



ARCHAEOLOGICAL
SERVICES
WYAS

Barnsley Transport Interchange
Barnsley
South Yorkshire

*Archaeological Evaluation
and Photographic Survey*

Report No. 1483

January 2006

CLIENT

Laing O'Rourke

Barnsley Transport Interchange

Barnsley

South Yorkshire

Archaeological Evaluation and

Photographic Survey

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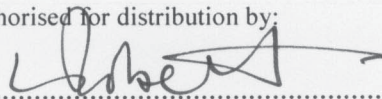
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Summary

Archaeological evaluation at Barnsley Transport Interchange revealed the remains of a stone hard standing that may relate to the former 19th-century railway sheds and carriage works. No direct structural remains of these buildings were located and the archaeological potential of the area is considered to be low. A photographic survey was also undertaken to record the remains of a railway viaduct.

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Archaeological Services WYAS

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1. Introduction

- 1.1 Archaeological Services WYAS (ASWYAS) was commissioned by Laing O'Rourke to undertake an archaeological evaluation by trial trenching at Barnsley Transport Interchange (SE 065 347) prior to extensive redevelopment and improvements (Fig. 1). The site is situated in the eastern part of the town centre and encompasses the train and bus stations and associated buildings in an area between Midland Street and Harborough Hill Road (Fig. 2).
- 1.2 The archaeological evaluation consisted of the excavation of two trenches within the bus station area of the site in order to investigate the former 19th-century buildings associated with the former station. A photographic survey was also undertaken to record the surviving remains of the former railway viaduct in the north-west of the site (Fig. 2). The results of the photographic survey are presented in Appendix IV.
- 1.3 The underlying geology for the site is of middle coal measures deposits of the upper carboniferous (B.G.S. 1976).
- 1.4 The site work was monitored by Roy Sykes of the South Yorkshire Archaeology Service (SYAS). The work on site was completed between the 6th December 2005 and 9th January 2006.

2. Historical and Archaeological Background

- 2.1 A desk-top assessment has been undertaken for the site by Archaeological Services WYAS (Dodds and Richardson 2004). This revealed no evidence for prehistoric, Roman or early medieval activity, although the redevelopment site was situated on the fringes of the medieval settlement of Barnsley. The medieval town was centred on St Mary's Church and Market Place, but also incorporated open areas to the south-east (May Day Green) and to the north (Churchfields).
- 2.2 It was not until the first half of the 19th century that the site was occupied by the railway line and station, and by the time of the Ordnance Survey (OS) map of 1888 a goods' shed, Carriage Works, Railway Foundry and Timber Yard had been added. The sites of buildings associated with the Carriage Works and the railway were to be investigated in this evaluation (Fig. 3).

3. Method

- 3.1 The aims and objectives of this archaeological evaluation were to:
 - to gather, sufficient information to establish presence/absence, character, extent, date and state of preservation of any archaeological remains within the proposed development area.
- 3.2 This was carried out with the excavation of two trial trenches:
 - Trench 1: 5m by 3m located on the western side of the redevelopment site within the former footprint of a building believed to be associated with the railway;

- Trench 2: 8m by 2m located to the east towards the railway line and within the former footprint of the Carriage Works (Fig. 3).
- 3.3 The trenches were laid out using a Trimble Geo-explorer GPS system and tied in later to nearby structures with hand tapes. Both trenches were excavated with the use of a JCB mechanical excavator fitted with a pneumatic pecker to initially remove the tarmac, and a toothless ditching bucket to remove the lower overburden in spits to the first archaeological horizon or natural deposits. All areas were CAT scanned by a Laing O'Rourke engineer for services prior to excavation. The trenches were then hand cleaned and written, drawn and photographic records were completed in accordance with the methods outlined in the Project Design (Richardson 2005, Appendix III) and ASWYAS standard methods. The trenches were backfilled after consultation with SYAS and left in a safe manner.

4. Results

- 4.1 The results from Trenches 1 and 2 are described below. Trench locations are shown in Figures 2 and 3, and relevant detailed plans and sections in Figure 4.

Trench 1

- 4.2 Trench 1 was 5m in length and 3m in width and was orientated broadly north-east to south-west. The location of the trench was altered slightly due to the presence of live services in the area. The trench was located to the east of the surviving part of the former railway viaduct on an area of tarmac pavement.
- 4.3 The trench was 0.35m to 0.5m deep and revealed a layer of modern overburden 0.67m thick consisting of a layer of tarmac overlaying hardcore (100). This overlay an area of stone hard standing (101) that was set within a square cut (103) (Fig. 4). Part of the western side of the hard standing structure was exposed in the trench with a vertical edge orientated roughly north to south (Plate 1). A small sondage revealed the cut to have been approximately 0.25m deep and tightly packed with large unshaped stones, often placed vertically, that made up the surface (Fig. 5). This was set into a thin bed of ash and clinker (107). The stones used to make up the surface were supplemented by bricks in places (102). An area measuring *c.*4.5m in length and 2.3m in width of the hard standing was exposed, and it continued into the trench baulk to the north, east and south.
- 4.4 An earlier layer (104) of firm dark brown silt clay with moderate small sandstone fragments, moderate charcoal/coal flecks and occasional brick fragments was seemingly cut by 103, although Layer 104 may have formed up against an upper structure to 101 that has been historically removed (Fig. 4 and 5). A thin mixed layer of made ground (105) consisting of loose grey brown gritty silty clay overlay the upper surface of 101 in places. No artefacts were recovered from either the structure or associated layers.
- 4.5 The hard standing is likely to relate to the former 19th-century railway sheds, although no direct evidence of the remains of the sheds, in terms of wall

foundations was located. It appears that the area was truncated to this level when the modern hardcore and tarmac was laid.

Trench 2

- 4.6 Trench 2 was 8m in length and 2m in width and was orientated broadly north-west to south-east. It was located in the road area of the bus station to investigate the potential remains of the former 19th-century carriage works. The trench location was altered slightly following consultation with SYAS.
- 4.7 The trench was a maximum of 0.83m in depth and revealed a 0.67m thick layer of modern overburden (108) consisting of tarmac and hardcore that directly overlay the clay natural (109). The natural consisted of a very firm grey clay/mudstone with black patches of shaley coal. This appeared to represent a lower horizon of coal measures clay suggesting that that area had been truncated historically, probably when the modern tarmac was laid. The ground level at the time of investigation was between 94.76m and 94.89m OD, and the natural was encountered at c.94.20m OD. No archaeological structures, features or finds were observed.

5. Conclusion

- 5.1 The excavation of two trial trenches to evaluate the former 19th century railway buildings revealed no evidence of their survival below the present bus station tarmac, although an undated area of hard standing was located in Trench 1 which is likely to date to this time. Evidence of wall foundations was not located and the area has been apparently historically truncated, especially in the area of Trench 2. Although the sample area of trenching was small, these results suggest that the remains of the 19th-century station buildings and Carriage Works have been largely removed. Modern ground working now usually stipulates the removal of previous structures rather than construction on top. The archaeological potential of the area is therefore considered to be low.

Bibliography

B.G.S., 1976, British Geological Survey, England and Wales Sheet 87 (Barnsley), Solid and Drift edition, 1:50 000

Dodds, J. and Richardson J., 2004, 'Barnsley Transport Interchange, Barnsley, South Yorkshire: Desk-based Assessment', unpub. ASWYAS Report No. 1249

Richardson, J., 2005, Barnsley Transport Interchange, Barnsley, South Yorkshire; Project Design for Evaluation, unpub. ASWYAS document

Archive:

The evaluation archive is to be deposited at Sheffield Museum, the negatives from the photographic survey are held by SYAS.

Acknowledgements

Project management

Ian Roberts BSc MIFA

Report (evaluation and photographic survey)

Daniel Lee BSc

Graphics/illustrations

Daniel Lee

Mark Chisnall BA

Fieldwork

Daniel Lee

Paul Gwilliam BA (Photographic survey)

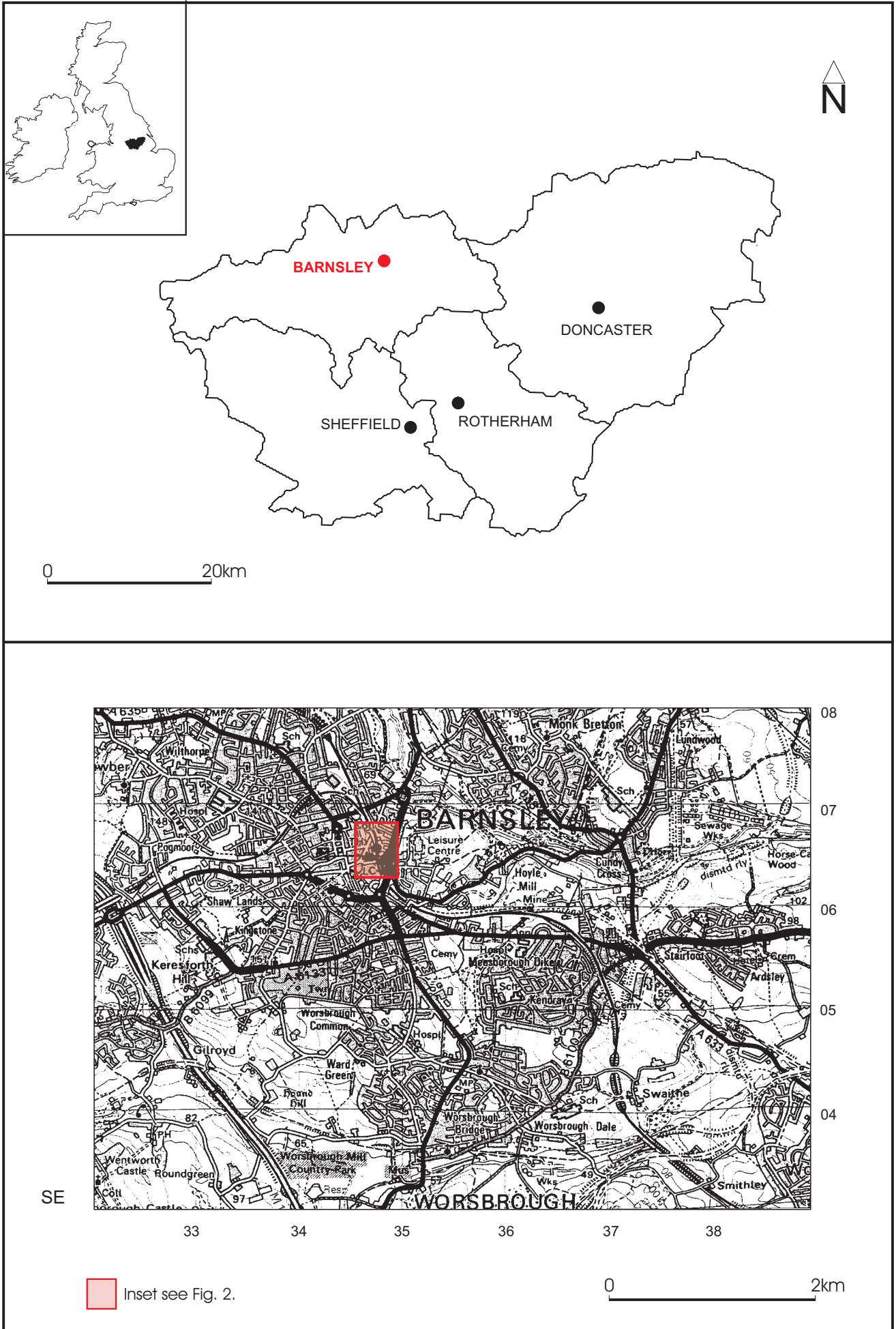


Fig. 1. Site location

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Re-development site boundary
 ASWYAS Evaluation Trench
 ASWYAS Photographic Survey

0 100m

Fig. 2. The re-development site showing the trial trenches and building recording area

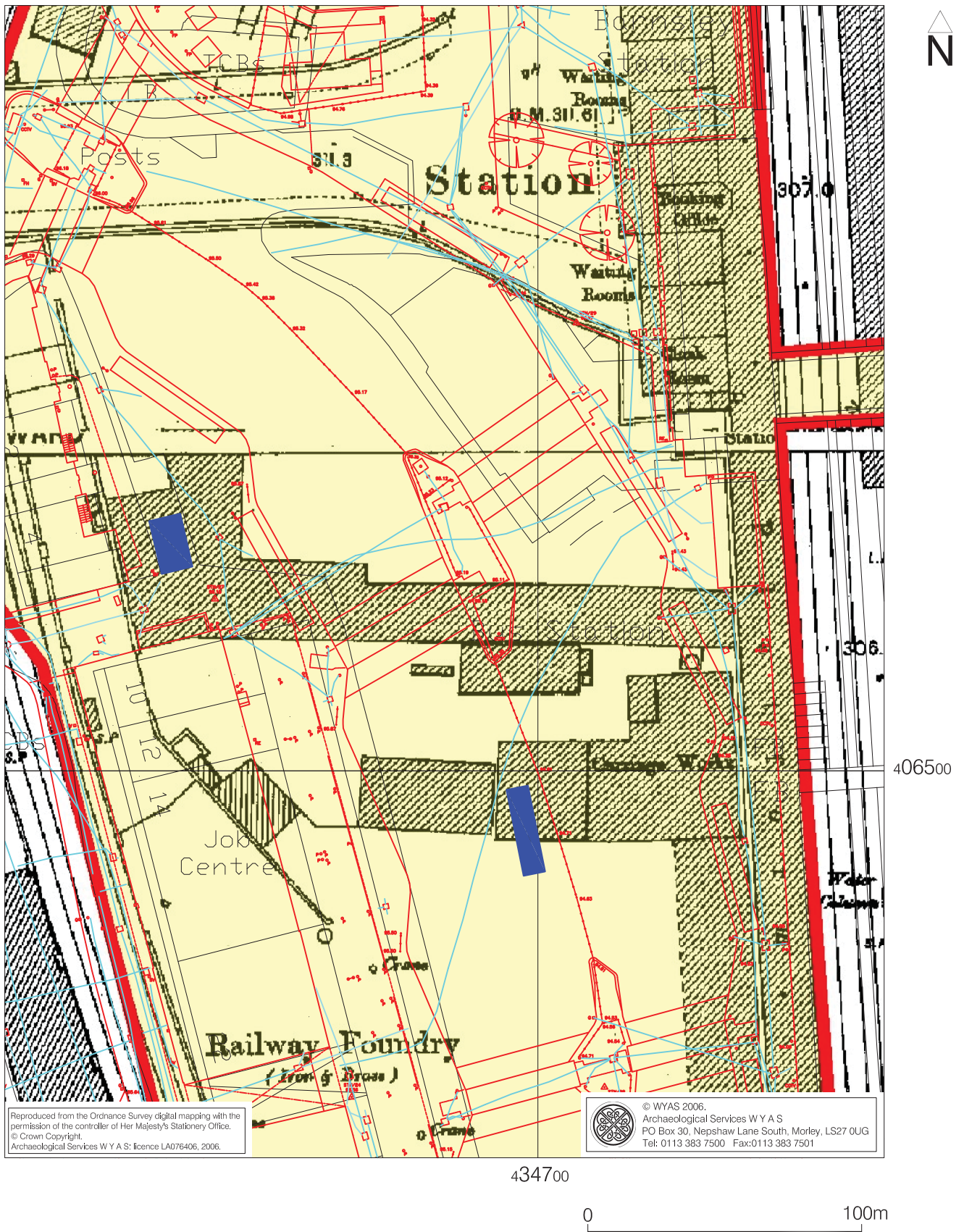


Fig. 3. Location of trial trenches, shown against 1888 O.S. mapping, architect's survey data (in red) and services (in blue) (Scale 1:500)

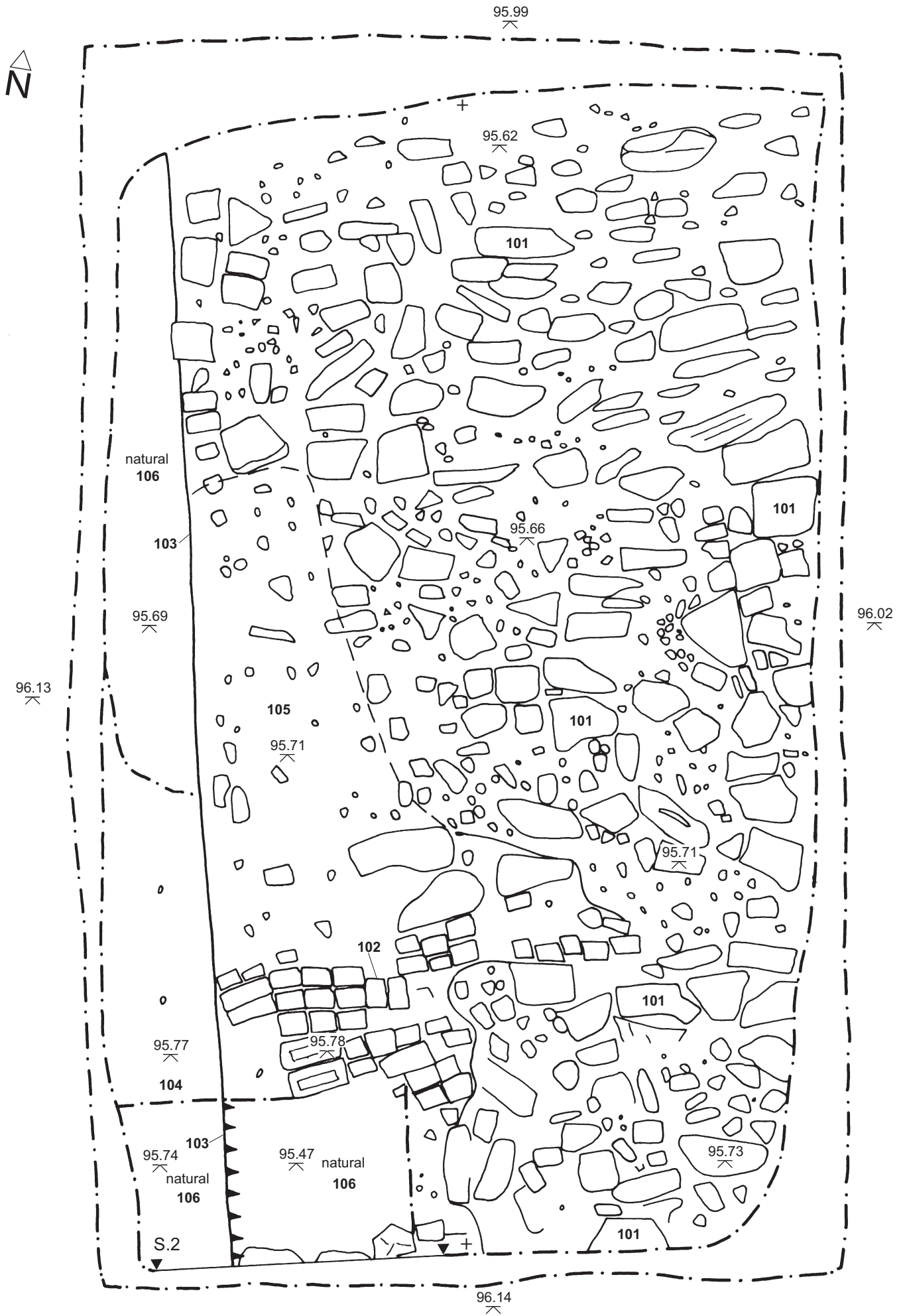


Fig. 4 Plan of Trench 1

0 1m

S.2

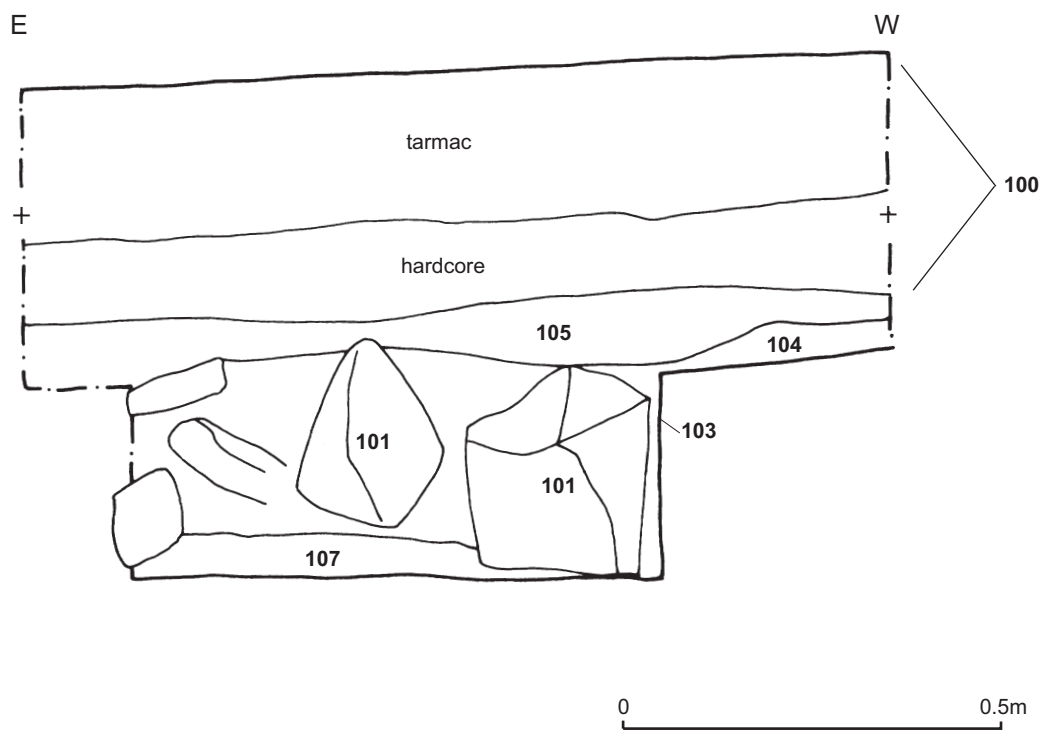


Fig. 5 Section 2



Plate 1. Trench 1 with area of rough hard standing visible set into a shallow square cut, looking north-east

Appendix I
Inventory of primary archive

File no.	Description	Quantity
1	Context register	1
1	Context cards	8
1	Drawings	2
1	Trench record sheets	2
1	Photographic negative sets	2

Appendix II

Inventory of contexts

Context	Trench	Description
100	1	Overburden (tarmac, hardcore)
101	1	Surface (hard standing)
102	1	Brick setting within 101
103	1	Cut for 101
104	1	Layer, cut by 103
105	1	Made ground layer
106	1	Natural clay
107	1	Lower layer within 103
108	2	Overburden (tarmac, hardcore)
109	2	Natural clay

Appendix III

Project Design for archaeological evaluation

Barnsley Transport Interchange

Barnsley

South Yorkshire

Project Design for Evaluation

1. Introduction

- 1.1 An archaeological evaluation is required in advance of the redevelopment of Barnsley Transport Interchange, Barnsley (SE 065 347). This document details the required methodology for the evaluation of the site through trial trenching, in accordance with recommendations made by Roy Sykes of the South Yorkshire Archaeology Service.
- 1.2 The aim of the evaluation is to establish the presence and preservation of archaeological features/deposits within the redevelopment area and to try to elucidate their date, function and sensitivity to the redevelopment proposals.

2. Archaeological Background

- 2.1 A desk-top assessment has been undertaken as a first stage of the archaeological investigation for the site (Dodds and Richardson 2004). No evidence for prehistoric, Roman or early medieval activity was identified, although the redevelopment site was situated on the fringes of the medieval settlement of Barnsley. The medieval town was centred on St Mary's Church and Market Place, but also incorporated open areas to the southeast (May Day Green) and to the north (Churchfields).
- 2.2 It was not until the first half of the 19th century that the redevelopment site was occupied by the railway line and station, and by the time of the Ordnance Survey (OS) map of 1888 a goods' shed, Carriage Works, Railway Foundry and Timber Yard had been added. Remains of buildings associated with the Carriage Works and the Railway are to be investigated here (Fig. 3).

3. Aims and Objectives

- 3.1 The aims and objectives of this archaeological evaluation will be:
 - to gather, sufficient information to establish presence/absence, character, extent, date and state of preservation of any archaeological remains within the proposed development area.
- 3.2 The specific aims and objectives will be to evaluate two trial trenches and to carry out contingency trenching (up to 10m²) if further clarification of features is required. The two trial trenches will be position as follows:
 - Trench 1: 5m by 3m located on the western side of the redevelopment site within the former footprint of a building believed to be associated with the railway;
 - Trench 2: 8m by 2m located to the east towards the railway line and within the former footprint of the Carriage Works (Fig. 3).

4. Proposed Method

- 4.1 Archaeological Services WYAS will be responsible for locating any services pipes and/or cables, and for taking the necessary measures to avoid their disturbance. The location of services may lead to the repositioning of the trenches. Any alteration in the position of trenches will be made in consultation with Roy Sykes of the South Yorkshire Archaeology Service, although it is understood that access to and from the transport interchange must be maintained at all times.
- 4.2 The work will involve the controlled stripping of the present tarmac/concrete surface and any subsequent layers to the archaeologically required level. This shall be carried out under archaeological supervision. The mechanical excavator used will be equipped with a toothless ditching bucket when appropriate, although a pecker will be necessary initially. Stripping will take place in level spits to the top of the first archaeological horizon or undisturbed natural. The resulting surface is to be inspected for archaeological remains. Where archaeological remains require clarification, the relevant area will be cleaned by hand. Under no circumstances will the machine be used to cut arbitrary trenches down to natural deposits. In the event of deeply stratified deposits, shoring will be required, although issues of Health and Safety will take priority over archaeological matters (Section 9.3).
- 4.3 Archaeological Services WYAS will hand excavate all archaeological features in an archaeologically controlled and stratigraphic manner in order to meet the aims and objectives outlined above. The features will be investigated using the following sampling strategies:
- Linear features: A minimum of 20% along their length (each sample section to be not less than 1m), or a minimum of a 1m sample section if the feature is less than 10m long, of the deposits within linear features, will be excavated to their full depth. Where possible one section will be located and recorded adjacent to the trench edge.
 - Intersections of linear features: The deposits at the junctions of or interruptions in linear features will be totally removed over a sufficient length to determine the nature of the relationship between the components. Excavation of an 'L'-shaped section will be undertaken in the first instance to demonstrate and record relationships and then expanded to the full widths, planned and recorded.
 - Discrete features: Pits, post-holes and other isolated features will normally be half-sectioned to determine and record their form with a minimum sample of 50% of discrete features in each area. The complete excavation of such features may be appropriate, but only following consultation with the South Yorkshire Archaeology Service.
- 4.4 In the event of deeply stratified deposits, the sampling strategies above may require revision. Any changes, however, would only occur following consultation with the South Yorkshire Archaeology Service.
- 4.5 Archaeological Services WYAS shall make a full written, drawn and photographic record of all material revealed during the course of the work. The stratigraphy of any trench is to be recorded even where no archaeological

deposits have been identified. The excavation limits will be surveyed using electronic survey equipment with larger scale hand drawn plans of features at 1:20 or 1:50, as appropriate. Sections of linear and discrete features will be drawn at 1:10 or 1:20 depending on the size of the feature. One representative long section of each trench will be produced, at an appropriate scale. All sections, plans and elevations will include spot-heights related to Ordnance Datum in metres as correct to two decimal places and survey tie-in information will be undertaken during the course of the evaluation and will be fixed in relation to nearby permanent structures and roads and to the National Grid (located on the 1:2500 map of the area).

- 4.6 All artefacts recovered will be retained and removed from the site for assessment, and where it is appropriate finds shall be recorded three dimensionally. Non-modern artefacts will be collected from the excavated topsoil and subsoil. Finds material will be stored in controlled environments, where appropriate. All artefacts recovered will be retained, cleaned, labelled and stored as detailed in the guidelines laid out in the IFA Guidelines for Finds Work. Ferrous objects and a selection of non-ferrous objects (including all coins) will be X-rayed. Conservation, if required, will be undertaken by approved conservators. UKIC guidelines will apply.
- 4.7 Archaeological Services WYAS shall fully record all excavated archaeological contexts by detailed written records giving details of location, composition, shape, dimensions, relationships, finds, samples, and cross-references to other elements of the record and other relevant contexts, in accordance with best industry practice and in accordance with methods previously approved by the South Yorkshire Archaeology Service. All contexts, and any small finds and samples from them will be given unique numbers. Bulk finds will be collected by context. Colour transparency and monochrome negative photographs will be taken at a minimum format of 35mm.
- 4.8 Archaeological Services WYAS shall undertake a soil-sampling programme during the course of the evaluation for the identification and recovery of carbonised and waterlogged remains, vertebrate remains, molluscs and small artefactual material. An environmental specialist will be consulted during the course of the evaluation with regard to the implementation of this sampling programme and a site visit will be made. Provision will be made for the removal of soil samples of between 10 and 30 litres (where appropriate), from deposits with clear potential, and larger samples from any rich carbonised deposits. Environmental material removed from site will be stored in appropriate controlled environments. The collection and processing of environmental samples will be undertaken in accordance with guidelines set out in the Association for Environmental Archaeology's (1995) Working Paper No. 2, "*Environmental Archaeology and Archaeological Evaluations - Recommendations concerning the environmental archaeology component of archaeological evaluations in England*". In addition, the processing of environmental samples will only take place within facilities approved for such purposes by the Regional Science Advisor, Ian Panter.
- 4.9 In the event of human remains being discovered during the evaluation these will be left *in situ* by Archaeological Services WYAS, covered and protected, in the first instance. The removal of human remains will only take place under

appropriate Home Office and environmental health regulations, and in compliance with the Burial Act 1857. If human remains are identified, Archaeological Services WYAS will inform the SMR and Coroner immediately. A Home Office licence will be obtained prior to the removal of the remains and contingency provision will be made for the specialist reports on the remains by a recognised osteo-archaeologist.

- 4.10 Archaeological Services WYAS will make provision for the recovery of samples suitable for scientific dating.
- 4.11 All finds of gold and silver and associated objects shall be reported to HM Coroner according to the procedures relating to the Treasure Act 1997, after discussion with the Client and the South Yorkshire SMR.

5. Archive preparation and deposition

- 5.1 The site archive will contain all the data collected during the exploratory work, including records, finds and environmental samples. It will be quantified, ordered, indexed and internally consistent. Adequate resources will be provided during fieldwork to ensure that all records are checked and internally consistent. Archive consolidation will be undertaken immediately following the conclusion of fieldwork:
- the site record will be checked, cross-referenced and indexed as necessary;
 - all retained finds will be cleaned, conserved, marked and packaged in accordance with the requirements of the recipient museum;
 - all retained finds will be assessed and recorded using pro forma recording sheets, by suitably qualified and experienced staff. Initial artefact dating will be integrated with the site matrix;
 - all retained environmental samples will be processed by suitably experienced and qualified staff and recorded using pro forma recording sheets, to identify at this stage presence or absence of environmental remains.
- 5.2 The archive will be assembled in accordance with the specification set out in English Heritage's "*Management of Archaeological Projects 2*" (English Heritage, 1991; Appendix 3). In addition to the site records, artefacts, ecofacts and other sample residues, the archive shall contain:
- site matrices where appropriate;
 - a summary report synthesising the context record;
 - a summary of the artefact record;
 - a summary of the environment record.
- 5.3 The integrity of the primary field record will be preserved. Security copies will be maintained where appropriate.
- 5.4 Provision will be made for the deposition of the archive, artefacts and environmental material, subject to the permission of the relevant landowner (and if no further archaeological work is to be initiated), in the appropriate recipient museum, in this case Sheffield City Museum. The museum curator will be advised of the timetable of the proposed investigation prior to evaluation

commencing and Archaeological Services WYAS will adhere to any reasonable requirements the museum may have regarding conservation and storage of the excavated material and the resulting archive. The archive will be prepared in accordance with the guidelines published in “*Guidelines for the preparation of Excavation Archives for long-term storage*” (United Kingdom Institute for Conservation, 1990) and “*Standards in the Museum care of archaeological collections*” (Museums and Galleries Commission, 1994). Provision will be made for the stable storage of paper records and their long-term storage on a suitable medium, such as microfilm.

- 5.5 Archive deposition will be arranged in consultation with the recipient museum and the South Yorkshire SMR and will take into account all requirements of the recipient museum and of the relevant guidelines outlined above. The timetable for deposition will be agreed on completion of the site archive and narrative.

6. Report preparation, contents and distribution

- 6.1 Upon completion of the evaluation, the artefacts, ecofacts and stratigraphic information shall be assessed as to their potential and significance for further analysis.
- 6.2 A technical report will be prepared on completion of on-site archaeological investigations, notwithstanding the completion of post-excavation analyses (e.g. radiometric dating) and will include the following:
- a non-technical summary of the results of the work;
 - a summary of the project’s background;
 - the site location;
 - an account of the method;
 - the results of the evaluation, including phasing and interpretation of the site sequence and the assessment of artefacts and ecofacts, if recovered, and
 - an appendix catalogue of the archaeological material recovered during the evaluation.
- 6.3 The evaluation report will be supported by an overall plan of the site, accurately identifying the location of trenches on Ordnance Survey Landline data; individual trench plans as excavated, indicating the location of archaeological features with supporting section drawings and artefact illustrations where appropriate; and photographs.
- 6.4 Finally, the post-excavation evaluation report will outline the archaeological significance of the deposits identified, and provide an interpretation of the results in relation to other sites in the region. In particular, the results of the evaluation will make reference to other known archaeological sites in the close vicinity of the development.
- 6.5 Archaeological Services WYAS will submit copies of the evaluation report to the Client, the Local Planning Authority, and the Sites and Monuments Record within an agreed timetable, notwithstanding any contractual requirements on confidentiality (see Section 8 below).

- 6.6 Archaeological Services WYAS will supply copies of electronic files containing the report to the Sites and Monuments Record in the following formats
- 1 copy in Word for Windows or compatible format
 - 1 copy in text ASCII format
- 6.7 The report will not give an opinion on whether preservation or further investigation is considered appropriate.

7. Publication and Dissemination

- 7.1 The information contained within the evaluation report will enable decisions to be taken regarding the future treatment of the archaeology at the site and any material recovered during the evaluation.
- 7.2 Allowance will be made for the preparation and publication of the work in the appropriate issue of *Archaeology in South Yorkshire*, and, if of regional or national significance, within an appropriate journal.
- 7.3 Given the location of the archaeological investigations within a public area, site notices on the fencing surrounding both trenches will also be provided that explain the archaeological processes involved and any remains encountered. The roles of Archaeological Services WYAS and the South Yorkshire Archaeology Service in the archaeological investigations will be stated.
- 7.4 It is understood that the results of the evaluation may be of interest to the wider public and as such may be disseminated by means of occasional talks.
- 7.5 An online OASIS form will be completed by Archaeological Services WYAS on completion of the archaeological evaluation, in consultation with the South Yorkshire Archaeology Service.

8. Copyright, Confidentiality and Publicity

- 8.1 Unless otherwise stated, the copyright of the report will remain with Archaeological Services WYAS. Archaeological Services WYAS will make the results of archaeological work known to the wider archaeological community within a reasonable time. Copies of the report should be submitted to the client and to the Sites and Monuments Record Office.

9. Health and Safety

- 9.1 Archaeological Services WYAS will have their own Health and Safety policies compiled using national guidelines and which will conform to all relevant Health and Safety legislation.
- 9.2 In addition, Archaeological Services WYAS will undertake a 'Risk Assessment', which sets project specific Health and Safety requirements to which all members of staff are made aware of, prior to on-site work commencing.
- 9.3 Archaeological Services WYAS will ensure that Health and safety will take priority over archaeological matters. Necessary precautions will be taken over underground services and overhead lines at the outset of the project.

10. Insurance

- 10.1 Archaeological Services WYAS has effected appropriate insurance cover with Zurich Municipal Insurance, Park House, 57-59 Well Street, Bradford, via

Wakefield Metropolitan District Council. Any further enquiries should be directed to The Chief Financial Officer, Insurance Section, Wakefield MDC, PO Box 55, Newton Bar, Wakefield, WF1 2TT.

11. Monitoring

- 11.1 The work will be monitored by the Sites and Monuments Record office of the South Yorkshire Archaeology Service, who will be consulted before the commencement of any site works and afforded the opportunity to inspect the site and the records during any stage of the work.

12. Resources and Programming

- 12.1 Resources allow for the deployment of appropriately qualified archaeologists, plus management and support staff. On approval of this document by the South Yorkshire Archaeology Service, and given an agreement of costs, it is anticipated that staff from Archaeological Services WYAS can be on site with two weeks' notice.

Appendix IV

Photographic Survey of Railway Viaduct

1. Introduction

- 1.1. Archaeological Services WYAS was commissioned by Laing O'Rourke to undertake an external photographic survey of the surviving structure of a former railway viaduct (access to the top and internal rooms of the viaduct was not gained). This was in advance of demolition and re-development of the site at the request of the South Yorkshire Archaeology Service. The remains of the viaduct were located on the north-west edge of Barnsley Transport Interchange bus station (Fig. 2). At the time of survey the viaduct housed bus station offices and a concrete shelter, accessed from the east, and disused shops along the west side. The photograph directions are shown in Figure 6.

2. Methodology

- 2.1. The photographic survey took place on 8th December 2005. Weather conditions were dry and light overcast with reasonable levels of natural light.
- 2.2. The survey was undertaken at the time of the trial trenching and the site-specific risk assessment for this had been prepared in advance.
- 2.3. A medium format (Mamiya RB 6 x 7 cm) camera was used to record, in general and in detail, the exterior of the standing structure and its environs. This record consists of black and white negatives. The full photographic archive will be deposited along with the excavation archive at Sheffield Museum.

3. Historical Background

- 3.1. The viaduct was constructed in the 1870s prior to the new Court House Station opening in 1870 which supplemented the Existing Exchange Station to the east (Dodds and Richardson 2005). The viaduct continued to the south-east where it crossed the other main line, and joined the mainline via a series of sidings to the north-west. The viaduct and Court House Station remained in use until the mid 1960s when the area was re-developed and the viaduct was demolished, apart from a small section that survives today at the junction of Eldon street and Midland Street.

4. Results

- 4.1. The viaduct survived at a length of approximately 29m and 9.5m in width. The majority of the north-east and the south-west external elevations were obscured by shop frontages and a concrete shelter with rendering. The ends of the section of viaduct had been rebuilt with additional walls.
- 4.2. The north-east elevation was largely obscured by a concrete shelter, probably dating from the 1960s. Where the stonework was visible it consisted of large retaining walls constructed from squared rock faced ashlar blocks with a lower plinth and was capped by a shaped stone parapet (Photographs 1-3). Two large squared vertical buttresses were visible at the northern end, although the southern two examples were obscured by rendering and the concrete shelter (Photograph 9). The top of a segmented brick arch was visible directly below the parapet, although the two arches were mostly obscured (Photograph 10).

- 4.3. The south-west elevation was obscured by shop frontages (Photograph 6), although the northern buttress was visible (Photograph 7).
- 4.4. The southern elevation appeared to represent an additional wall that was obscured by rendering (Photograph 8). The northern elevation was curved and appeared to represent a rebuilt wall constructed from reused ashlar blocks from demolished parts of the structure (Photographs 4 and 5). This would have been the site of the viaduct pillar that spanned Eldon Street.

5. Conclusion

- 5.1. The remains of the late 19th-century railway viaduct have been preserved by photographic record externally. The structure is not of high intrinsic archaeological value as it has been altered and rendered. No further work is recommended.

Barnsley Transport Interchange

Railway Viaduct

N Photograph Number
 FF Film and Frame Number
 D Date (taken)
 DR Approximate direction of Photograph

Photographic Record

N	FF	D	DR	Description
1	9716/4	08/12/05	SW	North-west elevation with buttresses
2	9716/5	08/12/05	NW	North-west facing elevation with modern concrete shelter obscuring detail
3	9716/6	08/12/05	S	North end of viaduct with rock faced re-built additional wall
4	9716/7	08/12/05	SE	Curved north elevation of additional end wall
5	9716/10	08/12/05	SE	Detail of north curved elevation of additional wall
6	9716/11	08/12/05	E	Shop frontages obscuring detail of viaduct on south-west elevation
7	9716/12	08/12/05	E	North end of viaduct showing buttress
8	9716/13	08/12/05	N	Southern elevation showing shops fronts and additional rendered wall obscuring detail
9	9716/15	08/12/05	SW	North-east elevation from bust station
10	9716/17	08/12/05	SW	Detail of north-east elevation showing top of obscured segmental arch below parapet

See Fig. 6 for direction plan

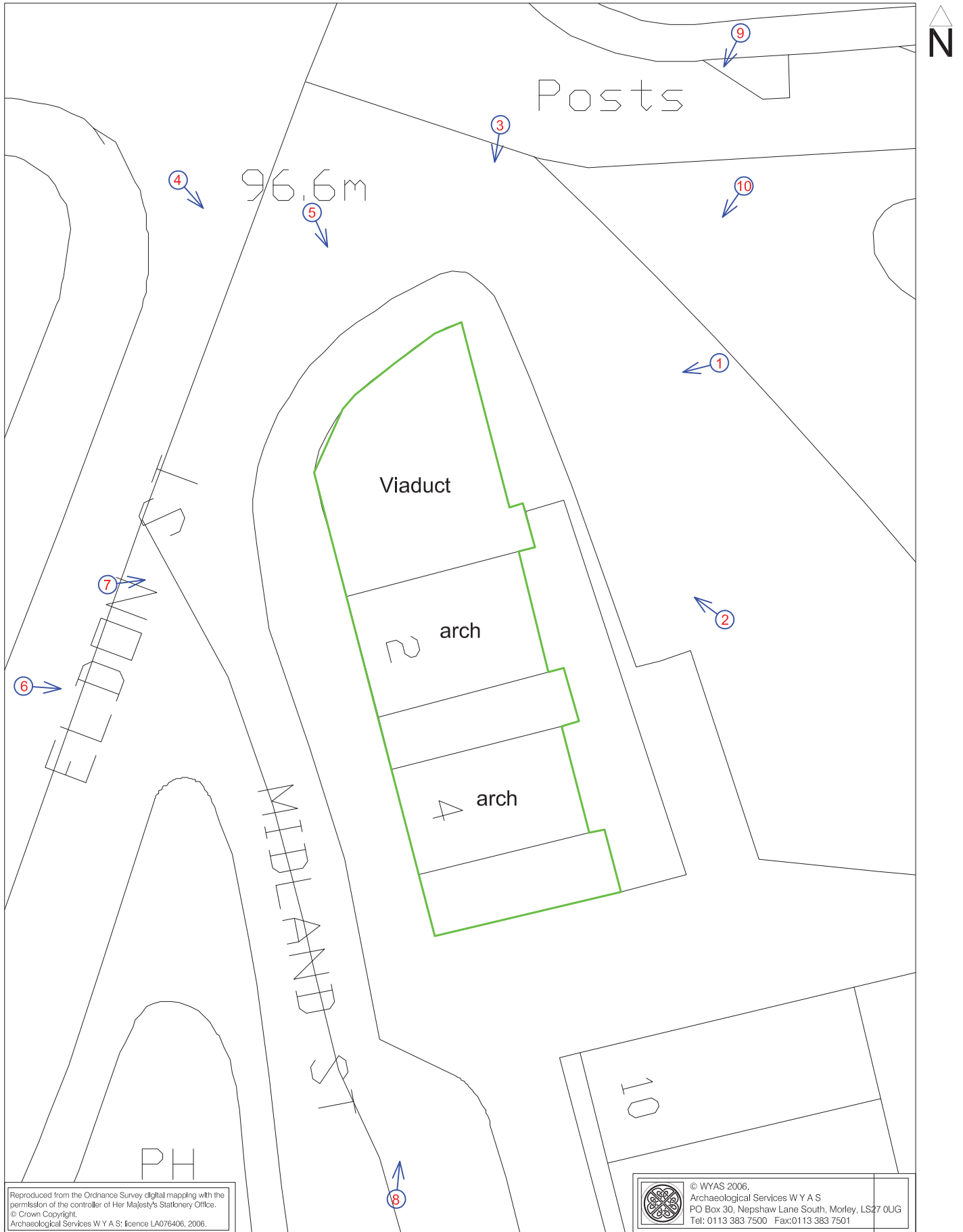


Fig. 6. Photograph directions



1 9716/4 SW *North-west facing elevation with buttresses*



2 9716/5 NW *North-west facing elevation with modern concrete shelter obscuring detail*



3 9716/6 S *North end of viaduct with rock faced re-built addition*



4 9716/7 SE *Curved north elevation of additional end wall*



5 9716/10 SE *Detail of north curved elevation of additional wall*



6 9716/11 E *Shop frontages obscuring detail of viaduct on south-west elevation*



7 9716/12 E North end of viaduct showing buttress



8 9716/13 N Southern elevation showing shop fronts and additional rendered wall obscuring detail



9 9716/15 SW *North-east elevation from bus station*



10 9716/17 SW *Detail of north-east elevation showing top of obscured segmental arch below parapit*