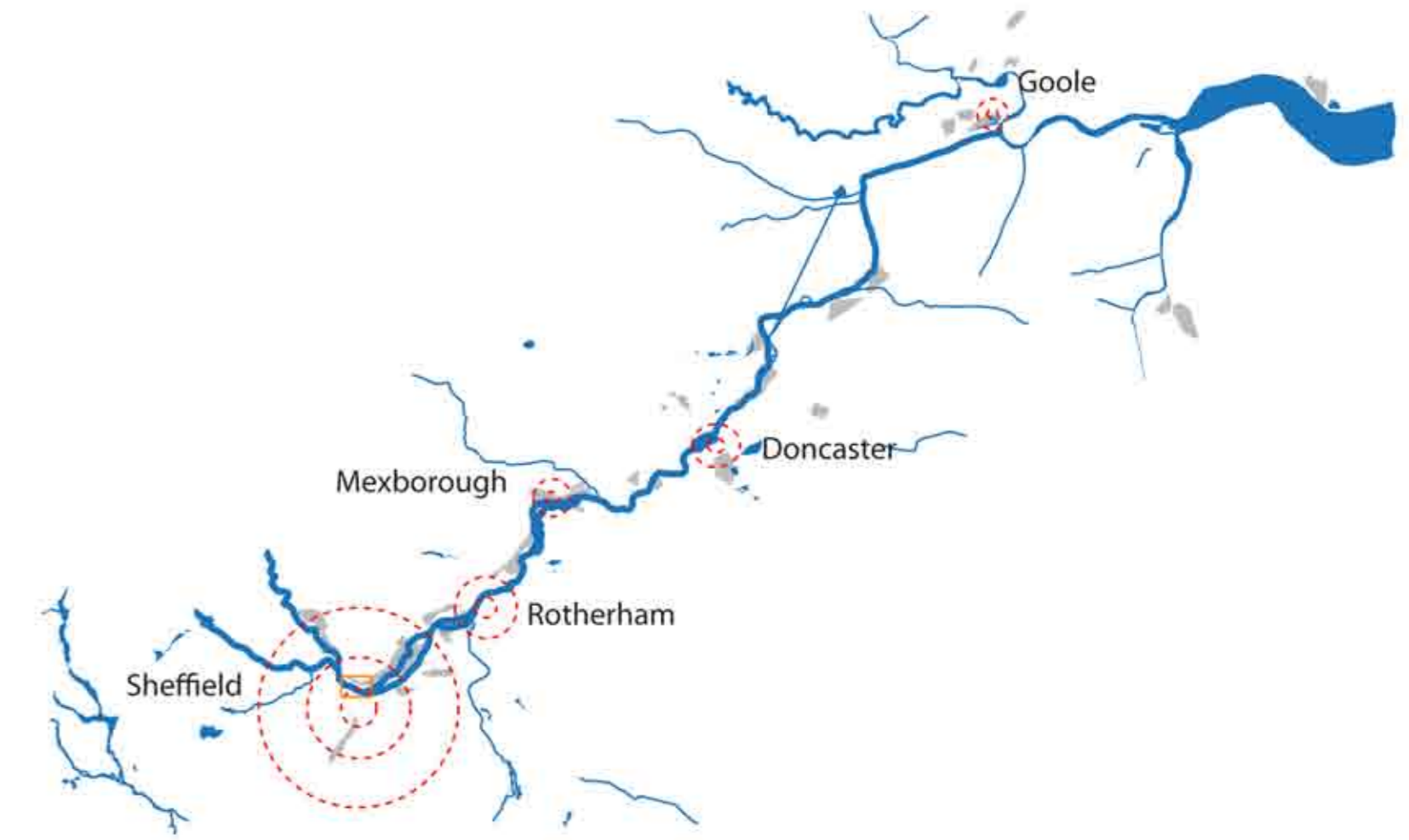


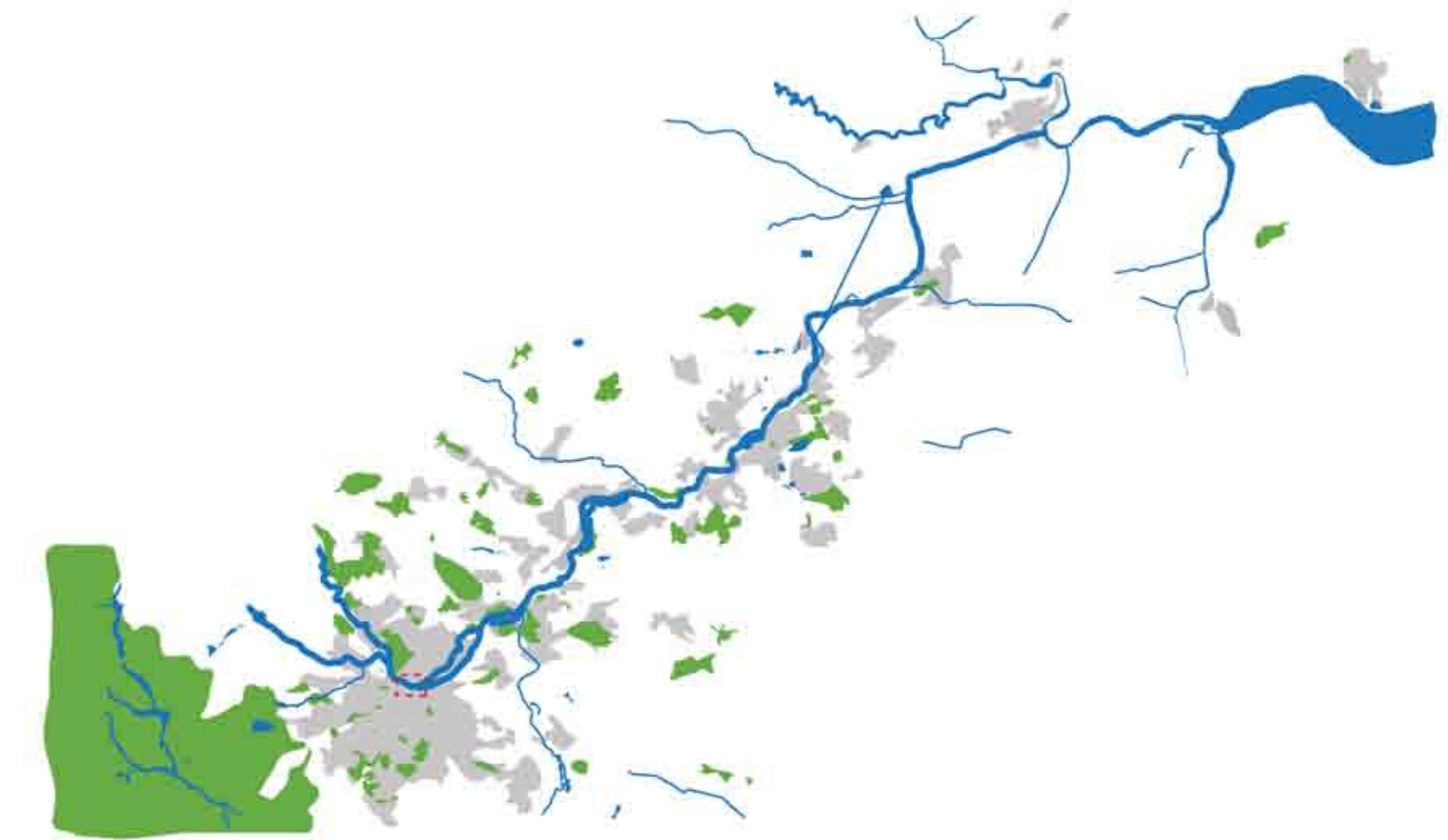
# INDUSTRY

Kelham Island and surrounding works

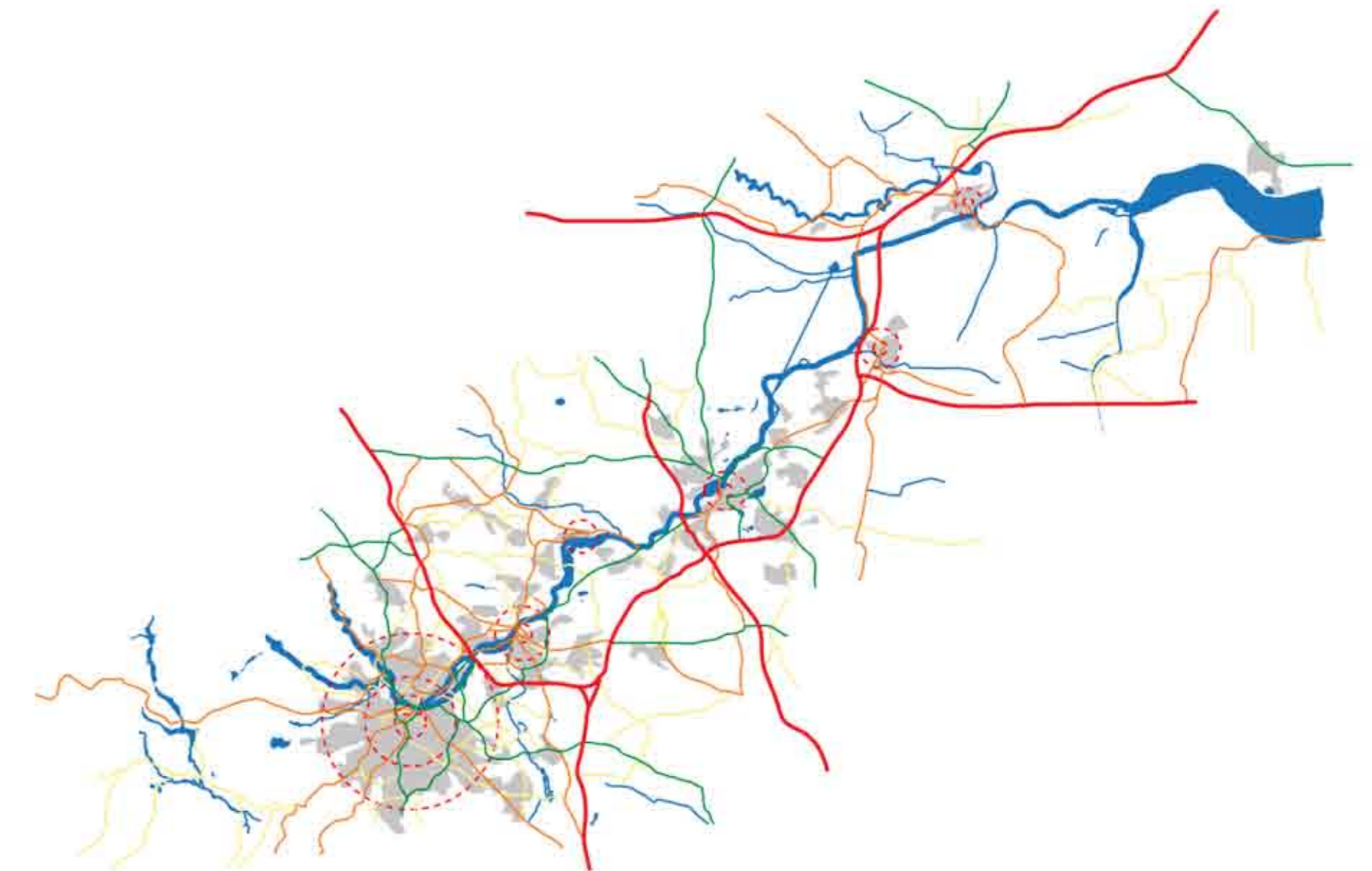
Selected target areas production  
355,000m = 0 production



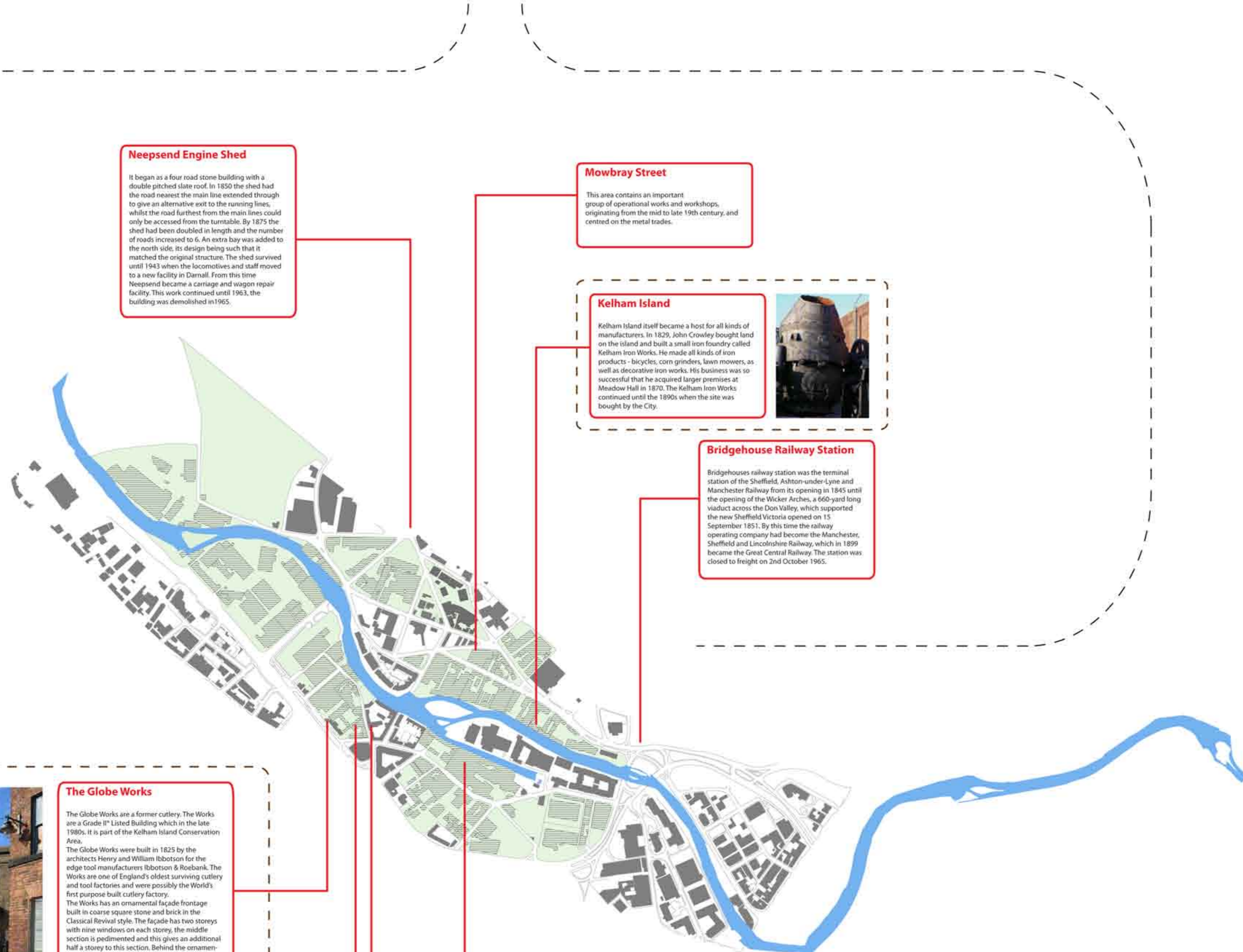
Growth of industry along the River Don.



Growth of cities along the River Don based on locations of industry.



Growth of the modern road meshwork creates a redundant transport system.



**Neepsend Engine Shed**

It began as a four road stone building with a double pitched slate roof. In 1850 the shed had the road nearest the main line extended through to give an alternative exit to the running lines, whilst the road furthest from the main lines could only be accessed from the turntable. By 1875 the shed had been doubled in length and the number of roads increased to 6. An extra bay was added to the north side, its design being such that it matched the original structure. The shed survived until 1943 when the locomotives and staff moved to a new facility in Darnall. From this time Neepsend became a carriage and wagon repair facility. This work continued until 1963, the building was demolished in 1965.

**Mowbray Street**

This area contains an important group of operational works and workshops, originating from the mid to late 19th century, and centred on the metal trades.

**Kelham Island**

Kelham Island itself became a host for all kinds of manufacturers. In 1829, John Crowley bought land on the island and built a small iron foundry called Kelham Iron Works. He made all kinds of iron products - bicycles, corn grinders, lawn mowers, as well as decorative iron works. His business was so successful that he acquired larger premises at Meadow Hall in 1870. The Kelham Iron Works continued until the 1890s when the site was bought by the City.



**Bridgehouse Railway Station**

Bridgehouse railway station was the terminal station of the Sheffield, Ashton-under-Lyne and Manchester Railway from its opening in 1845 until the opening of the Wicker Arches, a 660-yard long viaduct across the Don Valley, which supported the new Sheffield Victoria opened on 15 September 1851. By this time the railway operating company had become the Manchester, Sheffield and Lincolnshire Railway, which in 1899 became the Great Central Railway. The station was closed to freight on 2nd October 1965.

**The Globe Works**

The Globe Works are a former cutlery. The Works are a Grade II\* Listed building which in the late 1980s, it is part of the Kelham Island Conservation Area. The Globe Works were built in 1825 by the architects Henry and William Ribbston for the edge tool manufacturers Ribbston & Roebank. The Works are one of England's oldest surviving cutlery and tool factories and were possibly the World's first purpose built cutlery factory. The Works has an ornamental facade frontage built in coarse square stone and brick in the Classical Revival style. The facade has two storeys with nine windows on each storey, the middle section is pedimented and this gives an additional half a storey to this section. Behind the ornamental facade were furnaces, a manager's residence and a courtyard which was surrounded by many small workshops. The Works became derelict in the 1970s when it was extensively damaged by an arson attack. In 1987 restoration work costing £1.5 million was started by the Allen Tool group of architects.



**Green Lane Works**

The Green Lane Works are a disused industrial facility. The entrance gate to the works is particularly ornate and has been designated as a Grade II\* listed building. Nikolaus Pevsner called the gate "the most spectacular survival of factory architecture in the city". The works date from 1795 although they were extensively alterations in 1860. The original Green Lane Works were established in 1795 by the firm of Hooke and Company who were manufacturers of ornamental stone grates and fenders in Bronze and metal. The Gateway is constructed of ashlar, stucco and brick and takes the form of a tripartite triumphal arch with a carving of a female head on the keystone above the main arch. The two outer (pedestrian) arches have relief panels of the Greek gods Hephaestus and Athena above them.



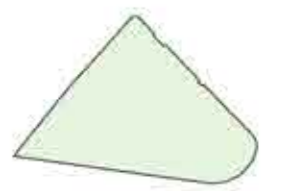
**Wharncliffe Works**

Mid 19th Century building, with late 19th Century and late 20th Century alterations but in state of disuse. Brick with ashlar dressings and slate roofs with 4 ridge and single gable stacks. The exterior has sillsands to each floor, single coped gable keystones to ground floor and first floor openings. The building is designed in an L shaped plan. Green Lane front has a round-headed glazing bar sash flanked to left by 2 similar windows and to right by 4 more. The entrance bay with a round-headed sash and a paired glazing bar casement with a central shaft. Above, the same window arrangement with 3 light wooden casements. Entrance bay, to right, has painted ashlar surround with pilasters and bracketed cornice, the frieze inscribed "Wharncliffe Works". To right, gable of adjoining block, with 2 large glazing bar casements and above, a Venetian window with wooden cross casements and brick flat arches.

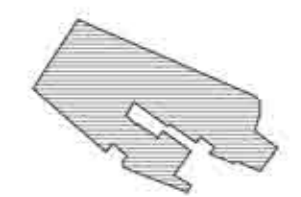


**Cornish Place**

The building was formerly the factory of James Dixon & Sons, a Britannia metal, Sheffield plate and Cutlery manufacturer. In the late 1990s the disused building was converted into apartments, it is regarded as the most impressive cutlery works that still stands in Sheffield. The most impressive parts of the building are the east and west ranges which have Grade II\* listed status. The "Cornish" in the buildings name is thought to derive from the manufacture of Britannia metal which is made up of 93% tin which came from Cornwall.



Areas of interest for Biomediation.



- The significant buildings in Kelham Island are:
- Globe Works;
  - Cornish Works;
  - Wharncliffe Works;
  - Green Lane Works;
  - The Kelham Island Industrial Museum;
  - Mowbray Street works and workshops;
  - Brooklyn Works.



Existing building that occupy the Kelham Island area. Structures are both new and old that contributing to the Character of the area.