

FORMER HOTEL GARAGE, HIGH STREET, BARROW-IN-FURNESS, CUMBRIA

Archaeological Building Recording



Client: Andrew Hartley

NGR: 319984 469669

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October 2011



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Non-Technical Summary

Following the submission of a planning application to convert the former hotel garage, High Street, Barrow-in-Furness, into a domestic dwelling, a programme of archaeological recording was requested by Barrow Borough Council. The building is on the opposite side of High Street from the Duke of Edinburgh Hotel, which forms part of a Grade II Listed block of properties including 102 and 104 Abbey Road. This entire block is thought to have been constructed in 1875 to the designs of Howard Evans, the town surveyor, and was constructed by William Gradwell, and the former garage is of a similar architectural style.

An examination of the available documentary sources revealed a limited amount of information. Early maps of the site show little evidence for alterations to the building in the late 19th and early 20th century. The 1910 Rating Valuation shows that it was occupied by Ward and Scott and local street directories of the period demonstrate that they operated a livery stable on nearby Whittaker Street so it is likely that they utilised this building as part of this. By the 1930s their stable appears to have become a garage and it is again probable that the former hotel garage had met a similar fate.

The building recording revealed three phases of construction and alteration. The first of these corresponded to its original construction, probably at the same time as the Duke of Edinburgh Hotel in c1875, and use as a stable. Two rows of post pads running the length of the building indicate the position of the stalls that the horses were presumably kept in. In the second phase, probably belonging to the early 20th century and the widespread introduction of the motor car, these stalls were removed and new sliding doors added. In the later part of the 20th century the building fell into disrepair many of the windows were blocked and one of the doors and it was damaged by fire.

The investigation of the building has added to the already existing body of information relating to the neighbouring buildings. It has also increased the available information regarding the development of this part of Barrow-in-Furness.

Acknowledgements

Greenlane Archaeology would like to thank Andrew Hartley for commissioning the project. Additional thanks are due to the staff of the Cumbria Record Office in Barrow-in-Furness and Barrow Town Hall for their assistance in accessing the relevant archive information and details of former planning applications.

The desk-based assessment and building recording was carried out by Dan Elsworth. The report was co-written by Dan Elsworth and Tom Mace and edited by Jo Dawson. The figures were produced by Tom Mace. Dan Elsworth managed the project.

1. Introduction

1.1 Circumstances of the Project

1.1.1 Following the submission of a planning application (Ref. 113/2011/0265/BJ/TP.11) for the conversion of the former Hotel Garage, High Street, Barrow-in-Furness, Cumbria (NGR 319984 469669) into a domestic dwelling, Barrow Borough Council requested an English Heritage Level 2 type recording of the building (English Heritage 2006). This was placed as Condition 4 on the planning consent:

Condition no. 4

Prior to the commencement of any works hereby approved, a level 2 building recording exercise shall be carried out in accordance with English Heritage guidance (Understanding Historic Buildings: A guide to good recording practice). The resultant material from the descriptive survey should subsequently be submitted to the planning authority and also be deposited on the county's Historic Environment Record (held by Cumbria County Council).

Reason

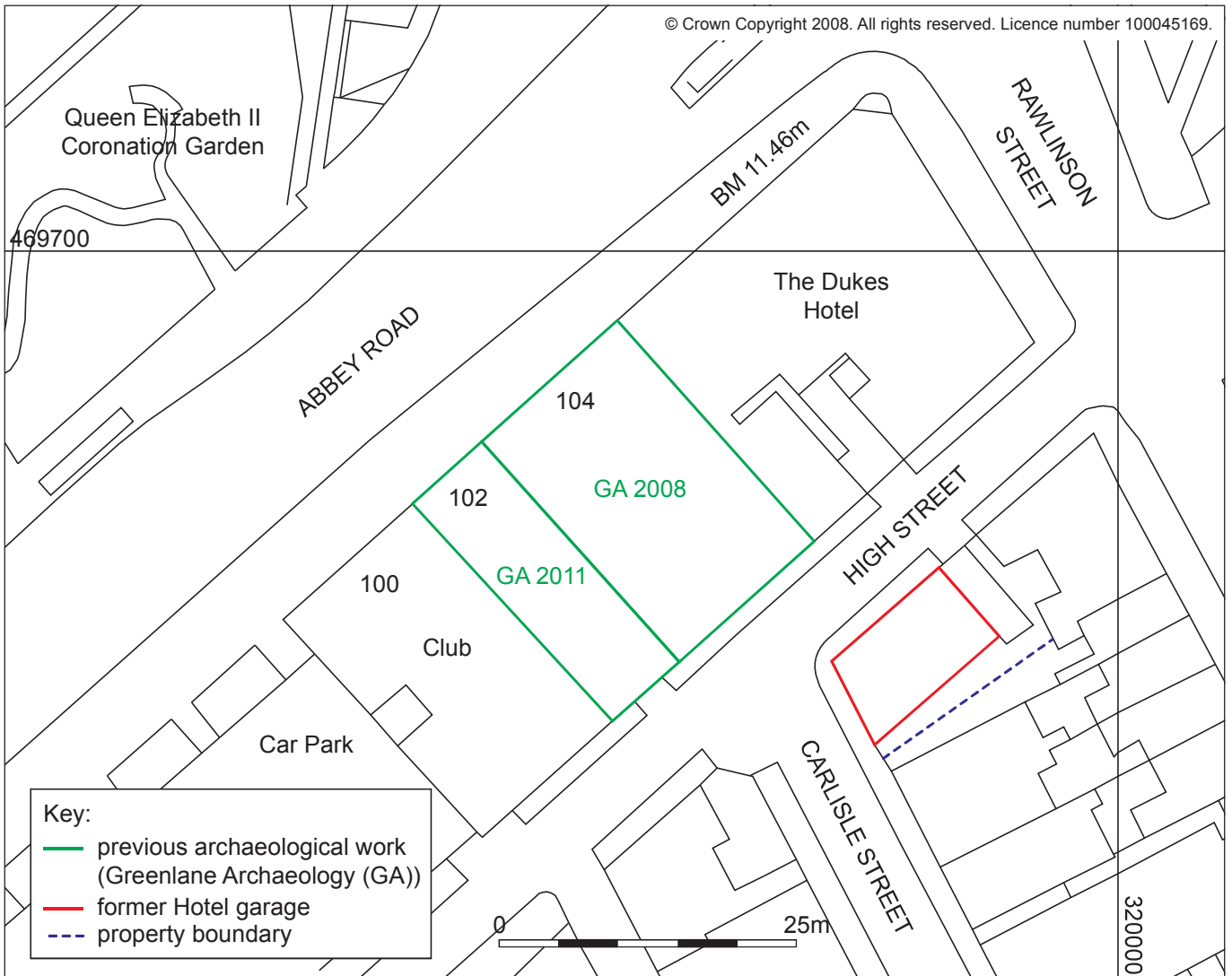
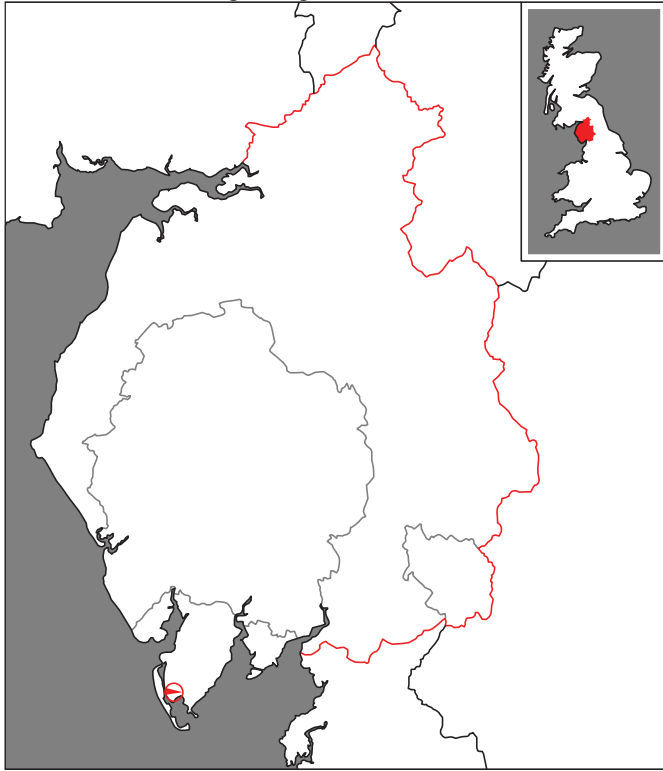
In order to document and record the historical evolution and special architectural or historic interest of the building.'

1.1.2 This part of Barrow-in-Furness is known to have been little developed before the 1870s (Greenlane Archaeology 2008; 2011). The major development was the construction of the neighbouring Duke of Edinburgh Hotel and 102 and 104 Abbey Road in 1875, immediately prior to the construction of the Central Station (now the only surviving railway station in the town) in 1882 (*ibid*).

1.2 Location, Geology, and Topography

1.2.1 Abbey Road is one of the major thoroughfares of the modern town of Barrow-in-Furness, running in a general north-east/south-west direction from Hindpool Road, in the centre of Barrow, and meeting the A590 to the east of Dalton. It still forms one of the main streets and is largely occupied by shops, offices, and other businesses. The property is situated on High Street, near the junction of Abbey Road and Rawlinson Street, to the rear of the Duke of Edinburgh Hotel.

1.2.2 Barrow-in-Furness is largely situated on an area of red Sherwood sandstone of St Bees type, but there is a large area of Carboniferous limestone to the north-east (Moseley 1978, plate 1). The overlying drift deposits comprise glacial material such as boulder clay, which forms a hummocky rolling landscape outside of the town (Countryside Commission 1998, 27). The site is situated at approximately 11m OD (Ordnance Survey 2005; Fig 1).



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Figure 1: Site location

2. Methodology

2.1 Introduction

2.1.1 The building investigation comprised three separate elements intended to provide a suitable record of the structure in line with English Heritage standards (English Heritage 2006) and the guidelines of the Institute for Archaeologists (IfA 2008a). In addition, a desk-based assessment was carried out, in accordance with the project design and IfA guidelines (IfA 2008b), and a suitable archive was compiled to provide a permanent paper record of the project and its results in accordance with English Heritage and IfA guidelines (English Heritage 1991; Brown 2007).

2.2 Desk-Based Assessment

2.2.1 A number of sources of information were used during the desk-based assessment:

- **Cumbria Record Office, Barrow (CRO(B))**: this was visited in order to examine early maps of the site and other primary sources as well as secondary sources such as trade directories in order to identify information about the development and use of the building. Much of this information had been gathered as part of the recording of a property opposite the current site on Abbey Road (Greenlane Archaeology 2008), but additional information was gathered as necessary;
- **Barrow Town Hall**: this was consulted in order to obtain details of previous planning applications relating to the building but none were present;
- **Greenlane Archaeology library**: additional secondary sources were used to provide information for the site background.

2.3 Building Recording

2.3.1 The building recording was carried out to English Heritage Level-2 type standards (English Heritage 2006), which is a relatively low-level of investigation intended to record the form, function and phasing of the building, without necessarily incorporating all of the results of the desk-based assessment. It comprised three types of recording:

- **Written record**: descriptive records of all parts of the building were made using Greenlane Archaeology *pro forma* record sheets;
- **Photographs**: photographs in both 35mm colour print and colour digital format were taken of the main features of the building, its general surroundings, and any features of architectural or archaeological interest. A selection of the colour digital photographs is included in this report, and the remaining photographs are in the project archive;
- **Drawings**: drawings were produced by hand-annotation of printed plots of 'as existing' architect's drawings provided by the client's architect. In addition, a cross-section was produced by hand. The drawings produced ultimately comprised:
 - i. a plan of each floor at a scale of 1:100;
 - ii. external elevations at a scale of 1:100;
 - iii. a cross-section at a scale of 1:50.

2.4 Archive

2.4.1 A comprehensive archive of the project has been produced in accordance with the project design and current IfA and English Heritage guidelines (Brown 2007; English Heritage 1991). The paper and digital archive and a copy of this report will be deposited in the Cumbria Record Office in Barrow-in-Furness on completion of the project. A copy of this report will be supplied to the client, a digital copy will be supplied to the Cumbria Historic Environment Record, and one will be retained by Greenlane

Archaeology. In addition a digital record of the project will be made on the *Online Access to the Index of Archaeological Investigations* (OASIS) scheme.

3. Desk-Based Assessment

3.1 Background History

3.1.1 As the purpose of this building recording was to examine structural elements of late 19th century date the background history has been restricted to include information which is relevant to this period only. Much of it was collated as part of previous building recording projects carried out at 102 and 104 Abbey Road (Greenlane Archaeology 2008a; Greenlane Archaeology 2011). Indeed, it is apparent from the name of the building, its architectural style, and location, that it was, at least initially, closely connected to the Duke of Edinburgh Hotel and presumably built at the same time to be used in conjunction with it.

3.1.2 Because Barrow developed late in the 19th century there is a considerable amount of information regarding its recorded history. Abbey Road was one of the principal roads into Barrow but it did not develop quite as quickly as other parts of the town, especially as far out as No. 104, which was some distance from the town centre as outlined in the grid-pattern master plan for the town proposed by James Ramsden in 1856 (Marshall 1958, 230). The catalyst for building in this area was the construction of the new Barrow Central Railway station; the Duke of Edinburgh Hotel was specifically constructed to cater for visitors entering the town by train (Myers 2000, 70; Watts 2000, 17; the date of construction given by both authors is 1873, which is impossible as the plans were not drawn up until 1874; Greenlane Archaeology 2008a, 12). However, the Central Station was not opened until 1882, replacing the original one at the St George's Square at the north-east end of the Strand (Barnes 1968, 95) so plans for construction must have already been underway by the 1870s. Indeed, an account in 1881 states that the removal of the station to '*a more central situation adjoining the loop line in Abbey Road, opposite the Duke of Edinburgh Hotel*' had been proposed and '*a large plot of land has been retained for the purpose*' (Richardson 1881, 52-53). It is stated that the Duke of Edinburgh Hotel was renovated and extended in 1882, presumably in response to the opening of the new station (Myers 2000, 70; Watts 2000, 17), but no mention is made of the adjoining shops throughout this period.

3.1.2 The Duke of Edinburgh Hotel is said to have been built by William Gradwell (Myers 2000, 31, probably quoting Richardson 1881, 56). Gradwell was a local builder who rose from humble beginnings to dominate the construction of the rapidly growing town (Trescaheric 1985, 61-65). He was closely connected to the 'syndicate' of local businessmen and wealthy investors that was responsible for the development of many of the largest industries in the town and as a result was contracted to build many of their factories (*ibid*; Greenlane Archaeology 2007a). He was also a major landowner and invested in commercial properties in the town (Greenlane Archaeology 2007b; 2008b; Elsworth and Whitehead 2010), and his connections ultimately led to his becoming mayor in 1881 (Trescaheric 1985, 64). Unfortunately he died in 1882, leaving a massive estate valued at £300,000, although many of his later speculative investments left this virtually worthless (*ibid*).

3.2 Owners and Occupiers

3.2.1 Compared to the neighbouring buildings previously recorded there is little detailed information regarding the owners and occupiers of the building. The one documentary source that exists that provides this sort of detail is the 1910 ratings valuation (CRO(B) BT/IR/1/9 1910). The site was allocated the ratings plot number 9772 and a list of the information provided is presented in Table 1 below (the ratings valuation book including plot 13936, which is mentioned in association with the property, is not available).

Plot No.	Occupier	Owner	Description
9772	Ward and Scott	Executors of W Gradwell	Coach house and yard (High Street) [note in pencil states 'this is a temporary building on land owned by Currie(?) & Co at 13936']

Table 1: Owners and occupiers as listed in the 1910 valuation

3.2.2 An examination of contemporary street directories reveals that Ward and Scott are listed as having a livery stables on Whittaker Street (described as being 'off High Street') between 1906 and at least 1920. They are not apparently included in the directory of 1925. Whittaker Street is further to the

south-west along High Street, but the directories do not appear to include any entries for the former garage site, although it is likely that Ward and Scott perhaps occupied sites in both locations. By 1929 Ward and Scott are no longer listed in the directories, but a motor garage is recorded on the site of their former premises on Whittaker Street, which perhaps indicates the fate of the former hotel garage building. A summary of the listings for Ward and Scott and their predecessor is presented in Table 2 below.

Dates	Name	Description	Sources
1905	Ward and Wilkins	Livery stables	The Barrow News and Mail Ltd 1905, 181
1906-1920	Ward and Scott	Livery stables	The Barrow News and Mail Ltd 1906-1920
1925	-	-	The Barrow News and Mail Ltd 1925
1929-1935	-	Motor garage	The Barrow News and Mail Ltd 1929-1935
1936	-	-	The Barrow News and Mail Ltd 1936

Table 2: Entries from street directories, 1905-1936

3.3 Map and Image Regression

3.3.1 **Ordnance Survey c1873:** this map shows that although thoroughfares that would become the modern Abbey Road and Rawlinson Street were present by this date, the area was still not developed at this time. There are no buildings on the site, nor have the neighbouring Duke of Edinburgh Hotel or 102-104 Abbey Road been constructed, and it is evident that much of this part of the town has yet to develop although the layout of the streets has clearly begun to be organised.

3.3.2 **Ordnance Survey 1891:** this map shows the property on High Street to the rear of the Duke of Edinburgh Hotel (Plate 1). No internal subdivisions are shown inside the building. There is possibly a small structure demarcated against the south-east corner of the building but this is unclear. The entire area is now much more developed in comparison with the earlier map.

3.3.3 **Ordnance Survey 1913:** again, the building is clearly visible to the rear of the Hotel (Plate 2).

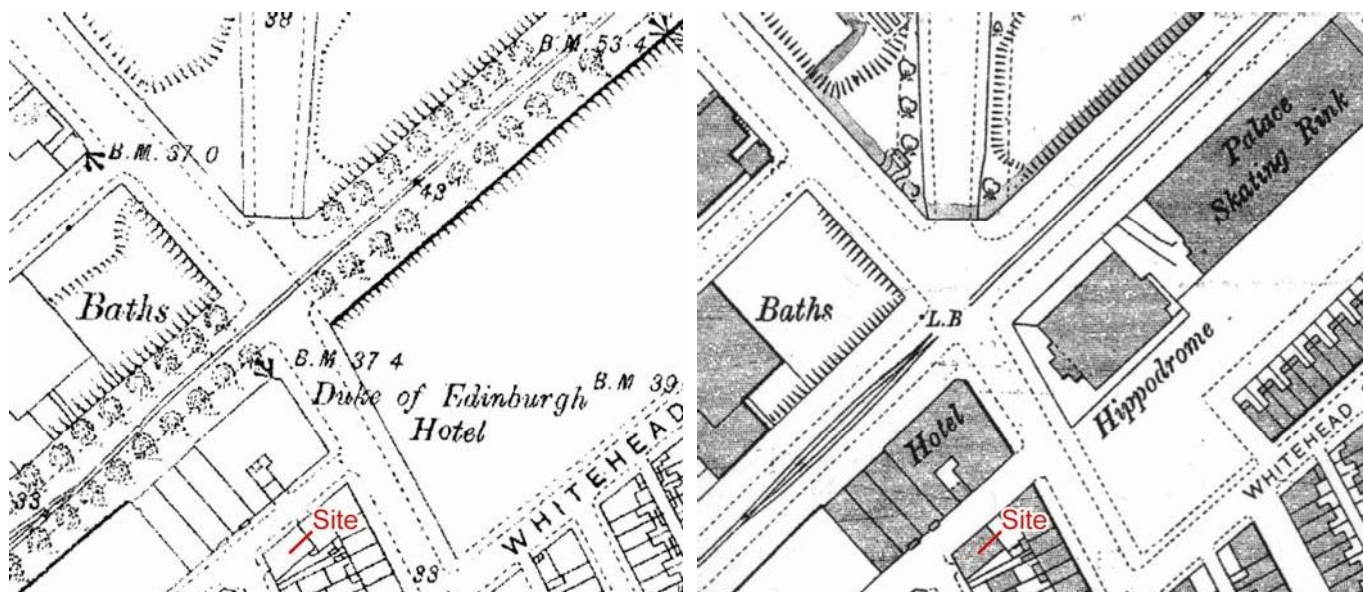


Plate 1 (left): Ordnance Survey map, 1891

Plate 2 (right): Ordnance Survey map, 1913

3.3.4 **Ordnance Survey, 1938:** the footprint of the building remains the same as shown in the previous maps (Plate 3).



Plate 3: Ordnance Survey map, 1938

3.4 Conclusion

3.4.1 The available historical evidence suggests that the building was constructed at approximately the same time as, or perhaps slightly later than, the neighbouring block of buildings comprising the Duke of Edinburgh Hotel and 102-104 Abbey Road, which are known to have been constructed in c1875. William Gradwell is known to have constructed these buildings, which were designed by Howard Evans, and it is entirely plausible that they were both also involved in the design and building of the former hotel garage. It is assumed that it was built for the use of the Duke of Edinburgh Hotel. The only documentary source that proves who owned and occupied it is the rating valuation of 1910, which demonstrates that it had formerly belonged to William Gradwell, perhaps confirming that he was involved in its construction, and was occupied by Ward and Scott, who owned a livery stables nearby (on Whittaker Street) in the early 20th century.

4. Building Recording

4.1 Arrangement and Fabric

4.1.1 The former garage is orientated approximately north-east/south-west (Figure 1). The north-west elevation faces onto High Street, while the south-west elevation faces onto Carlisle Street. The garage of a neighbouring property is attached against the north-east elevation and the south-east elevation fronts onto a car park, but it was not possible to fully access the building from this side. The building is two storeys tall (see Figure 4 and Figure 5) and mainly brick built. The bricks are typically laid in five rows of stretchers to one row alternating headers and stretchers. It has a grey slate roof with ceramic bonnet ridge tiles and stone coppices at either gable. It has an angled plinth along the base in burnt brick and other decorative brick detailing, including dogtooth and pillars. The type of brick varies, they were all a mid to dark orange to red colour and some were very gravelly and heavily eroded. Each was typically 23cm x 11cm x 8cm.

4.2 External Detail

4.2.1 **North-east elevation:** the north-east gable end is partly obscured by the attached garage at ground floor level (Figure 2; Plate 4). It has two projecting pillars and projects at the ends of the elevation and below the eaves, with coping on top and dogtooth brickwork below.



Plate 4: North-east external elevation visible above the attached garage

4.2.2 **South-east elevation:** the south-east elevation is similar to the north-west elevation in that it has a row of four windows on both the ground and upper floor (see Section 4.2.4 below). All of the windows on this side of the building are filled with concrete blocks (Figure 2; Plate 5). One window on the first floor at the north-east end has been enlarged and has a lower thin sill, although it is still stone like the others.

4.2.3 **South-west elevation:** this forms the gable and faces onto Carlisle Street, the cast iron sign for which is attached to the north-west side of the elevation (Figure 3; Plate 6). It is plain brick with projecting pillars at the corners, which is enlarged slightly on the ground floor at the south-east side, above which the elevation has bull nosed bricks. There is an angled plinth on the north-west side of the double doorway on the ground floor. The doorway houses a modern double door but the rail for an earlier sliding door is still present above it and to the south-east. The first floor has a loading doorway with an overlarge timber lintel, which extends to the south-east, and there is a projecting timber above this for the hoist. The doorway has a yellow sandstone sill and a similar sandstone block in the north-west jamb. There is dogtooth brickwork below the eaves, which projects to form a wide coping on top of the roof; although this is possibly just a layer of concrete behind an additional course of brick.



Plate 5 (left): South-east external elevation

Plate 6 (right): South-west external elevation

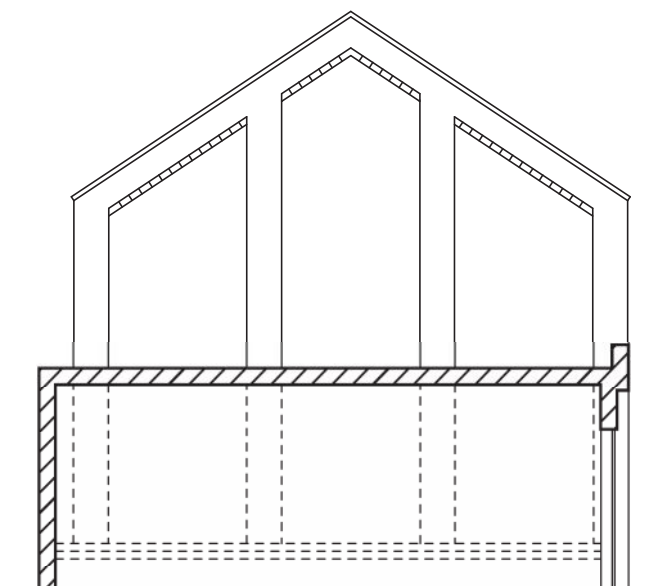
4.2.4 North-west elevation: this elevation has an angled burnt brick plinth along its base between projecting pillars (Plate 7). The brick is in better condition on this side compared to the rest of the building. There is a row of four windows on both the ground and upper floor all of which have four-point brick arches and dressed yellow sandstone sills. There are two-, three- and four-light timber casements present. There is an iron gutter and a painted sign which reads 'Hotel Garage' on the south-west side. The wall slightly is extended into a modern garage on the north-east side (Figure 3; Plate 8).



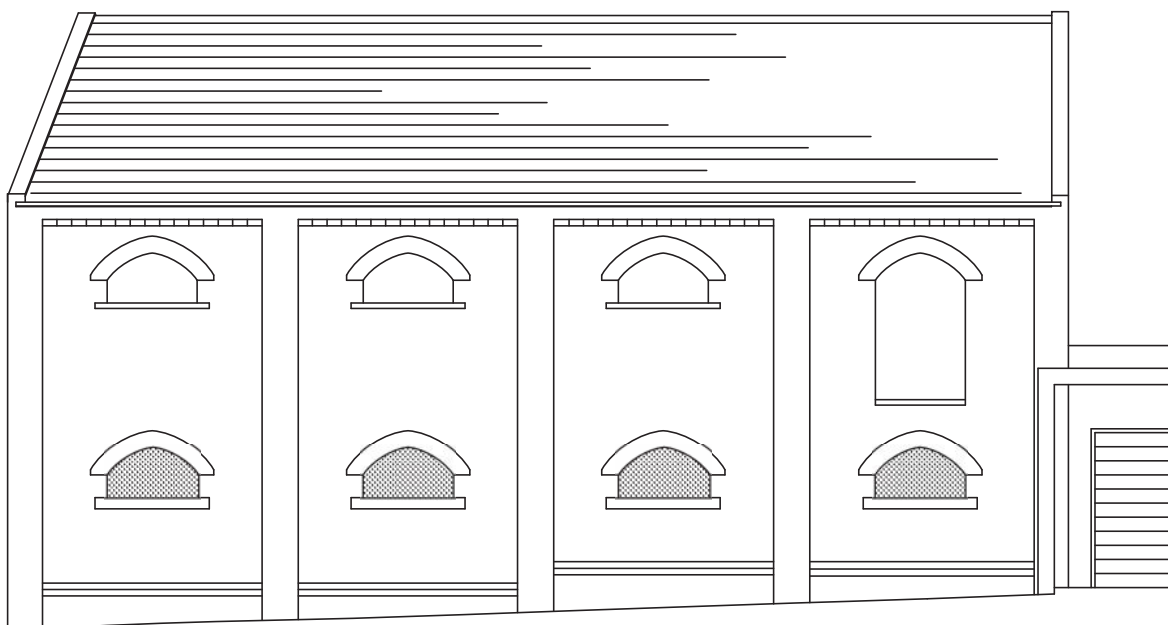
Plate 7 (left): South-west end of the north-west external elevation

Plate 8 (right): North-east end of the north-west external elevation

NORTH-EAST ELEVATION

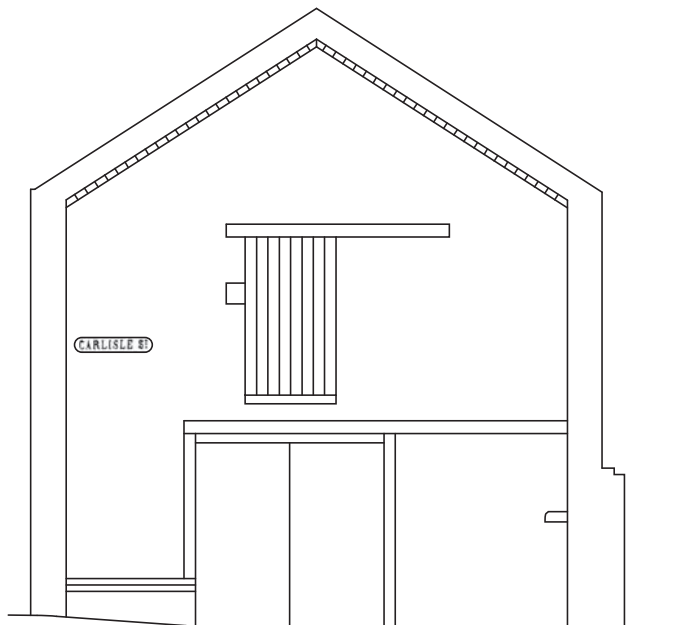


SOUTH-EAST ELEVATION

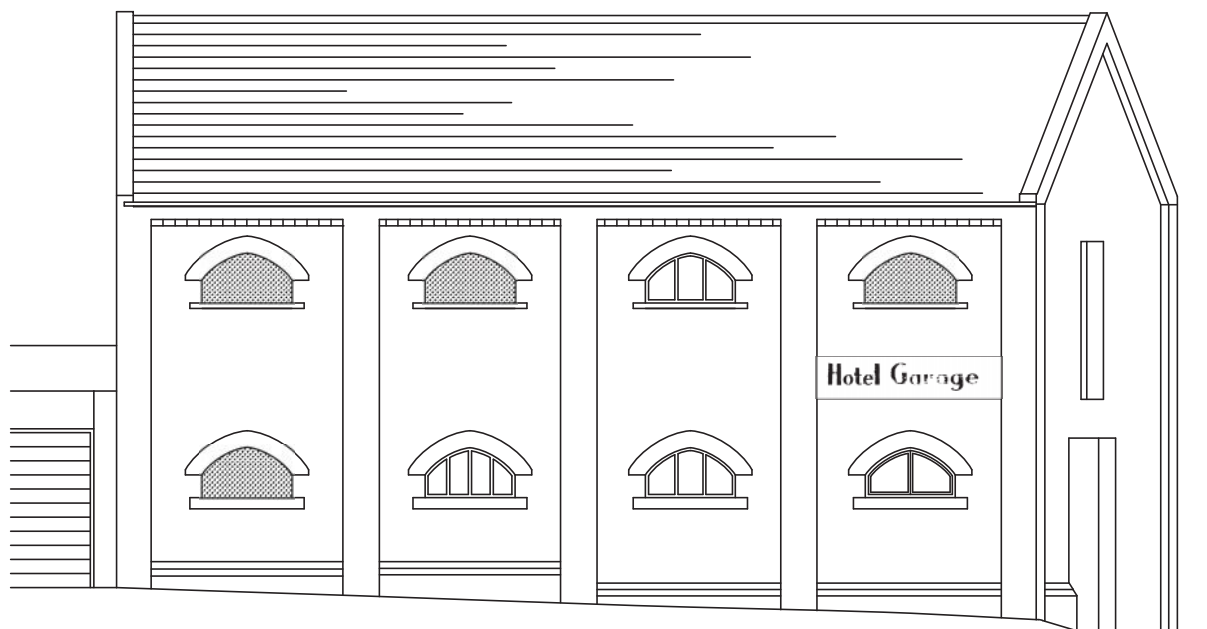


Key:  cross-sectional wall  blocked feature — continuation of line

SOUTH-WEST ELEVATION

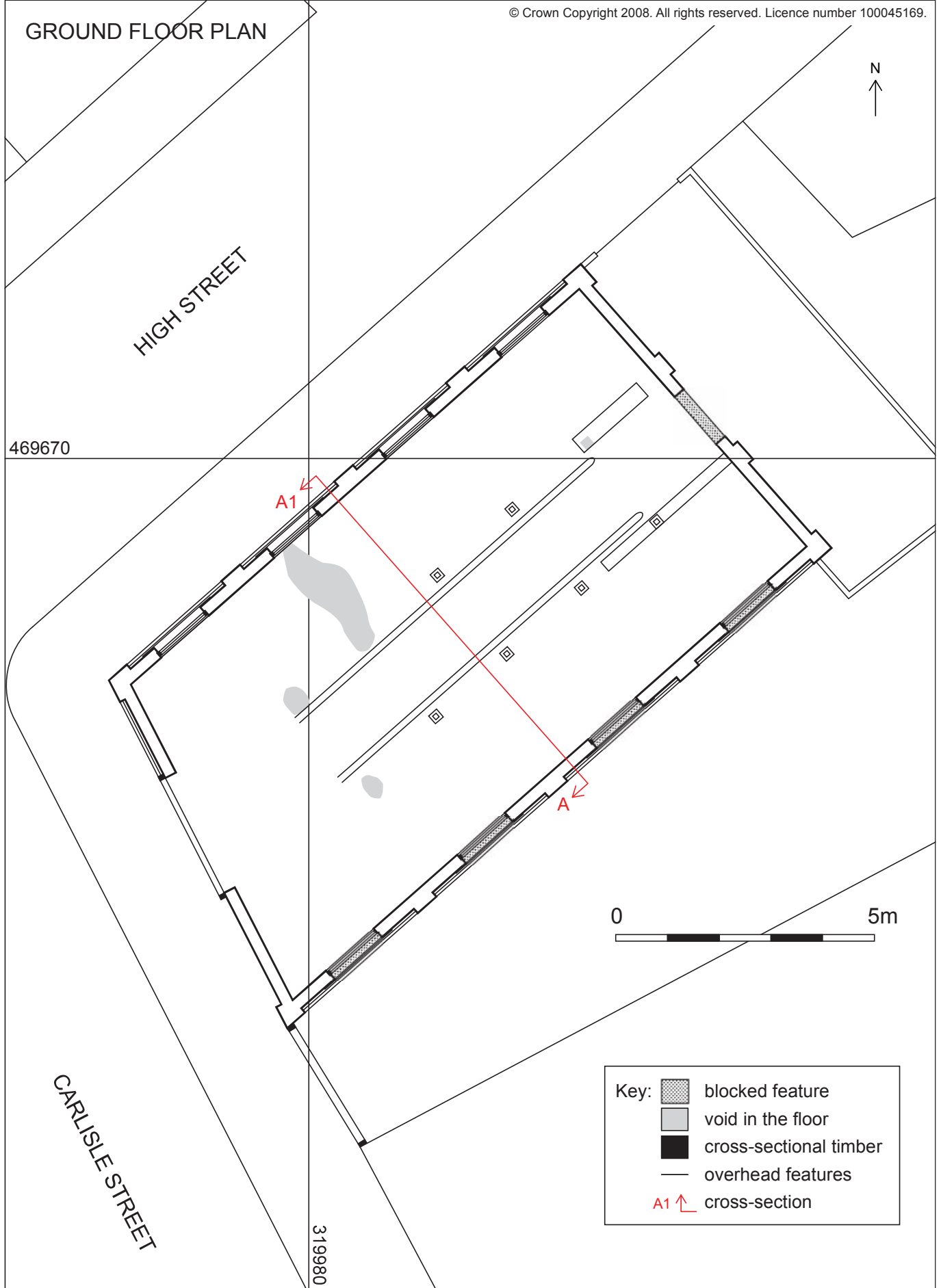


NORTH-WEST ELEVATION



Key:  blocked feature

Figure 3: South-west and north-west external elevations



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Figure 4: Ground floor plan

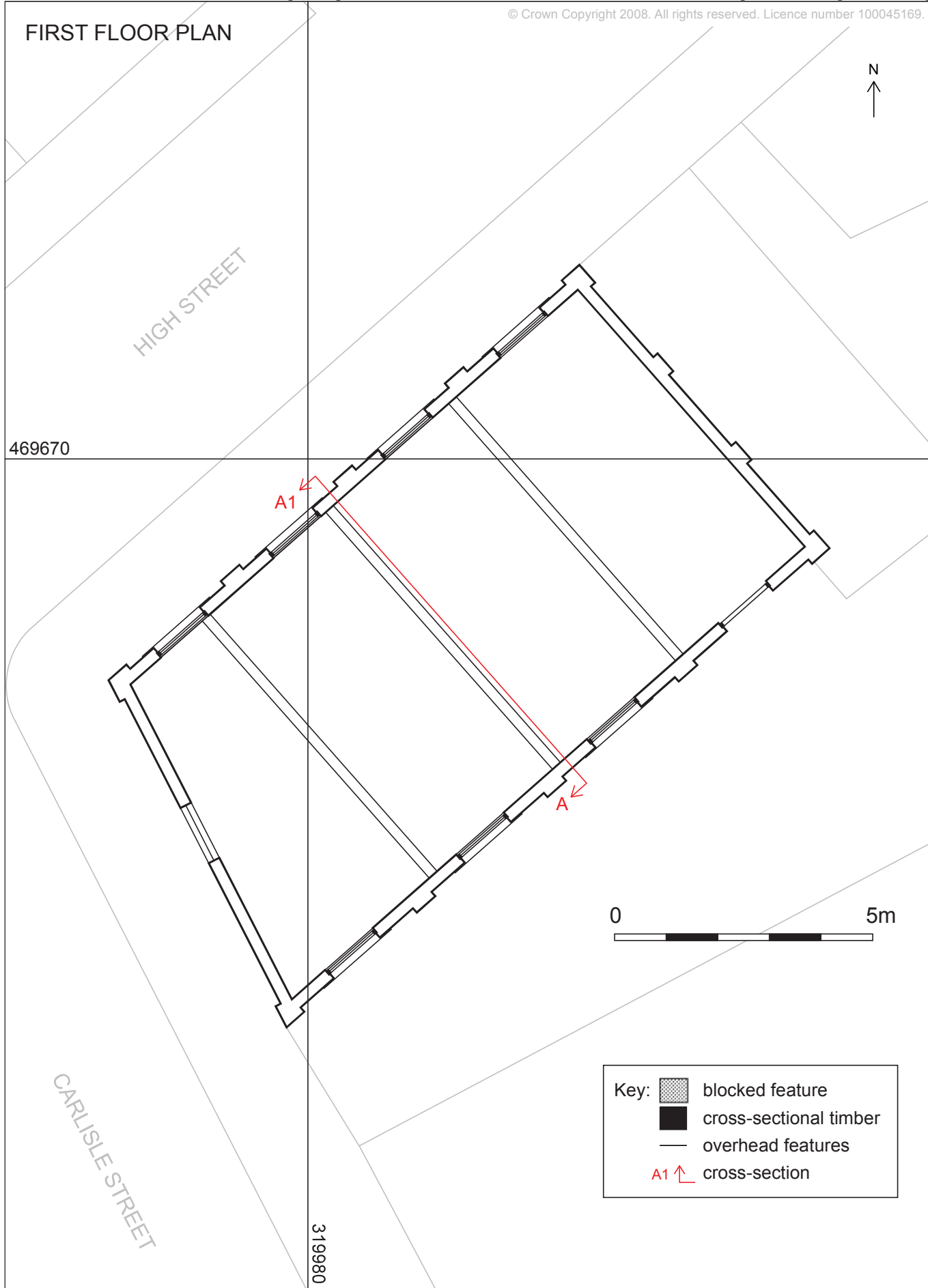


Figure 5: First floor plan

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4.3 Internal Detail

4.3.1 **Ground floor:** the room has a concrete floor with two rows of square stone pads with central square sockets running east/west either side of a pair of shallow grooves or drainage channels set in the floor (Plate 9 and Plate 10). The pads were evidently for stall posts, although at the south-western end there are holes in the floor, presumably corresponding to the positions where some of these have been removed.



Plate 9 (left): Square sockets in the concrete floor

Plate 10 (right): Detail of one of the square sockets

4.3.2 The ceiling comprises just the joists, the boards having been removed, with two east/west timbers attached below the joists at the north-east end (Plate 11). The south-east one has a wedge and a slot (Plate 12), which corresponds to the pad below, and there is a slot in the same position on the north-west one which has a further beaded timber with a slot along it on the north-west side against the wall which was probably a rail for a sliding door. The walls are all whitewashed brick.



Plate 11 (left): Timbers attached below the joists at the north-east end

Plate 12 (right): Wedge and slot on the south-east timber

4.3.3 The north-east elevation has a central doorway, which is blocked with brick, attached to which is a timber frame with two panes with chamfered edges and cut off stubs of timbers on the north-west and south-east sides and two chamfered battens on the south-east side (see Plate 13 and Plate 14). This doorway has an overly long timber lintel, which extends to the north-west, and there is a corresponding length of beaded board attached to the joist, creating a slot, which presumably housed a sliding door.



Plate 13 (left): North-east elevation



Plate 14 (right): Detail of the blocked doorway on the north-east elevation

4.3.4 The south-east elevation has four brick-arched windows and stone sills (Plate 15 and Plate 16). Four-light hinged casement windows were visible in three of them, but oddly these seem to hinge inward from the central 'mullion'. These are decorated with chamfer and attached edging strips. There is a further chamfered timber frame, with two panes, attached on the south-west side. This frame and other timbers in this corner are heavily charred and there are rows of small holes along the elevation corresponding to where timbers have been removed from the wall.



Plate 15 (left): Brick-arched windows in the south-east elevation



Plate 16 (right): Detail of a window in the south-east elevation

4.3.5 The south-west elevation has a central double doorway, with a machine cut timber lintel, housing a modern door (Plate 17). The elevation is otherwise plain, apart from where there are some pipes attached and two sawn off pieces of timber high on the south-east side, which appear to be joist ends.



Plate 17: The south-west elevation

4.3.6 The north-west elevation has four windows (Plate 18), all of which are covered with sheet metal apart from the north-east one, which has no casement and is boarded up (Plate 19). The rest of the elevation is plain, with some modern timber board attached and rows of holes for inserted timber. There is an iron tether ring on a square plate at the north-east end (Plate 20) and a small hole below it at ground floor level.



Plate 18 (left): The north-west elevation



Plate 19 (right): Boarded up window on the north-west elevation



Plate 20: Iron tether ring on the south-west elevation

4.3.7 **First floor:** this floor was inaccessible and had to be viewed from the floor below. The floor comprises just the joists and some loose floorboards. The ceiling is supported by three king post trusses with angled braces, which in turn have vertical braces (Figure 6). The king post is joggled to fit the braces and principals and bolted to the tie beam with a single purlin per pitch and a ridge plank. The trusses are bolted between the beam and principals and there is only one vertical batten on the south-east side of each and machine cut timber is used throughout.



Plate 21: The trusses

4.3.8 The elevations have the remains of whitewash as per the ground floor. The north-east elevation is plain. The south-east elevation has an enlarged window on the north-east side, which is more like a loading or pitching door, and three windows to the south-west, which are similar to those on the ground floor but have intact frames. The south-west elevation is essentially plain apart from a central loading door (Plate 22). Timber is attached to the lintel and projects out of the wall and a heavy plank and batten door slides below it. A beam is inserted into the wall above (Plate 23) and rests on the tie beam of the truss to the north-east; this presumably forms the hoist which is visible outside (see *Section 4.2.3*). The north-west elevation is plain apart from the four windows, which are similar to those on the ground floor, the central two of which have casements remaining, although these are three-light rather than four-light

and possibly tilting. The beam forming the hoist has an iron plate strapped to the underside where it rests on the wall.

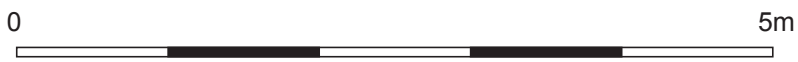
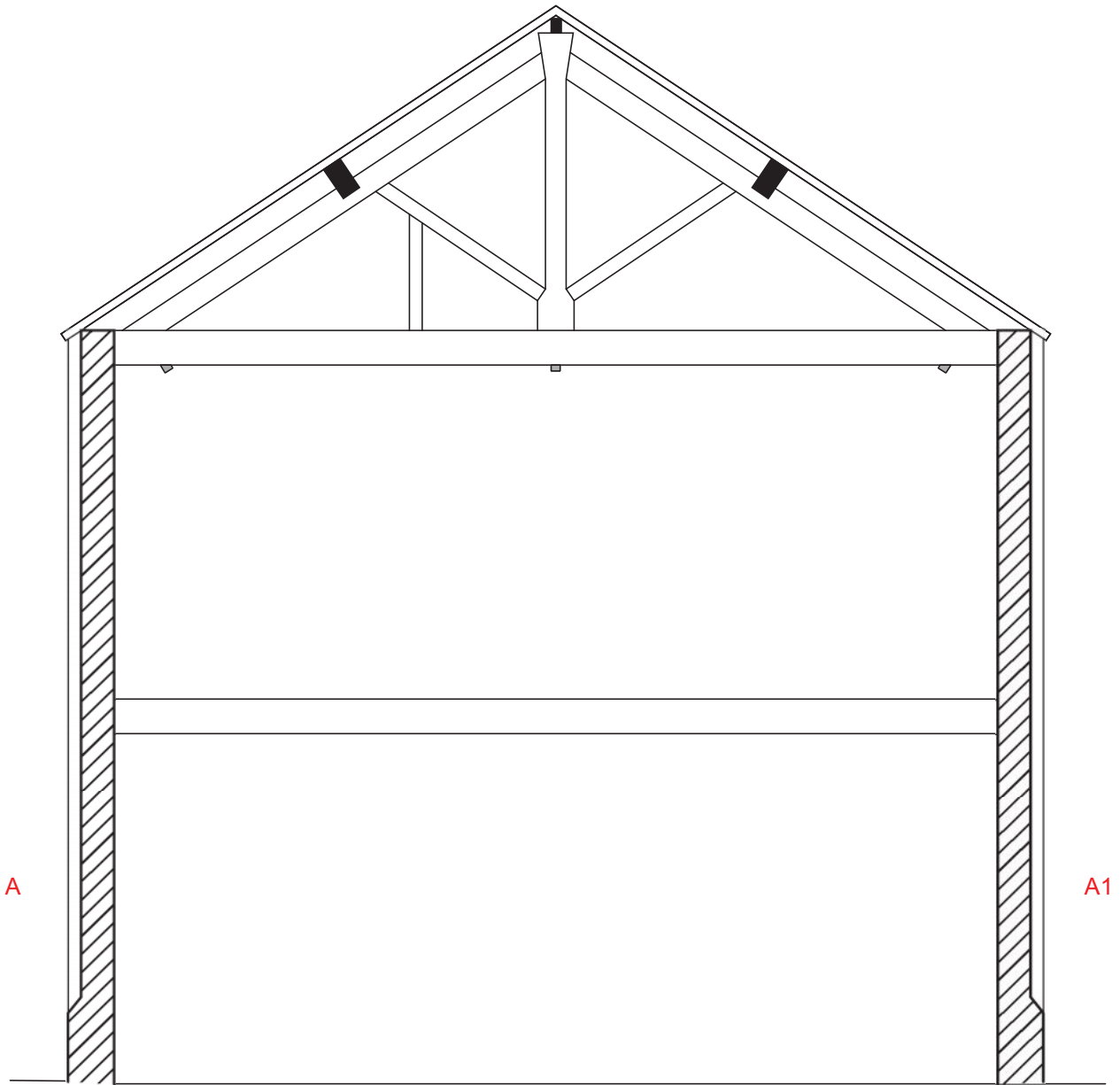


Plate 22 (left): Upper floor level loading door on the south-west elevation



Plate 23 (right): Beam / hoist above the loading door

CROSS-SECTION A-A1, LOOKING SOUTH-WEST






Key:  cross-sectional timber  cross-sectional wall  iron

Figure 6: Cross-section A-A1

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5. Discussion

5.1 Phasing

5.1.1 **Introduction:** the ability to phase the development of the building is greatly enhanced by the detailed documentary information available relating to the construction of the neighbouring buildings on Abbey Road, to which it is clearly connected. Latterly, however, there is less available historical information but inference can be made from documented changes to similar properties.

5.1.2 **Phase 1 – c1875:** the building was most likely constructed as part of the original development of the block of buildings comprising the Duke of Edinburgh Hotel and 102 and 104 Abbey Road, which were designed in 1874 and built in 1875. Stylistically it is very similar to the Duke of Edinburgh Hotel, and it probably served as its stables. The rows of post pads in the floor certainly indicate that it initially had rows of stalls along the side elevations. During this period the upper floor was no doubt used for the storage of animal feed and perhaps bedding and the upper level doorways in the south-west and south-east elevations were used for loading this into the building.

5.1.3 **Phase 2 – early 20th century:** the map evidence indicates that the building saw limited alteration during the early period and it probably remained little changed into the 20th century. The documentary sources, although limited, suggest that by the late 1920s or 1930s it may have been converted into a garage. This would certainly fit with the development of the motor vehicle and what must have been its increasing prevalence during the 20th century. In terms of the manner in which the building was modified, however, there seems to have been relatively little modification and what there was cannot be assigned to this period with certainty. The former stalls were evidently taken up, although the pads were left in the ground, presumably to allow access for cars. In addition, the main doorway to the south-west and the smaller one to the north-east were modified to take sliding doors.

5.1.4 **Phase 3 – late 20th century:** more recently the building has seen little deliberate alteration but its condition has substantially deteriorated leading to some changes. Part of the building, in the interior south corner, was evidently damaged by fire and the floorboards forming the upper floor have been removed, perhaps partially as a result. Many of the windows have been blocked up or covered over and the doorway at the north-east end was probably blocked with brick during this period, having gone out of use following the addition of a modern garage to the north-east.

5.2 Conclusion

5.2.1 The recording of the former garage forms an interesting addition to the existing record for the neighbouring buildings. It was not possible to discover quite as much information about it, although this is perhaps not surprising considering its relative size and importance. Nevertheless, an understanding of its development has been established. It is interesting to note, however, that during the 20th century it seems not to have been directly connected to the Duke of Edinburgh Hotel and was operated privately as part of a livery stable.

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