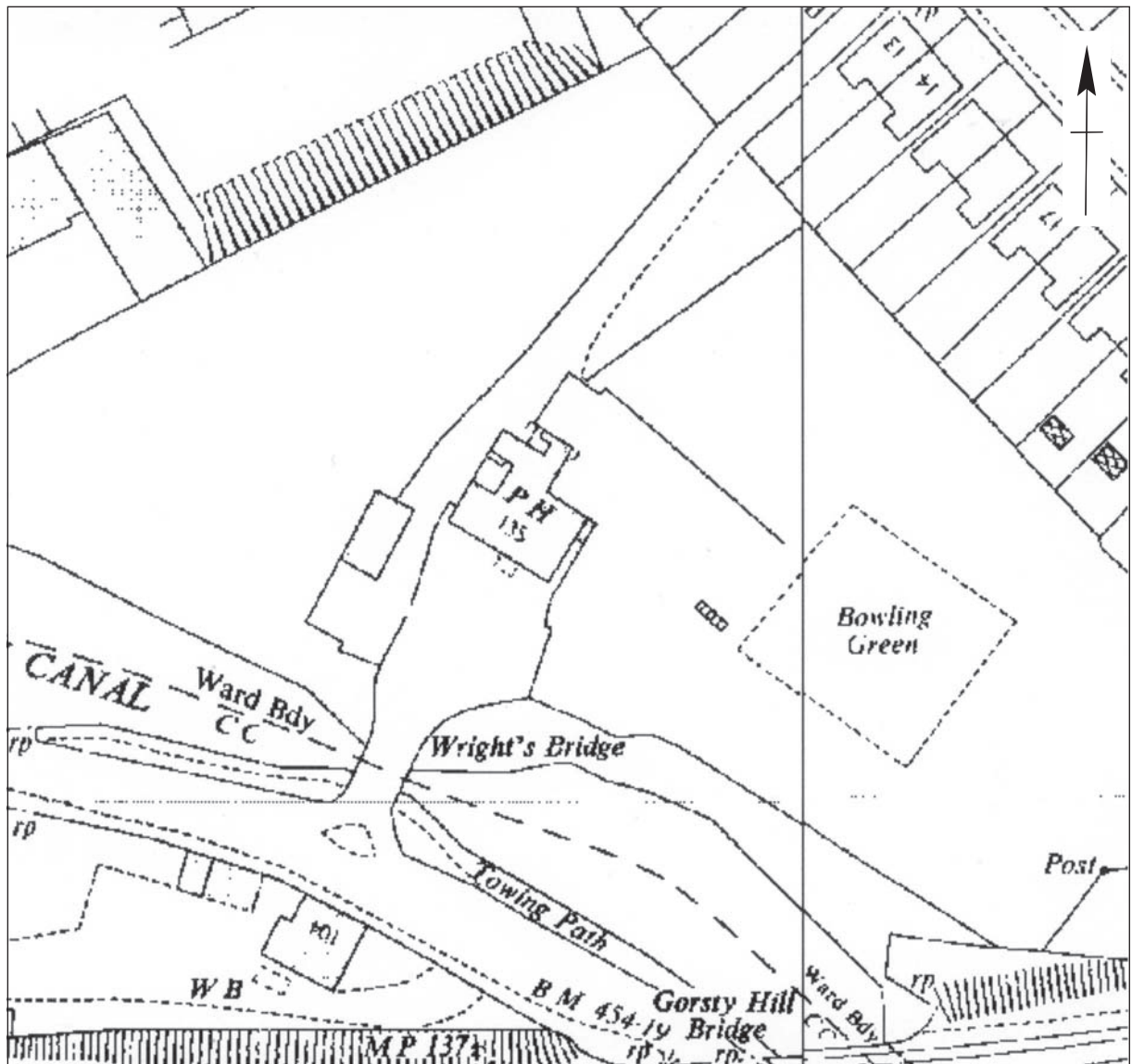
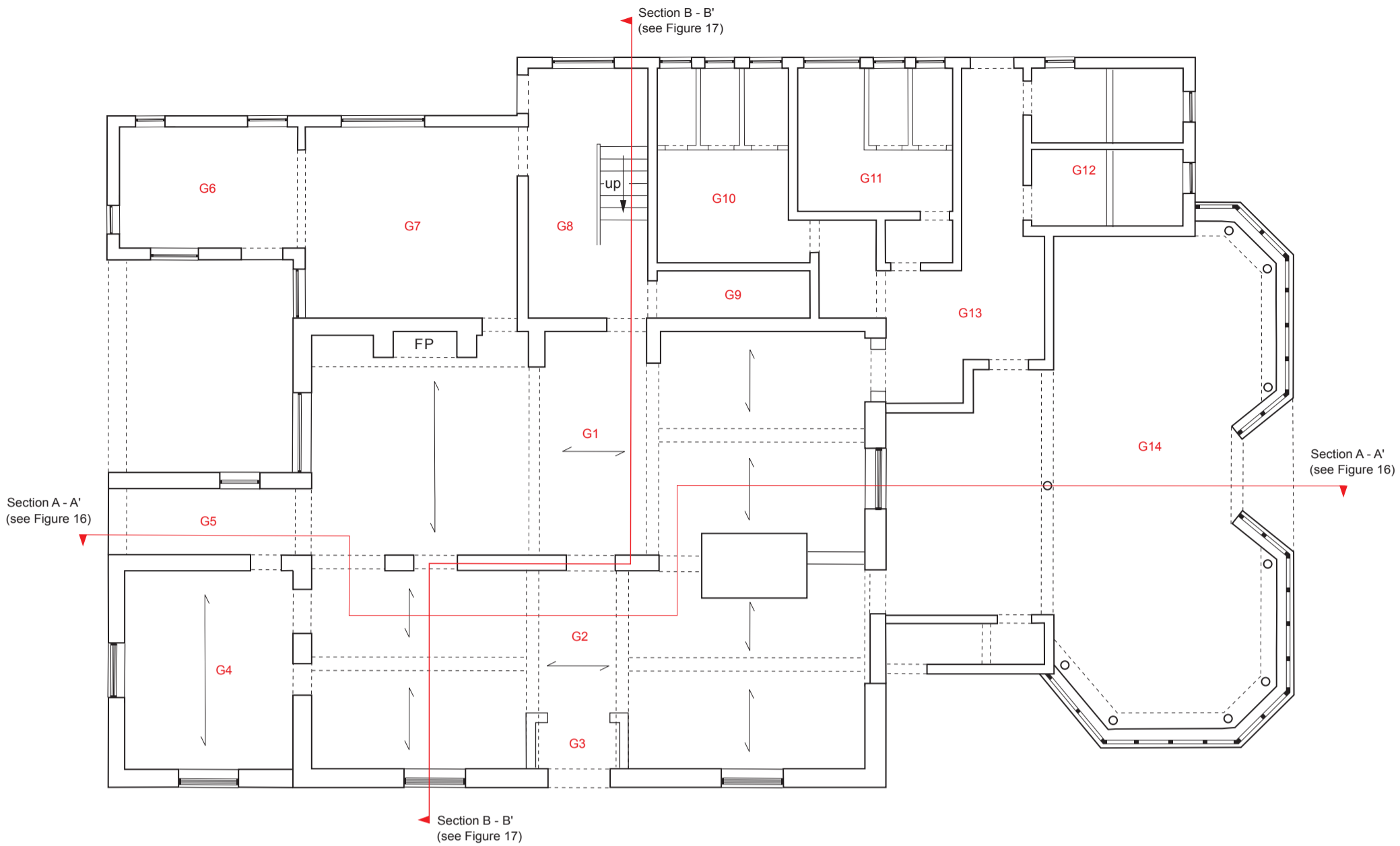
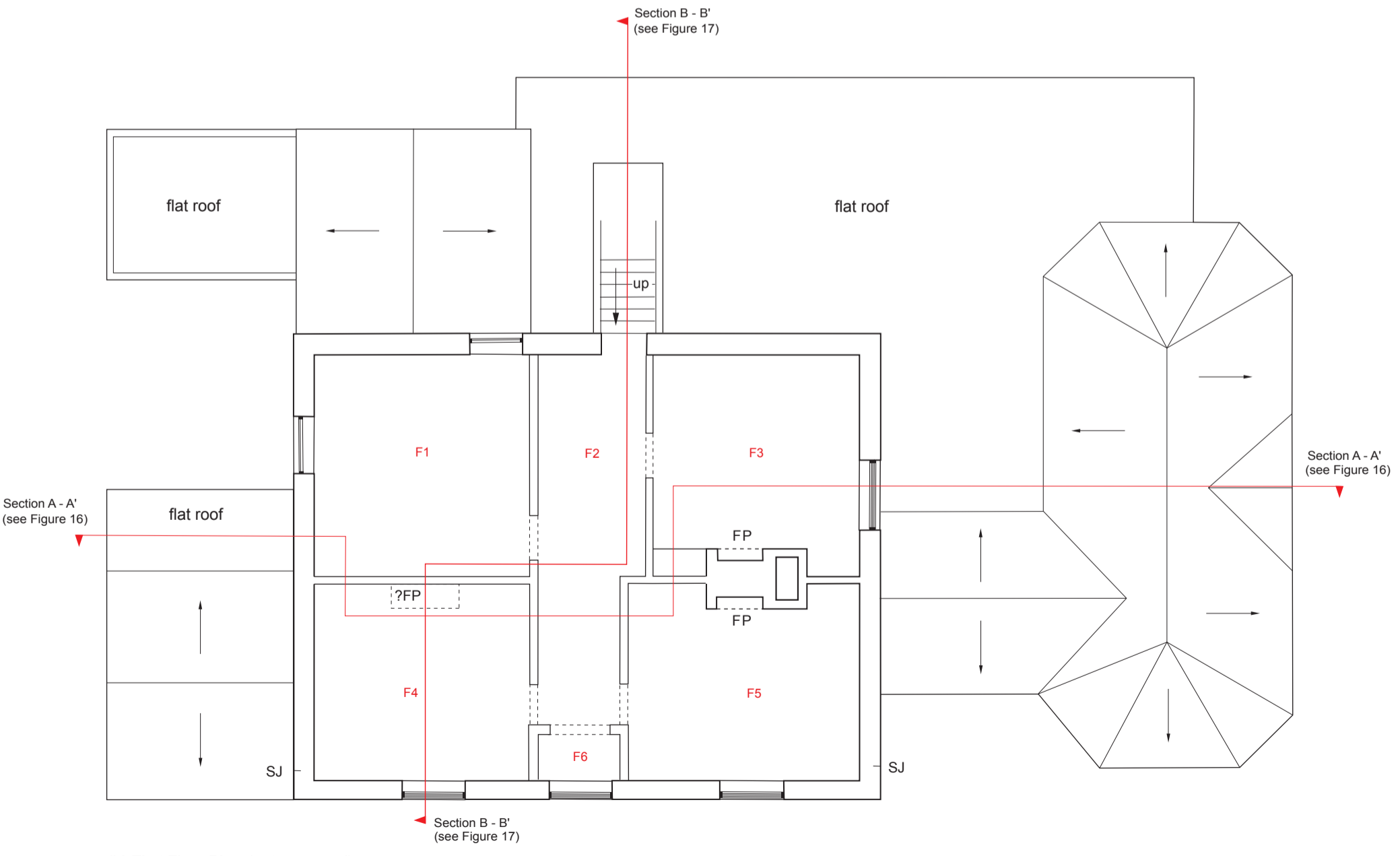


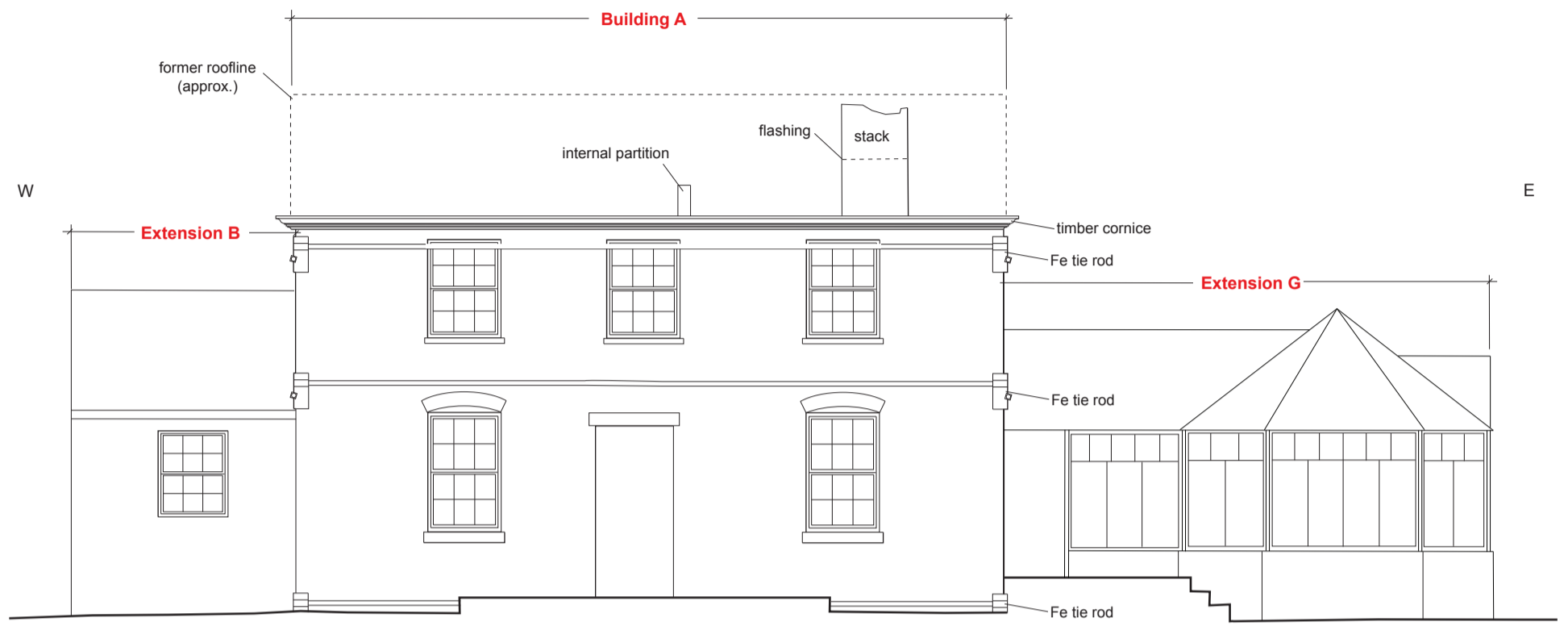
Figure 12: Ordnance Survey National Grid Series 1st Revision 1:2500 map of 1970.



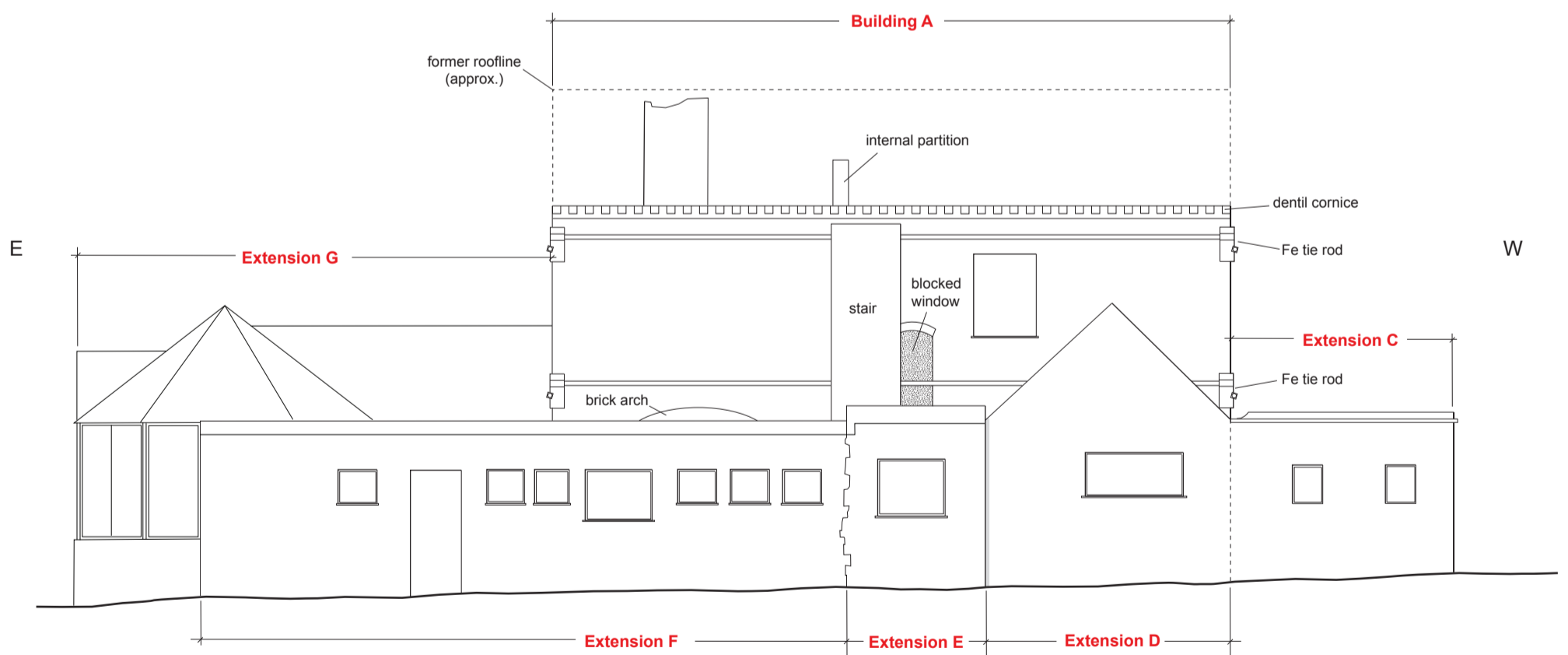
(a) Ground Floor Plan



(b) First Floor Plan (not accessed)



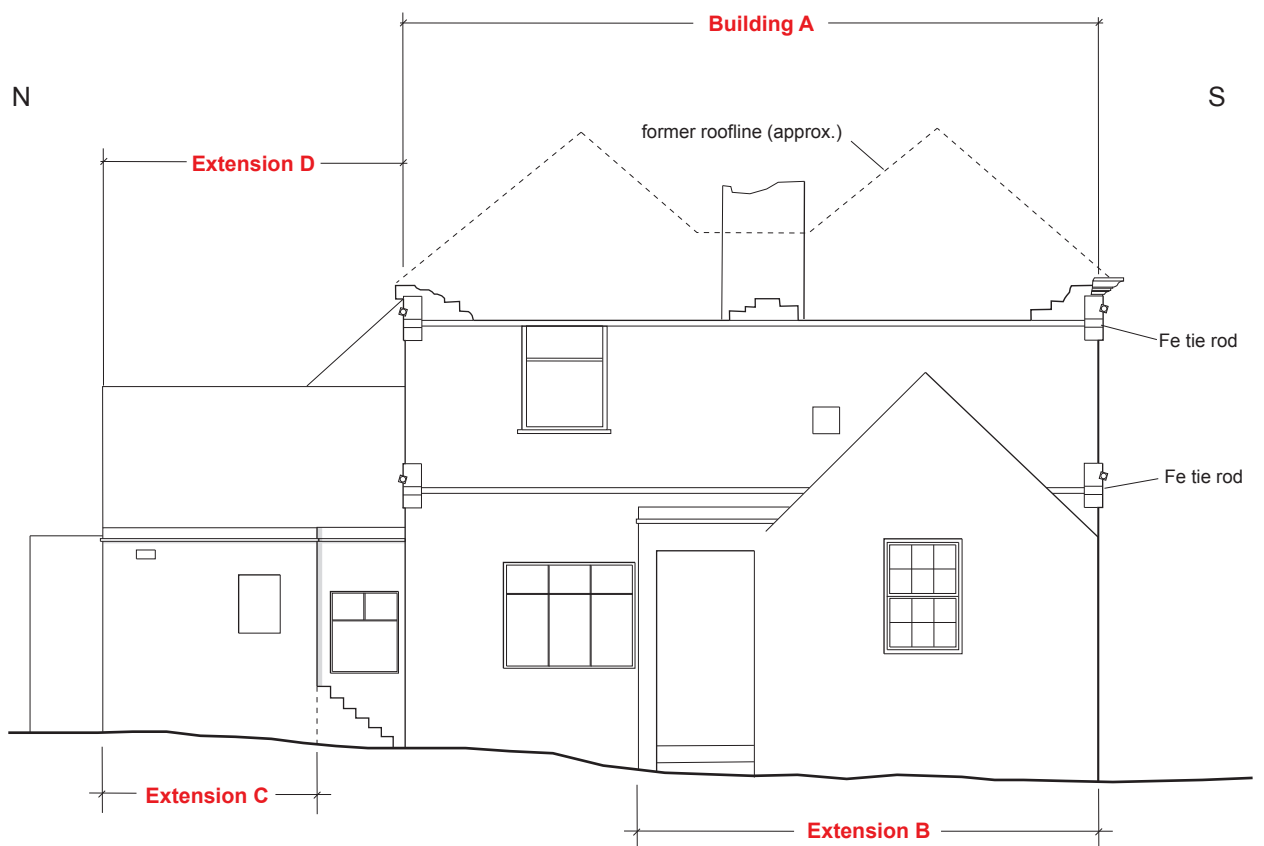
(a) South Elevation



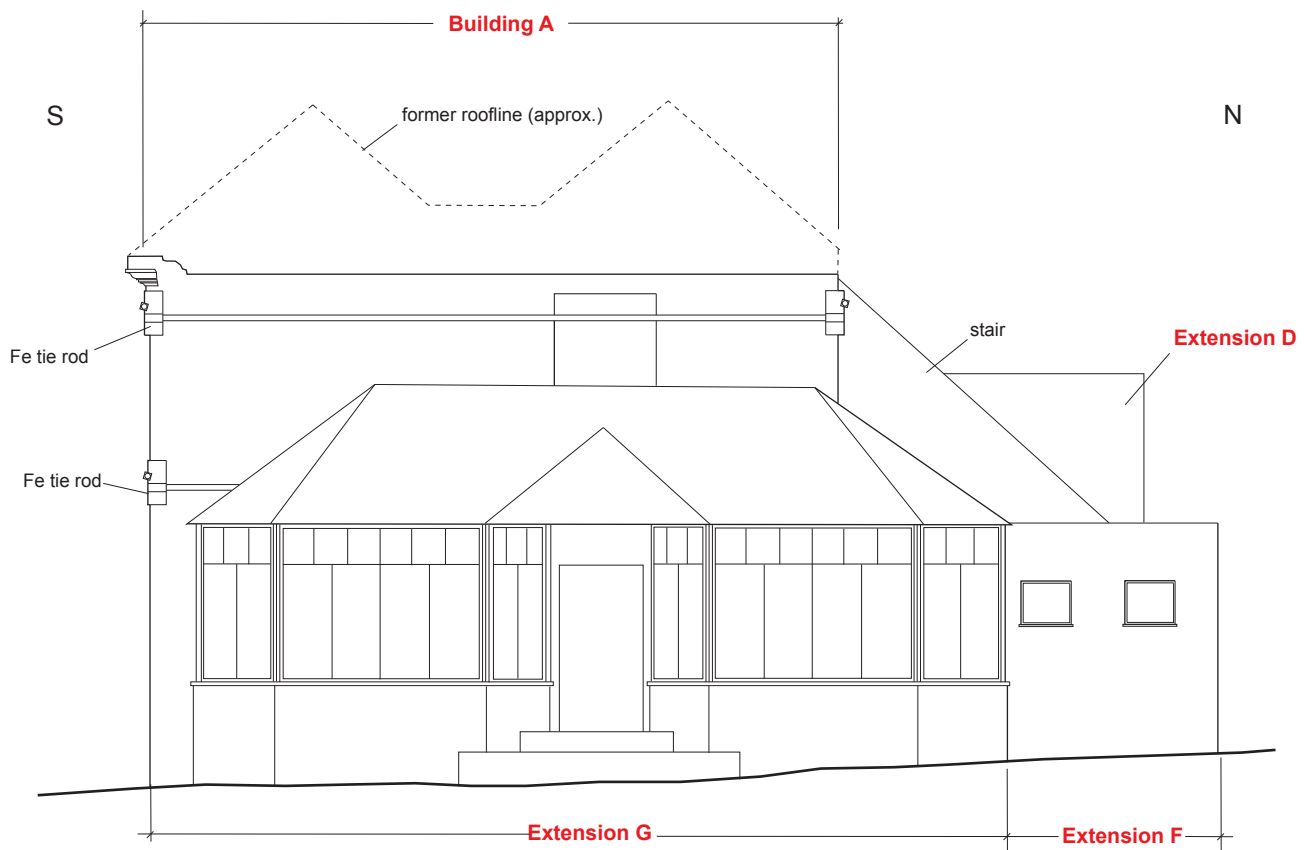
(b) North Elevation



Figure 14: South and North Elevations



(a) West Elevation

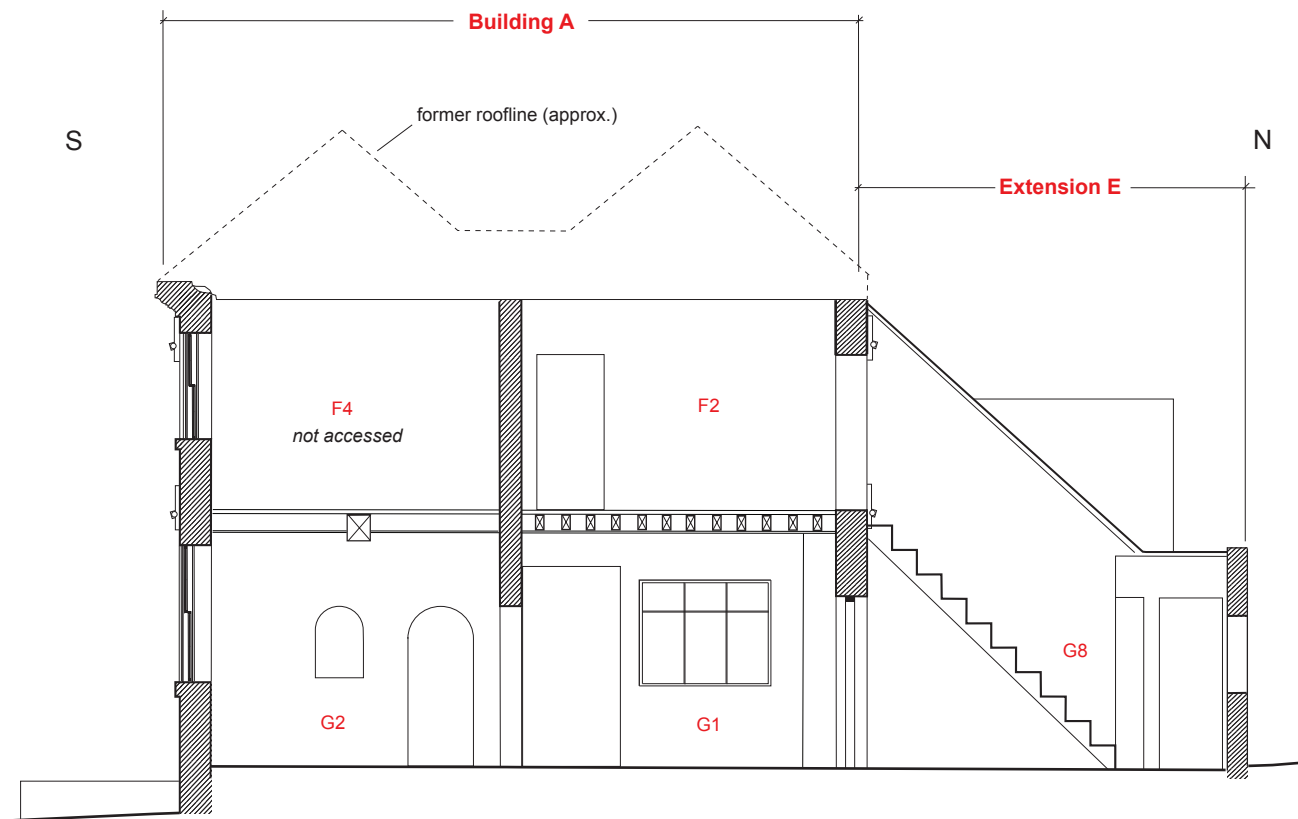


(b) East Elevation

Figure 15: West and East Elevations

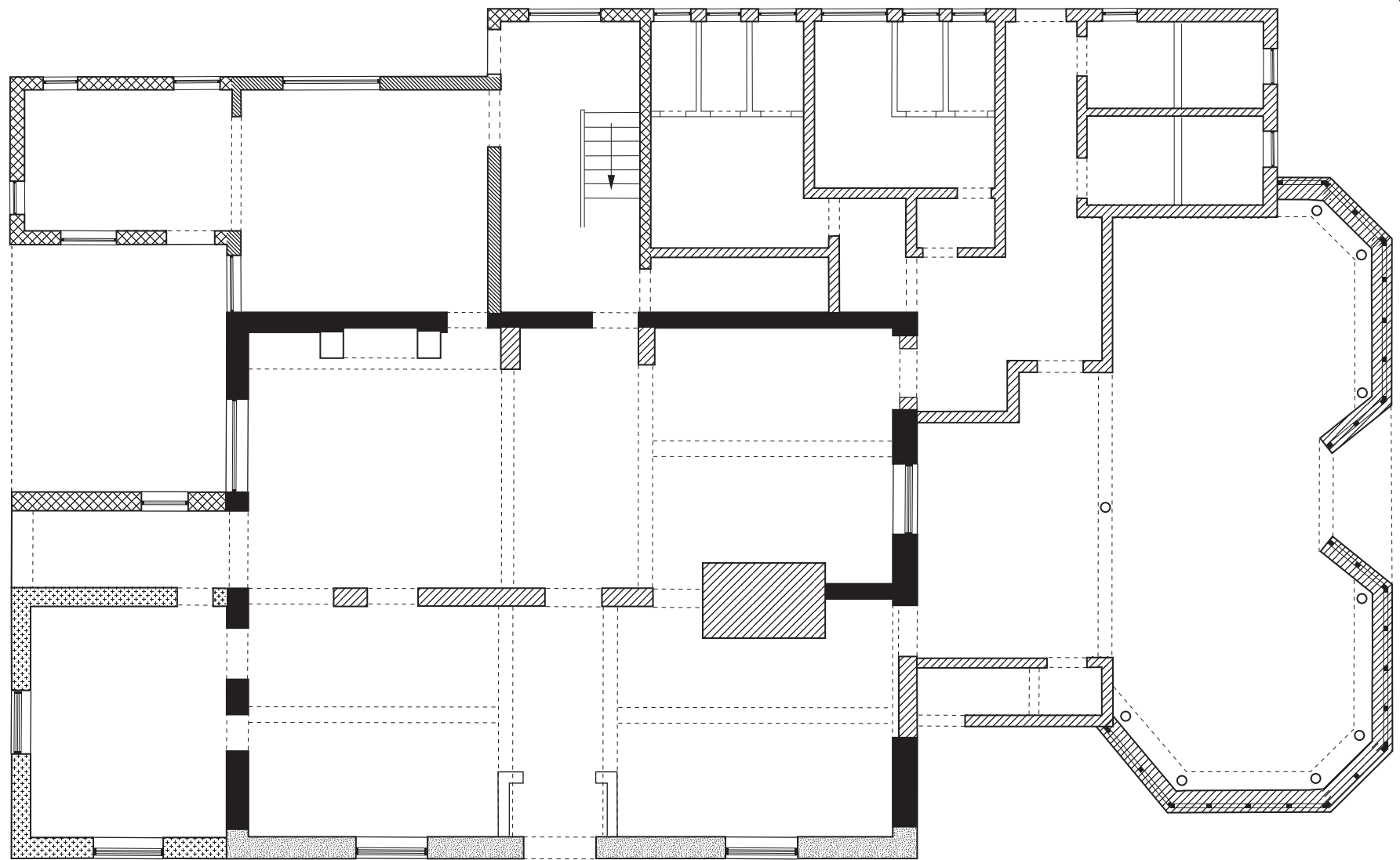


Figure 16: Longitudinal cross-section at A-A'



0 5 10m
 Scale 1:100 @ A4

Figure 17: Transverse cross-section at B-B'



0 5m
 Scale 1:100 @ A4

- mid 18th century
- mid 19th century
- late 19th century
- 1940-50s (i)
- 1940-50s (ii)
- 1970s

Figure 16: Phasing



(a) View of group of regulars in front of principal entrance door, c.1935 (collection of Anthony H Page).



(b) The Sportsman and Railway, August 1976 (collection of Ron Moss, used by permission)



Plate 1: General view from the south-west. Dudley No.2 Canal in foreground.



Plate 2: General view from west. Dudley No.2 Canal and Stourbridge extension Railway bridge to right.



Plate 3: General view from the west.



Plate 4: Main block, south-west elevation.



Plate 5: South-east elevation, oblique view.



Plate 6: North-east elevation, oblique view.



Plate 7: North-west elevation, oblique view.



Plate 8: Rebuild of front wall (NW elevation).



Plate 9: Rebuild of front wall (SE elevation).



Plate 10: NE elevation, detail. Note brick arch below lower tie rod to left of stair.



Plate 11: NE elevation, detail. Note blocked window to right of stair.



Plate 12: Ground floor interior, Rom G1 looking north-west.



Plate 13: Ground floor interior, Room G1: fireplace.



Plate 14: Ground floor interior. Room G1 looking south-east.



Plate 15: Ground floor interior, Room G2bar area looking north-west.



Plate 16: Ground floor interior Room G2, bar area looking south.



Plate 17: Ground floor interior, Room G2 entrance way.



Plate 18: Ground floor interior, extension Room G14 looking north-east.



Plate 19: Ground floor interior, extension Room G14 looking south-west.



Plate 20: Ground floor interior, Room G7 looking south-east.



Plate 21: First floor interior, corridor F2 looking south-west, as seen from head of stair.



Plate 22: First floor interior, Room F3 looking south..



Plate 23: Fireplace within Room F5 as seen from GF level.



Plate 24: Surviving stone stair to south-east of The Wharf, formerly serving bowling green.