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MA Thesis: "Contemporary Archaeology in Transit: The Material Culture of the Van"

Adrian T. Myers, *Stanford University*



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The background of the entire page is a close-up photograph of a heavily corroded, rusty metal component, likely a part of a vehicle or machinery. The metal is a dark, mottled brown color with significant surface degradation. Several hexagonal bolts are visible, some with flat washers. A circular stamp is embossed into the metal, containing the number '3' and some other markings. The lighting is somewhat uneven, highlighting the textures of the rust and the metallic surfaces.

Contemporary Archaeology in Transit: The Material Culture of the Van

Adrian T. Myers, BA (Honours)

**A dissertation submitted to the University of Bristol in accordance with
the requirements of the degree MA in Historical Archaeology in the
Faculty of Arts, Department of Archaeology and Anthropology.**

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0.0 Author's Declaration

I declare that the work in this dissertation was carried out in accordance with the regulations of the University of Bristol. The work is original except where indicated by specific reference in the text. No part of this work has been submitted for any other degree. Views expressed are those of the author and do not represent those of the University of Bristol. The dissertation has not been presented for examination to any other university.

A handwritten signature in black ink, appearing to read 'Adrian T. Myers', with a stylized flourish at the end.

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0.1 Abstract

Theory and methods unique to the discipline of archaeology are particularly suited to the study of the recent and contemporary past. This dissertation uses an assemblage of recently abandoned material culture as a medium for exploring the world in which we all live. First it is suggested that if we are to study contemporary material culture, then our methodology must be collaborative, multivocal, and innovative. Next, an assemblage of materials recovered from a 1991 Ford Transit van, used by archaeologists in the field for eight years, is investigated as a case study. The vehicle is epistemologically dismantled, and it is demonstrated that the car part should be treated as a diagnostic artefact. A close investigation of the recovered small finds uncovers explicit information about how the van was used, and by whom. As with all people in every era, archaeologists too, leave material evidence of their passing. This evidence can be subversive, and brings up questions about how archaeology is practiced today. Additionally, it is found that limitations to contemporary material culture also arise, and esoteric knowledge can sometimes trump archaeological inquiry.

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0.5 Abbreviations

BAJR	British Archaeological Job Resource
CE	Common Era
DVD	Digital Versatile Disc
ICOMOS	International Council on Monuments and Sites
n/a	not applicable
PDF	Portable Document Format
TPQ	<i>terminus post quem</i>
VIN	Vehicle Identification Number
UCL	University College London

0.6 Glossary

Blog	Shortened form of ‘web log’, an online diary
LISTSERV	An online mailing list

0.7 Acknowledgements

One of the wonderful aspects of the Van Project is its collaborative nature. Indeed it is no exaggeration to state that the collaboration of many individuals and groups has been integral to every success at every stage. However the support received is not only practical, it is in fact critical to our theoretical outlook. It gives me great pleasure to thank those who have contributed.

For their work before I arrived in the UK, and their generous help since, great thanks are due to the original project members: Dr John Schofield, Cassie Newland, and Greg Bailey of the University of Bristol, and Anna Nilsson of Atkins Heritage. For expert advice in their respective fields thanks go to Dr Steve Davis of University College Dublin, Nigel Jeffries of the Museum of London, Bill Maggs and Bob Bowden of the University of Bristol Department of Electrical and Electronic Engineering, Bryan at Potter's Antiques and Coins in Bristol, Peter Lee of the Transit Van Club, John Powell of the Southampton Ford Assembly Plant, and Derek Campbell, Stuart Wilcox and James Norman of Sims Metal, Avonmouth.

For myriad contributions thanks go to Dr David Robinson, Alison Johnston, and BR Fortenberry of the University of Bristol, Paul Belford of the Ironbridge Gorge Museum, Hilary Orange of the Institute of Archaeology at University College London, and the Automobile Association. For financial assistance thanks go to the University of Bristol Department of Archaeology and Anthropology, the Bristol Institute for Research in the Humanities and Arts (BIRTHA), and Mr S.R. of Vancouver. I specially thank also everyone who read and provided feedback on the blogs, the message boards, in the film, or by stopping me in the hallways. For their unending support, thank you to my parents Paul Myers and Letizia Waddington. Responsibility for the interpretation presented is the author's alone.

1.0 The Project in Context

1.1 Introduction

In July 2006 archaeologists from the University of Bristol forensically excavated a 1991 Ford Transit van, a ‘particular, common, and characteristic contemporary place’ (Bailey et al. 2007) (Figure 1-1b). This dissertation is centred on the analysis and interpretation of the assemblage of material culture resultant from that excavation. From the outset, the Van Project has by necessity worked within the tensions of applying traditional methodology to non-traditional materials; this dissertation continues in this tradition of tensions. Drawing on the experience of how the project unfolded, I discuss how an archaeologist might approach an assemblage of contemporary material culture. Then, I treat the material culture recovered from the van as a case study, and thus present and interpret the assemblage itself.

1.2 Aims

The three general aims of this project are:

- To explore ways we might undertake the ‘excavation of us’.
- To find out what can be learned about the past, present, and future from an assemblage of contemporary material culture.
- To find out what can be learned about the discipline of archaeology itself from such an assemblage.

1.3 Objectives

Specifically, this dissertation will:

- Establish methods for approaching an assemblage of contemporary material culture.
- Quantify and interpret an assemblage of contemporary material culture.

1.4 Research Context

The Van Project is situated on the margins of commonly accepted archaeological practice. The notion of ‘the archaeology of us’ was first proposed over thirty years ago



Figure 1: the 1991 Ford Transit van (The Van Project Team)



Figure 1b: excavation and recording (The Van Project Team)

(see Reid et al. 1974; 1975; Rathje 1979; 1981; Gould and Schiffer 1981). However the response this project has received from archaeologists has demonstrated – at times quite bluntly – just how controversial this notion remains. Nevertheless, the project team confronted this controversy from the outset. The original project design plainly states an interest in ‘dialogue’, ‘people’s stories and reactions’, and the ‘reflexive nature of the experiment’ (Bailey et al. 2006: 1-2). The controversy is even encouraging, for as Mike Pitts of *British Archaeology* suggests ‘anything that gets people debating the nature and purpose of archaeology has to be a good thing’ (Bailey et al. 2007: 20; see also 7.14).

Though the controversy about the project is seen as ‘a good thing’, considering recent well-publicized developments in archaeology, responses received were nevertheless surprising at times. Though this venture is innovative in its object of study, it does however fit within a larger framework of contemporary archaeology projects. These are endeavours engaged with ‘challenging the “taken for granted” of modern life’ and serving as critiques ‘on the world we ourselves have created’ (Schofield 2006: 2). Projects in this vein include Latour’s (2000) study of contemporary keys in Berlin, and Buchli and Lucas’ (2001: 158-167) much cited archaeological treatment of a recently abandoned council flat. In contrast to the work of the 1970s and 1980s, it is only in these first few years of the twenty-first century that some have begun to see the archaeology of the recent past standing alone, ‘for its own sake’ (Schofield 2004: 2).

The exacting treatment of an assemblage of contemporary material culture from an automobile is, to our knowledge, unprecedented. That the automobile chosen, a 1991 Ford Transit van, was actually used by archaeologists in the field for many years, adds layers of meaning. Pioneering work by garbageologist W.L. Rathje, and the even more overtly reflexive work of this decade have demonstrated that recently abandoned contemporary materials are a viable resource for examining social trends and values (Myers 2007a). In applying our particular skills not only to the archaic, but also to the recent and contemporary past, archaeologists will continue the tradition of contributing to the better understanding of the present day (Myers 2007a). Though gaining acceptance, this perspective, for some, remains controversial. Schofield (pers. comm.) states that ‘whatever one’s view, it is perhaps one of the most talked-about archaeological projects for some time’. Possibly reason enough to support such a venture.

1.5 Literature Review

This dissertation is based on the premise that ‘the archaeology of us’ stands alone, an endeavour worthwhile for its own sake. Among historical archaeologists this perspective is a relatively recent development. It is not yet universally accepted, and published work espousing the view is limited. Research within this nascent conceptual development, then, first calls for a particularly strong and specific engagement with the comparable research that does exist. This corpus is by necessity recent in date, and relatively small. Second, it calls for a selective engagement with more peripherally related disciplines and writings. This second group includes work from archaeology, history, sociology, and social geography, as well as the popular press, the news media, and even blogs and internet message boards. The assemblage from the van is unique and diverse. It is fitting then, that the textual contribution also be unique and diverse.

Evident in the fundamental outlook of this dissertation are the influence of a number of key texts. First among these is Buchli and Lucas’ (2001) *Archaeologies of the Contemporary Past*, seminal for any consideration of contemporary archaeology. Though his thinking is temporally and conceptually removed from contemporary archaeology specifically, Matthew Johnson’s (1999) suggestion that we should embrace the tensions inherent to our work was also of great influence. Patent in my treatment of the material culture found in the van are my thoughts on the roles of personal choice, and chance, in field archaeology; these perspectives are owed largely to Lucas (2001) and Holtorf (2002; 2005). Some of my suggestions for how we might go about practicing and presenting the archaeology of the contemporary were influenced by Merriman’s (2004) *Public Archaeology*, and Evans and Daly’s (2006) *Digital Archaeology*.

A range of writing specific to contemporary archaeology provided context, and grounded my approach to the assemblage from the van. These include: Buchli and Lucas (2001); Graves-Brown’s (2000) edited volume *Matter, Materiality and Modern Culture*; Schofield’s treatment of the Greenham Common Airbase (Schofield and Anderton 2000; Schofield et al. 2003); Schofield’s (2004) discussion on the heritage and archaeology of the twentieth century; Symonds’ (2004) consideration of ‘the archaeology of the mundane and everyday’; and Bradley et al.’s (2004) *Change and Creation* document.

This selection of works demonstrates the scope, as well as the current state, of contemporary archaeology.

This dissertation is one stage in an ongoing collaborative archaeology project. My part in it, manifest centrally in the finds report below, benefited greatly from the work of other project members. The work undertaken before I joined the project was expertly documented in the original project design (Bailey et al. 2006), a report for the popular magazine *British Archaeology* (Bailey et al. 2007), and the film made during the excavation (Bailey 2006). The ongoing debate over the project has so far been documented by the *Letters* section in *British Archaeology* (Forsyth 2007; Lucas 2007), Ironbridge Archaeology's (nd) *Contemporary Archaeology* blog, *The Van: Still in Transit* blog (Myers 2007b), and the BAJR Discussion Forum (BAJR nd). Additionally, coverage in the news media further contributed to debate and public perceptions of the project (Anon. 2006; Hodson 2006; Wainwright 2006).

Though the literature cited above influenced my approach and guided my research, it is the actual material culture of and in the 1991 Ford Transit van that provided the primary data. It is the 488 distinct artefacts, formerly the van and its contents, that were probed for the answers to my questions. It is my hope that the theory and evidence from these two material forms are combined below into something innovative and enduring.

1.6 Methodology

As stated by Bailey et al. (2007: 17), from the outset the Van Project 'was always going to be unconventional'. This finds analysis is the result of a relatively organic research process, one not rooted in any formal structure. A comprehensive search for relevant literature was undertaken. Books and articles were centrally sourced through the University of Bristol Library and the Inter Library Loan office. The internet is a superb source for article length scholarly and popular publications: the websites of scholarly journal publishers and other reputable organisations (e.g. Archaeology Data Service, British Archaeology, English Heritage, Institute of Field Archaeologists) were used extensively for the retrieval of articles in Portable Document Format (PDF).

Though a finds analysis generally does not have a fieldwork element to it, the collaborative nature of this project called for intersection with peoples and groups outside of the university's archaeology laboratory. Thus visits to experts, informants, and events played an important role in the research process. These included trips to Sims Metal in Avonmouth, the Ironbridge Gorge Museum in Shropshire, the Museum of London, the Theoretical Archaeology Group Conference 2006, and the Institute of Archaeology, University College London. Communication with various collaborators via email was continuous.

The assemblage was organized, cleaned, bagged, and labelled at the University of Bristol archaeology laboratory (and ultimately returned to Paul Belford for permanent storage at Ironbridge). Organic artefacts were separated and sent for analysis to Dr Steve Davis of University College Dublin (Davis 2007a; 2007b; Davis et al. 2007). Each find was assigned a unique artefact number, and artefacts were photographed using a mounted digital camera, finds photography lighting, and scale. Find attribute data was recorded in spreadsheets (see 7.31-7.32) created with Microsoft Excel; charts and graphs were created using Microsoft Excel; illustrations and distribution maps were created using Microsoft Paint, HP Photosmart Premier, and Microsoft PowerPoint; multimedia content (see 7.44-7.45) was recorded onto CD and DVD using Sonic DigitalMedia Plus; texts were created using Microsoft Word. Additionally, a blog was created using Google's Blogger platform (Myers 2007b). All programmes employed were run on the Microsoft XP Home operating system.

1.7 Structure

The remainder of this dissertation will discuss ways archaeologists might approach an assemblage of contemporary material culture (Chapter 2); present and interpret the assemblage from the excavation of the 1991 Ford Transit van (Chapters 3 and 4); and review the findings, offer some conclusions, and make a few suggestions about how research in this field might develop (Chapter 5).

2.0 Approaches to the Assemblage

2.1 Introduction

‘Cars today are almost the exact equivalent of the great gothic cathedrals ... the supreme creation of an era, conceived with passion by unknown artists, and consumed in image if not in usage by the whole population’.

(Barthes 2000: 88)

‘Because the car is the second most expensive thing we own, we *curate* it’.

(Graves-Brown 1997: 67)

In his *Guide to Artifacts of Colonial America*, Ivor Noël Hume (1970: 5) states that ‘I have frequently found that both collectors and museum personnel are unable to identify from fragments objects with which they are well acquainted when intact’. The observation recalls a recent conceptual development in historical archaeology, Buchli and Lucas’ (2001: 13) much discussed notion of making ‘the familiar unfamiliar’. The fact that museum professionals could make no sense of a common object in a fragmentary state helps to illustrate just how tentative our supposed familiarity is. Take, for example, a common kitchen bowl in daily use, an item as familiar to an archaeologist as to a homemaker. Smash it into a hundred pieces (or shards) and suddenly this familiar everyday object becomes much less familiar – even to the archaeologist.

There is perhaps no single object more emblematic of the industrialised nations at the turn of the twenty-first century than the automobile. For all but a very few, the automobile is a thoroughly familiar place: in 2006 there were 33.4 million cars licensed in the United Kingdom alone (Department for Transport 2007: 1). Dealing with the everyday material culture of a 1991 Ford Transit van then, is an archaeological practice concerned with ‘defamiliarising taken for granted’s; with ‘making what is too well known almost less known’ (Buchli and Lucas 2001: 13). However, that much of the assemblage from this van is made up of obscure *fragments* of contemporary material culture complicates this framework from the outset. While Noël Hume discusses a

material culture that needs to be familiarized, and Buchli and Lucas discuss a material culture that needs to be defamiliarized, this project, seemingly, needs to do both.

From the start, the Van Project has worked within the tensions that exist between traditional methodology on one hand, and unconventional object of study on the other. This account of the recovered material culture of the Transit van follows in this tradition of ‘a series of tensions’ (Johnson 1999: 31) by engaging with both the customary and the unorthodox. First, it does so by applying both traditional and out of the ordinary analyses to an assemblage comprised of both traditional and out of the ordinary materials. Second, it does so by challenging us to consider that if we are to make any sense of such an assemblage, we must attempt to both familiarize and defamiliarize at the same time. By embracing these apparent contradictions we will hopefully come closer to meaningful conclusions.

At the time of excavation, the Transit van was a group of artefacts unique in time and place, from diverse spatial and temporal provenances. Initially formed at the Ford assembly plant in Southampton, the site subsequently became rich with fifteen years of intentional and non intentional depositions (Myers 2007a). Thus, the artefacts from the van can be separated into two initial categories:

- 1) Intentionally assembled components of the van itself.
- 2) Stratigraphically deposited artefacts.

Each of these groups of artefacts holds enormous potential. Together they might inform discussions about the use of the vehicle – as Bailey (2006) puts it, ‘life histories of drivers, passengers and automobile might be written in and about its fabric’ – but also inform discussions about the evolving archaeological practices we engage in.

Considering the novel nature of this project, it seems appropriate here to not only analyse the assemblage, but indeed to analyse the analysis. How might an archaeologist go about the interpretation of an assemblage of contemporary material culture? In this chapter I begin to formulate an answer to this question. Based on the first hand experience of working on this project, I make some suggestions towards the development of a perspective for the study of contemporary material culture.

2.2 Cooperation

‘Archaeologists have until recently not treated their relationship with the public as something that merited their academic attention’.

(Merriman 2004: 15)

In contrast to ancient material culture, the interpretation of contemporary material culture is not an esoteric or exclusive practice. In fact, work with contemporary material culture calls for a level of *inclusion* perhaps unprecedented in the discipline of archaeology. The proliferation of highly specialised material culture in the twentieth century precludes the notion that a single person could identity all the material forms of the recent past. While Noël Hume’s *Guide* is a relatively comprehensive accounting of the material culture of Colonial America, a similar published tome for the artefacts of twentieth century America is an impossibility. Even if every artefact could be accounted for, the publication would be obsolete on its day of release. The simple unfeasibility of an individual approach then, promotes a methodology of cooperation. This method makes use of diverse specialists, but equally, it courts the everyday knowledge of lay enthusiasts and the general public. Such an approach is reliant on publicity generated through multiple media, from word of mouth, to publications, to internet discussion boards.

The 1991 Transit van is an explicit product of the Information Age: as our forensic excavation brought to light, 1991 was the first year that Transits were assembled by automated robots. It is fitting then, that a project dealing with an artefact of the post-industrial contemporary past utilizes information technology towards an active engagement with the contemporary present (Myers 2007a). The internet, and centrally the van blogs (Ironbridge 2006; Myers 2007b), have played an important role in involving both archaeologists and the public. *The Van: Still in Transit* blog, set up for the finds analysis stage, was promoted through flyers at the University of Bristol’s Archaeology department (see 7.22) and at a special screening of Bailey’s (2006) *In Transit* at University College London, in project publications (Myers 2007a), and perhaps most importantly through email. A departmental email list and a contemporary archaeology LISTSERV publicised the blog to a wide yet targeted audience.

This combination of publicity and targeted outreach resulted in a number of successful partnerships. The assemblage from the van contains many artefacts associated with the work of electricians (see 4.2-4.3). This grouping of artefacts was brought to the University of Bristol Department of Electrical and Electronic Engineering, where technicians from the department's workshop spent their lunch hour looking over the artefacts (Figure 2). These specialists identified many artefacts, and confirmed (or rejected) a number of my own tentative identifications. The volunteers' initial bemusement changed to genuine excitement as they passed obscure items and fragments around the room. They sought out product supply catalogues and examples of electrical items from their store rooms on their own initiative. Additionally, their specialised equipment was used to test the fuses and light bulbs found in the van. The results from both the identification and the electrical tests contribute to my interpretation of the finds.

Also found in the van were a number of historic ceramic fragments. Though members of our own team had made tentative identification of these, it was clear that more could be known. After posting a blog update with pictures and descriptions of the fragments, I was contacted by Nigel Jeffries, a ceramics expert at the Museum of London. This specialist volunteered to have a close look at the fragments, and a visit to London followed (Figure 3). Once again, the valuable contribution of specialist knowledge was plainly demonstrated (see 4.4).

Other collaborations occurred in more transitory moments. As finds analysis was underway in the archaeology laboratory, intrigued students and members of faculty would stop by to talk. These visitors would look through the artefacts and many offered ideas and interpretations. At the film screening at UCL mentioned above, a selection of artefacts was displayed on a table; members of the audience had a look through these, and again offered suggestions on their identification. Significantly, the blog provided a venue for online participation. I posted images of unidentified artefacts, and a number of helpful responses were posted. An expert on Transit vans identified a fragment of metal as a specialty clip that holds a Transit van's headlights in place, and a former Ironbridge employee identified a fragment of paper as a piece of Ironbridge pay stub (Figure 4).



Figure 2: Bill Maggs and Bob Bowden at the Department of Electrical and Electronics Engineering (author)



Figure 3: Nigel Jeffries at the Museum of London (author)

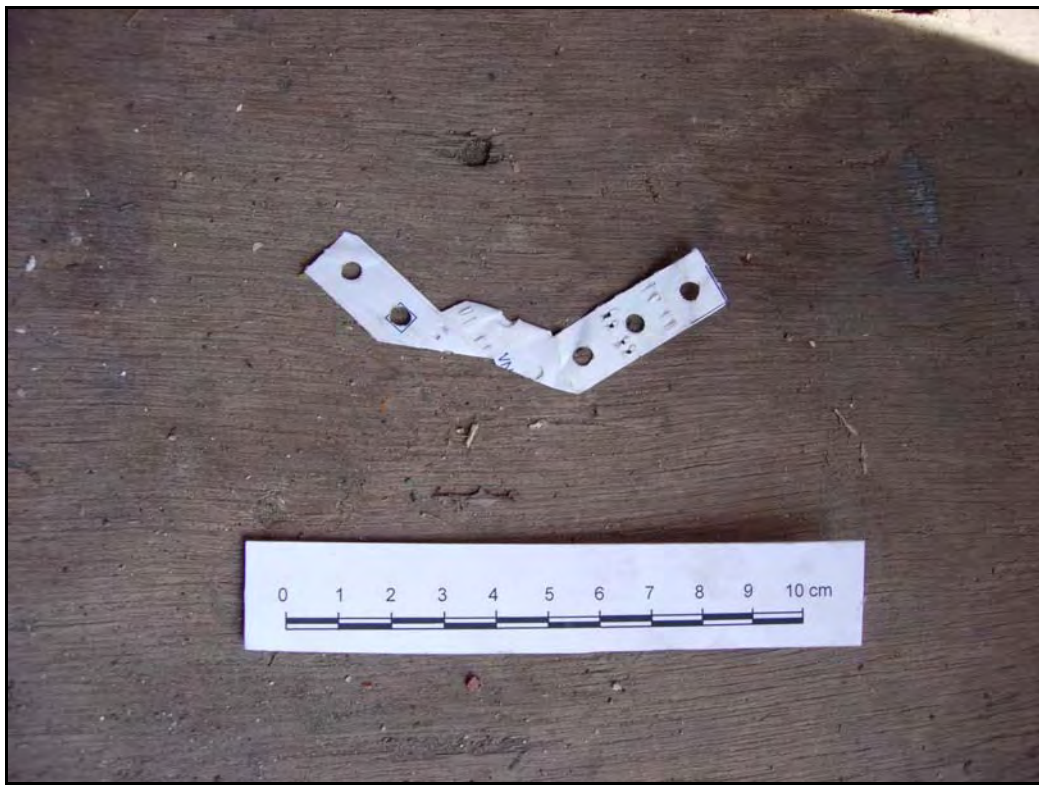


Figure 4: Ironbridge pay stub fragment *in situ* (The Van Project Team)

2.3 Multivocality

‘I think it is useful as a way of questioning and/or refining archaeological methodology – as it shows how ridiculous some archaeological theory is becoming’.

(Ironbridge Archaeology 2006)

‘I can’t be too critical since it seems there are a few Bristol types that I know working on it’.

(BAJR nd)

Any cooperative approach will almost by definition be multivocal. Proffered artefact interpretations at times conflicted with my own interpretations, and responses on the blog conflicted with one another. The prospect that ‘all historical archaeologists work within a series of tensions’ (Johnson 1999: 31) is perhaps accentuated when dealing with the materials of the recent past. Many of these materials are (at least seemingly) familiar not just to archaeologists, but to much of the public. Since material culture is used by different people in different ways, stories and interpretations will vary.

Though conflict over interpretations did occur, this was minimal in comparison to the conflict over the simple fact of the project itself. The debate though was embraced from the outset, and a sense of this is aptly captured by Bailey’s (2006) film *In Transit* (see 7.44). As one review states, ‘the film linearly represent the excavation of the van while simultaneously confronting the viewer with a barrage of a-linear representations of media texts and public reactions to the project’ (Cochrane and Russell 2006). The layering of voices in the film highlights the multivocal spirit of the project as a whole.

The finds analysis blog also provided a forum for feedback: this was a powerful medium of interactivity as well as a tool for promotion and pedagogy. It provided an informal venue where future collaborators could ask questions, make suggestions, and comment anonymously (Myers 2007a). Though internet based publishing likely holds the potential for the wider audience, the report which appeared in the print edition of *British Archaeology* (Bailey et al. 2007) in this case probably reached a larger audience than the blog. The following edition of the magazine printed four responses in its *letters* section. The one negative response declared: ‘[this is] the final nail in the coffin of serious

archaeological investigation. I have now cancelled my membership of the CBA, and no longer consider archaeology as a serious pursuit' (Lucas 2007; see 7.15).

2.4 Innovation

'The internet may represent the next step on from car culture – for clearly it offers all that the car culture does and more'.

(Graves-Brown 2000: 161)

I have so far suggested that dealing with contemporary material culture calls for a methodology that is collaborative, and thus multivocal. While not the norm in archaeological practice, neither is the suggestion unheard of. My final suggestion towards the archaeology of contemporary material culture is that this archaeology must be innovative. This is not really a call to action though, for I believe that the innovation will come naturally. As archaeologists increasingly turn their attention to the recent and contemporary pasts, they will increasingly encounter unprecedented materials and situations. Unprecedented materials and situations will lead to the development of unprecedented methodologies and theoretical perspectives.

Certain to play a role in these innovations are digital technologies. Evans and Daly (2006) recently observed that we live in 'a world where computers are omnipresent, but in which we are only just beginning to understand how to productively apply them to our lives'. Though at any particular moment we might be using the latest technology, these are of course transitory, as they develop continually. It is impossible to predict how we will interact with these technologies in the future. However, an archaeology that takes advantage of the full potential of the internet and other media and technologies, a 'digital archaeology' even (Evans and Daly 2006), holds great potential. The use of interactive blogs and message boards in archaeological practice is certainly only the beginning (see McDavid 2005: 159).

I suggest that if we are to study contemporary material culture, then our methodology must be cooperative, multivocal, and innovative. The Van Project has demonstrated that cooperation can be more than just a gesture towards what we call public archaeology. When dealing with contemporary material culture, cooperation yields

tangible results in identification and ultimately interpretation. Cooperation leads to multivocality, and this project has demonstrated just how constructive this can be. Debate and feedback about the validity of the project – through interviews, on blogs and internet message boards, and in print – have given momentum to the project. Ultimately this conflict has been healthy for the project itself, and perhaps for the wider discipline of archaeology. Finally, I advocate an archaeology of innovation. Hodder (1999: 71) states that interpretation ‘must involve a creative component’; I suggest that creativity might also be used in the development of the very methodologies that lead to interpretation.

3.0 The Auto as Artefact: The Components of the Van

‘At one end, raw, telluric matter, at the other, the finished, human object; and between these two extremes, nothing; nothing but a transit, hardly watched over by an attendant in a cloth cap, half-god, half-robot’.

(Barthes 2000: 97)

3.1 The Vehicle Identification Number

Following the conventions of twentieth-century assembly-line mass production, the components of the Transit van were produced in exact replication by the tens of thousands. At the moment of their manufacture, many of the components that made up the vehicle were embossed with a part number and a date stamp. The part number is unique in the sense that it is only used for one specific part, though many thousands of identical parts are produced. Part numbers can be decoded to yield information about history of design and production. Date stamps appear less frequently than part numbers, and the precision of the date varies. Date stamps generally indicate the month and year of production, but sometimes give the day of the month as well. Though neither part numbers nor date stamps offer singular identifying information, every vehicle is assigned a unique sequence of letters and numbers known as the Vehicle Identification Number (VIN).

It was at Ford’s Southampton Assembly Plant in late 1991, at the stage on the production line when the engine joined the chassis, that our Transit van received its VIN. It is at this precise moment of the union between frame and power plant that Ford recognized what was formerly just parts, as a distinctive vehicle (John Powell pers. comm.). The code from the chassis (BDVLM) was added to the code from the engine (83619) and vehicle BDVLM83619 was born. The string of letters and numbers not only identifies this Transit from every other Transit, but this vehicle from every other vehicle in the world.

The VIN broken down into its constituent signs gives a minimalist outline of the history of the vehicle up to this point. The ‘B’ signifies that the vehicle was made in Britain; the ‘D’ that it was made at the Southampton Assembly Plant; the ‘V’ stands for ‘van’; the ‘L’ signifies the style of van (Mk 3 Transit); the ‘M’ stands for ‘September’, the month the engine joined the chassis on the assembly line; the ‘J’ signifies the year, in

this case 1991; and finally, '83619' is the unique number of the engine and was assigned from a string of rising sequential numbers (John Powell pers. comm.).

3.2 Ford Part Numbers and Date Stamps

As with the VIN, the identifying numbers on original Ford parts can be deciphered. Unlike the VIN, however, this system of letters and numbers is proprietary. It is created and overseen by Ford, and aspects of the system are officially classified as 'confidential' by the company (John Powell pers. comm.). It is a partially hidden, almost secret symbology (a code even). Although in this case more corporate than humanitarian, the situation does recall Buchli and Lucas' (2001: 172-174) discussion of 'the tension that arises between uncovering truths ... where different truths serve conflicting ends'. 'The truth' about the code could almost certainly be revealed by ex-employees and old manuals. However, purposefully exposing explicitly guarded company secrets is not on the agenda here. Nevertheless Buchli and Lucas (2001: 172) rightly ask: 'where does the cessation of striving for knowledge end and the suppression of information begin?'.

For the benefit of this and future projects, the decoding will be taken as far as possible, while staying within the scope of information freely shared by Ford. As will be demonstrated, this nominal decoding does nevertheless reveal at least one very useful piece of information. The simplest Ford part numbers in the United Kingdom are a string of eleven numbers and letters which looks something like this: '91BB-12345-AA'. This format of 3 sets of letters and numbers separated by dashes is nearly ubiquitous amongst Fords (Figure 5). However the composition of letters and numbers, and the length of the sets vary considerably. The first set is nearly always comprised of two numbers followed by two letters, and the last set is nearly always two letters. But the middle set varies greatly in length and in its combination of letters and numbers – no discernable pattern was identified here.

According to Ford, the final set (which is usually two letters early in the alphabet, most commonly 'A' and 'B') represents two things. First, it distinguishes between left (nearside) and right (offside) versions of parts. This applies to components that are identical except that they are mirror images of each other – for example, the left and right headlights on every car. Second, the two letters also indicate revisions to a component.



Figure 5: selection of Ford part numbers (author)

For example, if a part initially ending in ‘AA’ was subsequently altered, the letters might be changed to ‘AB’ to reflect the revision. Instructions on how to specifically decipher these two-letter combinations could not be obtained from Ford. Even less is known about the logic behind the middle set. The only thing that is known is that it is the essential identifying component of the part number; it is the string that ultimately distinguishes one part from the next.

The meaning of the first set, again, is only partially known. Nevertheless it proves to be the most useful. The first set of my invented part number is ‘91BB’; while nothing can be said about the two letters, the two numbers do provide information: the year the part was first designed (John Powell pers. comm.). Thus ‘91’ stands for ‘1991’, ‘99’ for ‘1999’, ‘00’ for ‘2000’, and so on. A Ford part number provides one method of estimating the age of a car part. If found sub-surface, a car part with a part number will be a solid piece of evidence toward the establishment of a *terminus post quem* (TPQ). While encounters between archaeologists and automobiles are already happening (see for example Forsyth 2007: 21; Holtorf 2005: 28; Rathje and Murphy 2001: 6; Smith 2001a; 2001b), it’s likely the phenomenon will only become more common. If future archaeologists increasingly encounter automobiles, then they will also increasingly encounter automobile parts – attached to whole vehicles, and as isolated artefacts.

Many Ford automobile parts are not only stamped with unique identifying numbers, but often also with the date of actual manufacture of the part (Figure 6). The markings usually display the month and date, but are sometimes precise to a specific day of the month. A date stamp can contribute to more accurate dating as it will inevitably push forward a TPQ established using a part number, as the date of manufacture must come after the date of design. Even if the design and manufacture occurred in the same year, the date stamp usually provides a precise month, thus pushing the TPQ forward by between zero and eleven months. Though in the more traditional temporal scales employed by archaeologists a single month would be far too small a unit of measure, as archaeologists turn their attention to the more recent past temporal scales necessarily become more precise.



Figure 6: selection of Ford date stamps (author)

3.3 The Car Part as Diagnostic Artefact

The excavation of the Transit van resulted in 136 distinct artefacts specified as components of the van (as opposed to artefacts found *in* the van) (see 7.31). This number must be used cautiously. The number 136 is not the total number of constituent parts of a 1991 Ford Transit van, but rather, the number of parts the excavation team physically separated from the chassis of the vehicle and identified as distinct components. This was necessarily an overtly qualitative exercise, dependant both on each excavator's individual choices, as well as the temporal, financial, and theoretical limitations of the project as a whole (see Holtorf 2002; Lucas 2001). While 136 artefacts is not the result of an exclusively qualitative numerical exercise, equally, it is certainly not exclusively a reflection of human bias. The usefulness of the number 136 is found if we rectify the number by treating it as a representative sample.

If the number of separated components is treated as a representative sample of the total number of components that originally constituted the Transit, then we can more confidently apply archaeological questions to those components. These questions might result in answers about how Transits have been manufactured, but something also about how knowledge is embedded within automobile parts. Both of these areas might prove useful to the archaeologies of automobiles of the future. Ultimately, this discussion is about what can and can't be known – what information can be gleaned from these artefacts of the contemporary past, and what cannot.

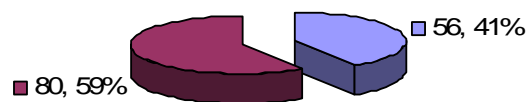
Out of our sample of 136 components, 62 (45.6%) have legible part numbers on them. If discovered in isolation, the function of these components could be relatively easily established, as the information can be found at any Ford dealership, and increasingly, on searchable websites selling Ford parts. As explained above, in most cases the part number can be interpreted to obtain the year the part was designed. Though the year of design is not necessarily going to be the same as the year of manufacture (in fact in our sample it is rarely so), the information is better than nothing, especially in cases where the component in question does not have a stamp marking the precise date of manufacture. While 62 (45.6%) of the components have part numbers on them, the date of design can be interpreted from these part numbers on 56 (41.1%) of the total number of components (Table 1)

Table 2 shows the year of design of the components. Note that one part, the plastic cover on the instrument panel, was designed as early as 1976. A significant pattern in the chart is that 38 of the 56 parts (67.9%) were designed in the five years immediately preceding manufacture. This could prove important in situations where no date stamp is available for more precise dating. Parts dated to after 1991 are those that were replaced during repairs and maintenance to the vehicle, and will be discussed further below.

The number of parts that have specific dates of manufacture on them is relatively low. Of the 136 parts only 24 (17.6%) have a date of manufacture (Table 3). Though the precision of these dates varies (to the day, month, or year), the vast majority – 19 of the 24 (79.2%) – are precise either to the day or the month. The remaining 5 (20.8%) are precise to the year. It must be noted that the precision of the date stamp as recorded in this project is based on the legibility at time of excavation and analysis; some of the parts with dates precise to the year were originally precise to the month or day, but the date can now only be partially read. It was also observed that while 24 (17.6%) of the components have a date stamp, 20 (14.7%) have both a date stamp and a part number (Table 4). Thus in 20 out of 24 instances (83.3% of the time), where there is a date stamp there is also be a part number.

Drawing from the dates of design as well as from the dates of manufacture we find that a handful of parts of the van were designed and/or manufactured after 1991. These are parts that were replaced in the regular maintenance and repairs during the 15 years the van was used by Ironbridge. Of our sample of 136 components, 12 (8.8%) of them are definitively replacement parts (Table 5). This statistic must be viewed with caution though, because while these 12 are proven to be replacements, each of the remaining 124 components could also be replacements. For example, a car part designed in 1986 and manufactured in 1991 could be installed in a vehicle as a replacement part at any point after 1991.

Components of the Van with Legible Date of Design (based on first two digits of part number)



■ With Legible Date of Design ■ Without Legible Date of Design

Table 1

Year of Design of Components

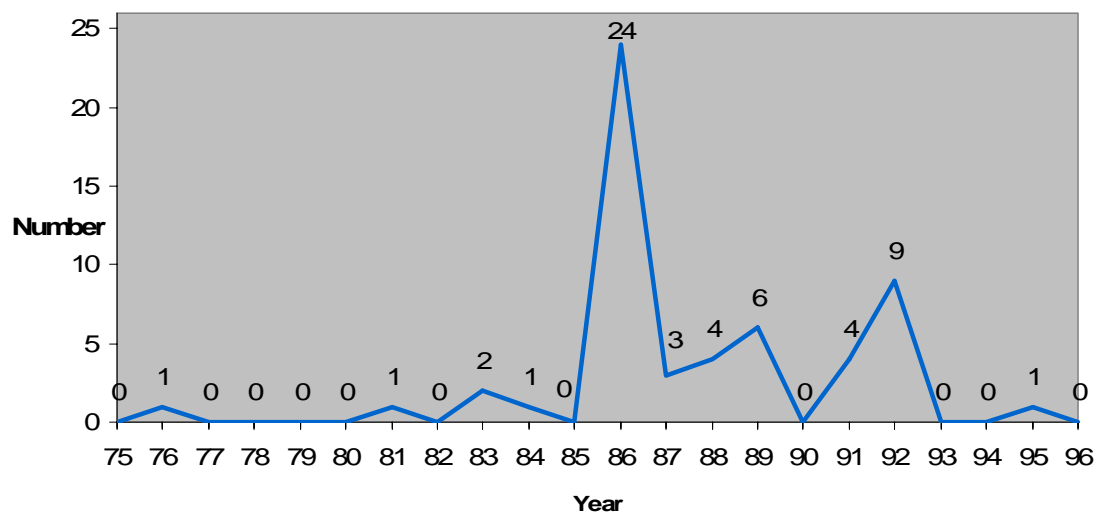


Table 2

Date Stamps on the Components of the Van

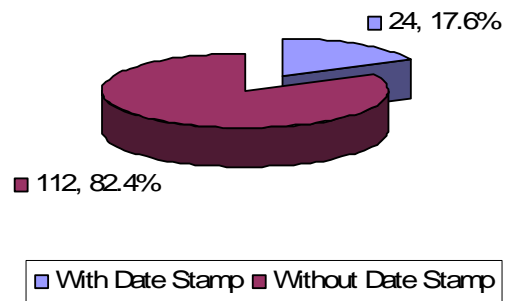


Table 3

Components of the Van with Both a Part Number and a Date Stamp

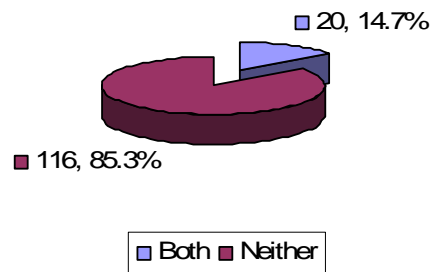


Table 4

Replaced Parts

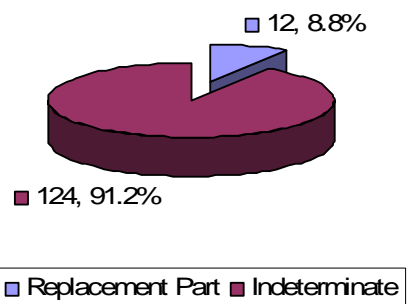


Table 5

4.0 The Auto as Artefact: The Small Finds

‘So there was nothing for it but to excavate the van, to go through the festering debris in the hope of finding the note she had promised to leave, and with it perhaps her history’.

(Bennett 1990: 90)

‘I am racking my brains as to what I may have left in it...’.

(Ironbridge Archaeology 2006)

4.1 An Unintended Assemblage

Fifteen years of daily use formed artefact rich, stratigraphically layered depositions within the van. As with any archaeological site, these layers contained both non-cultural and cultural materials. Spread throughout the encrustations of dirt and gravel were hundreds of distinct artefacts: some unbroken and in their original state, others fragmented, their intended form and function obscured. The recovered artefacts clearly reflect the two use phases of the van: its initial purchase and use by the Ironbridge Museum archaeological unit, and its subsequent use by Ironbridge works and maintenance teams. However, not every artefact fits clearly into one of the two categories. Many could equally fit in one or the other, and still others are clearly not related to work uses at all. Still others, what I have previously called ‘the misplaced artefacts’ (Myers 2007a), are historic artefacts that were excavated by Ironbridge Archaeology Unit diggers and were subsequently deposited in the back of the van. The assemblage is, quite simply, unprecedented.

My suggestion that we need to both familiarise and defamiliarise simultaneously comes to the fore when dealing with contemporary material culture in fragments. Though much of this material is commonplace, its familiarity is sometimes obscured by its unnatural broken state. The goal of this forensic treatment of contemporary materials in fragments then, is again to test what can and can’t be known, and to push the boundaries of reflexive investigation. How much can be said about the recent lived past based on the abandoned material culture in a vehicle? What can we learn from an unintended assemblage of contemporary artefacts? Questions such as these have guided the research into the materials. Again, these discussions affect not only the immediate research at

hand, but due to the uniqueness of circumstances, affect the wider practices of our changing discipline.

4.2 Archaeologists and Electricians

‘The status of cars as product is indicated ... by the proliferation of popular car magazines which sell to mainly male enthusiasts in all the advanced countries; their glossy pictures and overwritten text create a pornography of “what will she do?”, 0 to 60 times, maximum speeds and all the rest. All this is slightly bizarre when most of the cars in the world ... are functional mobility boxes with as much inherent glamour as the fridge which provides the cool box in our kitchen’.

(Williams et al. 1994: 1)

The excavation process revealed two distinct strata of depositions (Figure 7). The first layer was the floor of the van: in the cab the layer of the floor mats (context 1059) and in the back the layer of the carpet on the wooden floor (context 1001). The surface area of these two contexts was subjected to a gridded surface collection. Next, the carpets and floor mats in the cab were removed, and carpet and wooden floor in the back. The second layer is the metal floor revealed beneath the carpet and wood: the offside of the cab (context 1037), the nearside of the cab (context 1039), and the back of the van (context 1024). Again, a careful gridded collection was undertaken. From these five contexts, a total of 352 distinct cultural artefacts were collected (see 7.32).

The assemblage is dominated by artefacts from the most recent use phase, when the van was used by Ironbridge works and maintenance (circa 1999-2006). A total of 257 artefacts (73%) are associated with this period (Table 6). A total of 15 (4.2%) artefacts are associated with the only other use phase, when the archaeologists used the vehicle (circa 1991-1999). However, note that these numbers represent only the artefacts that can be positively associated with a particular phase based on the nature of the artefact itself. In addition there are 80 artefacts (22.7%) that could originate in either phase (labelled ‘indeterminate’). Overall it has proven easier to positively identify artefacts associated with works and maintenance than those that might be associated with archaeologists.

The vast majority of artefacts were found in the back of the van (Figure 8), and

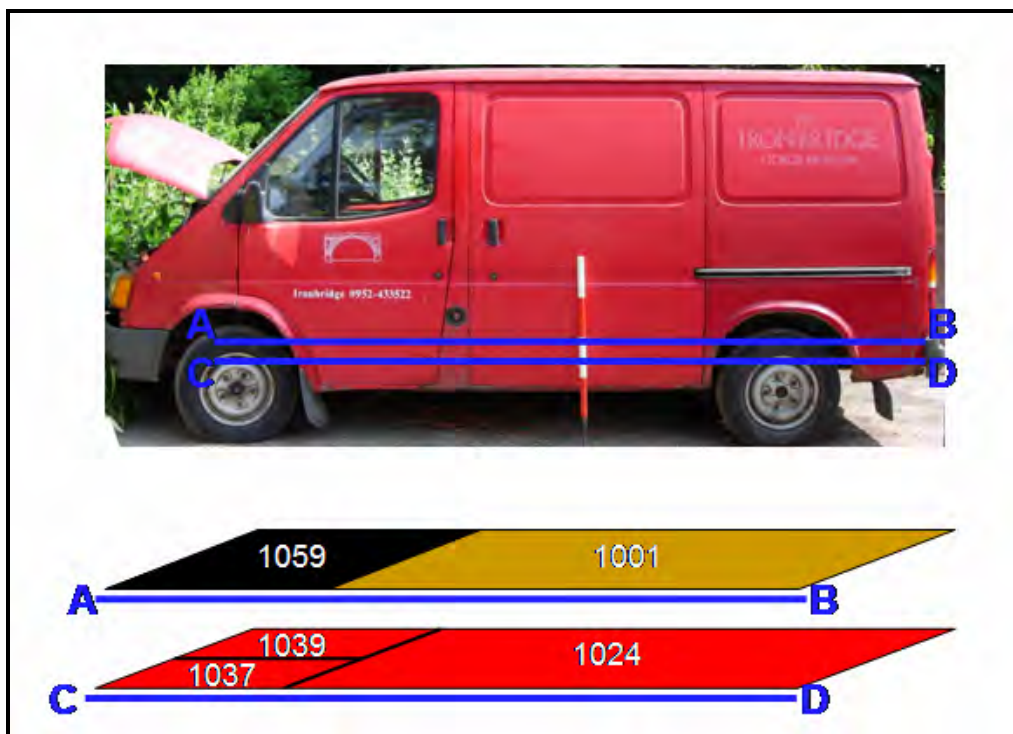


Figure 7: the depositional strata and assigned contexts (author)



Figure 8: the surface scatter in the back of the van (The Van Project Team)

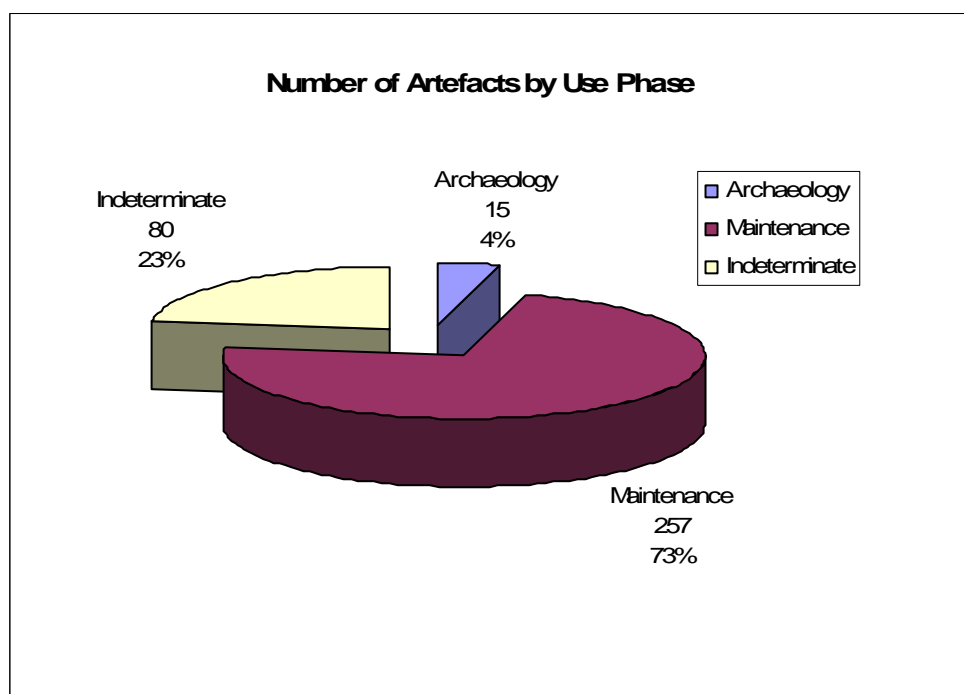


Table 6

the common sense answer seems to provide the most logical explanation for this. While the front cab of the van generally transported humans and their bodily possessions, the back of the van had no seats and was used continuously for the transporting of various material goods. This is a primary purpose for this type of van. From 1991 to 1999 the back of the van would have been used to transport not only the tools of archaeologists, but also the archaeology itself (namely artefacts in finds trays and bags). From 1999 to 2006 the back of the van was used to transport not only the tools of works and maintenance crews, but also the supplies for, and detritus of, their work (dirt, bricks, wood, concrete, plaster, etc.). These two explanations however represent only the official uses of the van, for as we will see the material evidence also points to other, non-sanctioned uses.

The material culture abandoned in the van is abundant and highly diagnostic. Though information describing the transfer of the van from the archaeologists to the maintenance workers was first acquired through oral and documentary evidence, the material evidence of the maintenance phase is patent. The presence of a significant number of artefacts associated with various construction and maintenance activities is the single most evident trend within the assemblage. Nuts, bolts, washers, screws, and nails, representing metal working, woodworking, and various maintenance activities are ubiquitous. These are rivalled only by the detritus of the work of electricians: bits of wire insulation, fuses, set screws, light bulb glass, a fluorescent bulb starter and various speciality fasteners (Myers 2007a). The material evidence for the one time presence of archaeologists, though clear, is less abundant. As we have seen, evidence for an archaeology use phase is not supported by a large assemblage of related artefacts as it is with the maintenance phase. The archaeology phase is evidenced by a relatively small number of distinctively archaeological artefacts that therefore carry much greater evidentiary weight.

4.3 The Material Culture of Works and Maintenance

Artefacts of the recent and contemporary past can be conceptually organised in the same manner as artefacts of the more distant past. The large number of maintenance phase artefacts facilitated a project of subdividing into more specific categories, as well as the

creation of typologies. Of the total 352 finds, 255 (72.4%) are positively identified as being associated with the daily work of the maintenance crews. Of these 255 maintenance related artefacts, 110 (43.1%) cannot be associated with a specific maintenance activity (and are thus labelled 'indeterminate maintenance'), 78 (30.5%) are associated with electrical work, 50 (19.6%) with woodworking, 12 (4.7%) with metal work, 4 (4.6%) with plastering, and 1 (0.3%) with plumbing.

The large number and wide variety of screws allowed for the creation of a detailed screw typology (Figure 9; other typologies were also created, see 7.33). Every screw in the assemblage, of which there are 111 (43.5% of the maintenance artefacts), was found to have one of four head types (Pan, Round, Flat, or Bugle), one of three drive types (Slotted, Phillips, or Hex), and one of three tip types (Machine, Wood, Self Tapping). The various combinations of these simple screw characteristics allow for 36 different screw types (note that this number does not take into account the different metals used for screws). Though the 111 screws represent the gamut of screw types and materials, one type of screw stands out as the most common: a small, slotted drive flat head screw made of brass (Figure 10). This is a screw characteristically used in the finishing and decorative aspects of wood working. Brass is often used for finishing because it is slower to tarnish, and the flat head type allows for the screw to be countersunk (the top of the screw ends up flush with the material around it). Surprisingly, 36 of these were found (32.4% of the screws), all from context 1001, and all in perfect condition. It seems likely that these 36 identical screws represent a single depositional event: the tipping over of a box of screws.

That 36 screws fell with seemingly no effort to recuperate them is representative of larger trends within the assemblage of maintenance artefacts. Much of this assemblage of abandoned materials is comprised of construction hardware in usable condition. Of the 255 maintenance related artefacts, 156 are in usable condition (61.1%). We can take a closer look at this trend by further analysing waste by maintenance category. Of the 50 woodworking artefacts, 41 are usable (82.9%) (note though, that 36 of the sample of 50 are from the single depositional event mentioned above); of the 78 artefacts associated with electrical work, 22 are in usable condition (28.2%); of the 12 metalworking

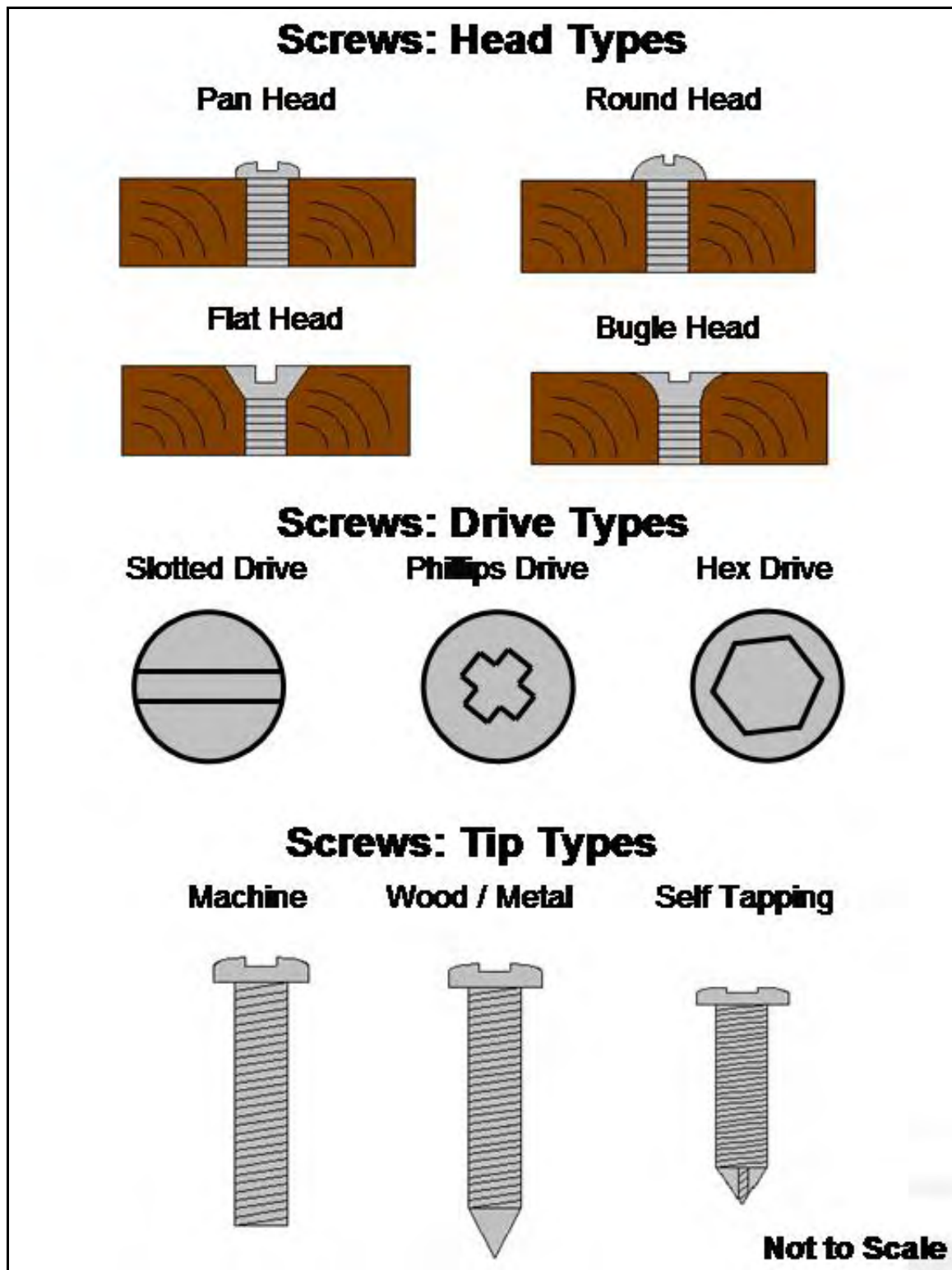


Figure 9: screw typology (author)

artefacts, 11 are usable (91.6%); of the 4 plastering artefacts 4 are usable (100%); and finally, of the 110 artefacts categorised as 'indeterminate maintenance', 75 are usable (68.1%). These percentages seem to demonstrate maintenance practices almost characterised by careless waste. That these usable maintenance artefacts were spread throughout the two strata of the back of the van (contexts 1001 and 1024) suggest that the practices were habitual and long term.

The collection of artefacts related to the work of electricians is interesting in its diversity. The variety in the 78 artefacts contributes to a project of accounting for the specifics of the electrical work undertaken by maintenance crews at Ironbridge. A handful of common household fuses, significant amounts of widely distributed light bulb glass, and other artefacts suggest that much of the electrical maintenance work was the relatively banal task of replacing blown fuses and light bulbs. Artefacts related to these two tasks amount to 17 out the 78 electrical artefacts (21.7%): fuses account for 5 of the 78 (6.4%), and various fuse and bulb packaging fragments account for 6 of the 78 (7.6%). Additionally, light bulb glass was recovered from four of the five contexts (1001, 1024, 1039, and 1059). One related and singular artefact is a fragment of a fluorescent bulb starter, the electrical switch that excites (or 'starts') the gas inside every fluorescent tube (Figure 11).

Though 21.7% of the electrical artefacts relate to these simpler tasks, the remaining 78.2% (61 artefacts) are associated with more technically skilled work. The most numerically dominant artefacts are fragments of electrical wiring. Many of these consist of small pieces of plastic with no internal copper wire, the result of the common task of stripping the plastic from the ends of the wire to expose the metal conductor inside. The fragments of wire, of which there are 24 (30.7% of the electrical artefacts), represent two general areas of work. This can be judged on the type of wire and its size, or gauge: three of the wire fragments are from what is known as Armour Cable, a heavy duty cable protected by a hard plastic shell. The heavily insulated Armour Cable can be buried in the earth, and used for conducting mains power from the electricity supplier to the consumer. The remaining 21 wire fragments are of varying gauges but generally fall within the range of sizes for regular household wall and appliance wiring.

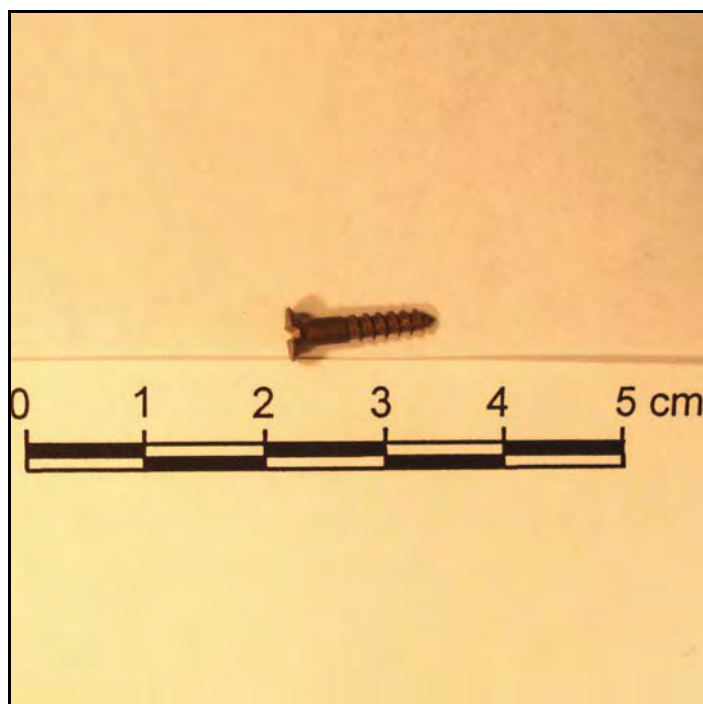


Figure 10: brass screw (author)

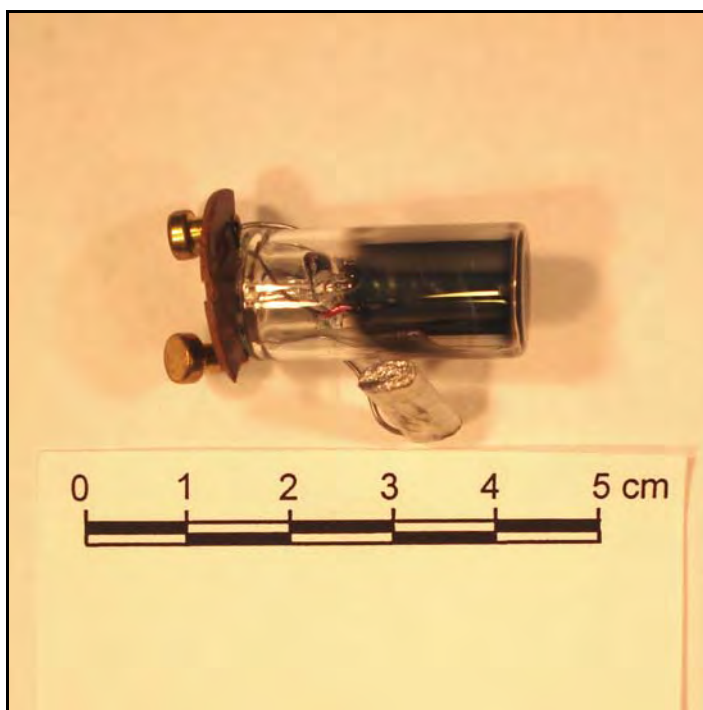


Figure 11: fluorescent bulb starter (author)

In addition to the evidence provided specifically from wire fragments, a range of other artefacts add to this discussion of the specifics of electrical work. A total of 17 of the 78 artefacts (21.7%) are related to the fastening and organisation of wiring. These include 6 fragments of ‘Zap Strap’ cable ties (note also that just such a cable tie was used for a makeshift repair on the passenger seat of the van [Figure 12]), 6 fragments of wire ducting, 2 bushings and 1 grommet which are used to cover rough edges where wiring passes, and 12 of what are known as nail cable clips. These are small plastic fasteners that attach wires to walls. Five distinct styles of nail cable clips were recovered (see 7.33). A further 11 of the 78 artefacts (14.1%) are related to the connecting of wires to each other. These are artefacts such as set screws, common components in electrical junction boxes, various fragments of broken junction boxes, and a single ‘crimpable butt connector’ (Figure 13). From the range and numbers of artefacts in this electrical assemblage we might conclude that the most common tasks of the electricians fell within the bounds of regular wall and appliance work (58 artefacts, 74.3%), the second most common task was dealing with blown fuses and light bulbs (17 artefacts, 21.7%), and the third most common was heavy duty electrical work (3 artefacts, 3.8%).

4.4 An Archaeology of Archaeologists

‘How is it that we use these procedures? Why do we do it in this way rather than in any other?’

(Lucas 2001: 3)

That the van chosen for excavation had actually been used for many years by archaeologists in the field seemingly adds another layer of meaning. This layer is not on the surface – it is somewhere below, and any attempt to make sense of it requires an excavation of its own. This excavation – an archaeology of archaeologists even – is a unique opportunity for reflexive investigation. The assemblage from the van reflects the material culture of the employees of Ironbridge. For approximately the first eight years of use (1991-1999), the van was the exclusive domain of the museum’s archaeology unit. Armed with a clearly delineated phase of archaeological use we can query the material



Figure 12: 'Zap Strap' seat repair (The Van Project Team)

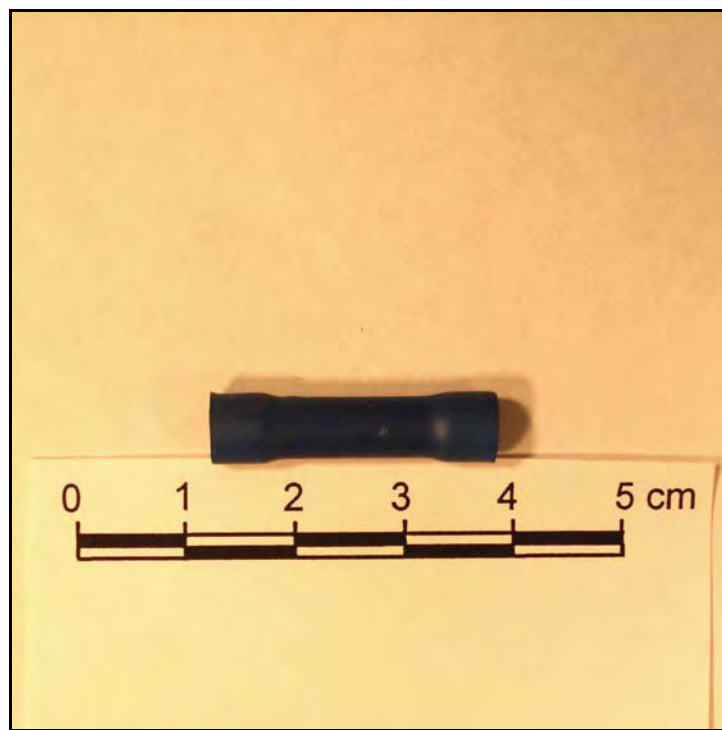


Figure 13: crimpable butt connector (author)

culture for signs of the archaeologists. We might ask: in going about their work of studying other peoples, what evidence, if any, did the archaeologists leave of themselves?

Relative to the total number of artefacts recovered from the van, the material signs of the archaeologists are few. Artefacts from the most recent use phase, that of the works and maintenance crews, certainly dominate the assemblage as a whole. However, while the assemblage of artefacts associated with the archaeology phase is small, the specific artefacts within it are telling and carry much weight. After close analysis, 15 artefacts (4.2% of the total assemblage) can be positively identified as originating from the archaeology use phase. However, a further 80 artefacts (22.7%) have been labelled 'indeterminate' as they could originate equally from either use phase. It is reasonable to assume that a number of these indeterminate artefacts originate from the archaeology phase. Drawing from both the archaeology category and the indeterminate category, we can begin an interpretation of the material culture left behind by the archaeologists.

Two items highly characteristic of those used by archaeologists were recovered in the van. A single broken piece of white chalk (Figure 14) (incidentally, a piece of graffiti discovered in the van was made with white chalk [Figure 15]) and a single high quality Staedtler HB pencil (Figure 16) stand out as typical archaeological tools. In addition to these, also recovered were a rusted scalpel blade (Figure 17), fragments of scotch tape, fragments of masking tape, a single push pin, fragments of four other wood pencils (at least one of them HB), fragments representing at least four plastic pens, and a fragment of one plastic BIC mechanical pencil. While none of these individual items are used exclusively by archaeologists (in fact few tools are exclusive to archaeology), if viewed collectively the association with archaeology is a reasonable one.

The most compelling material evidence of the archaeological phase of use is ultimately provided by a very particular grouping of artefacts. These 12 artefacts (3.4% of the total assemblage) represent an exceptional phenomenon. The artefacts are the previously mentioned 'misplaced artefacts', finds from archaeological sites excavated by Ironbridge field workers that were subsequently 'misplaced' in the van. Cornelius Holtorf (2002) once wrote the 'life history of a pot sherd'. If such a 'life history' was applied to one of these artefacts, the biography would certainly be a fascinating one: first the artefact was created and used as intended in its own time; after being broken and



Figure 14: chalk fragment (author)



Figure 15: chalk drawing (The Van Project Team)

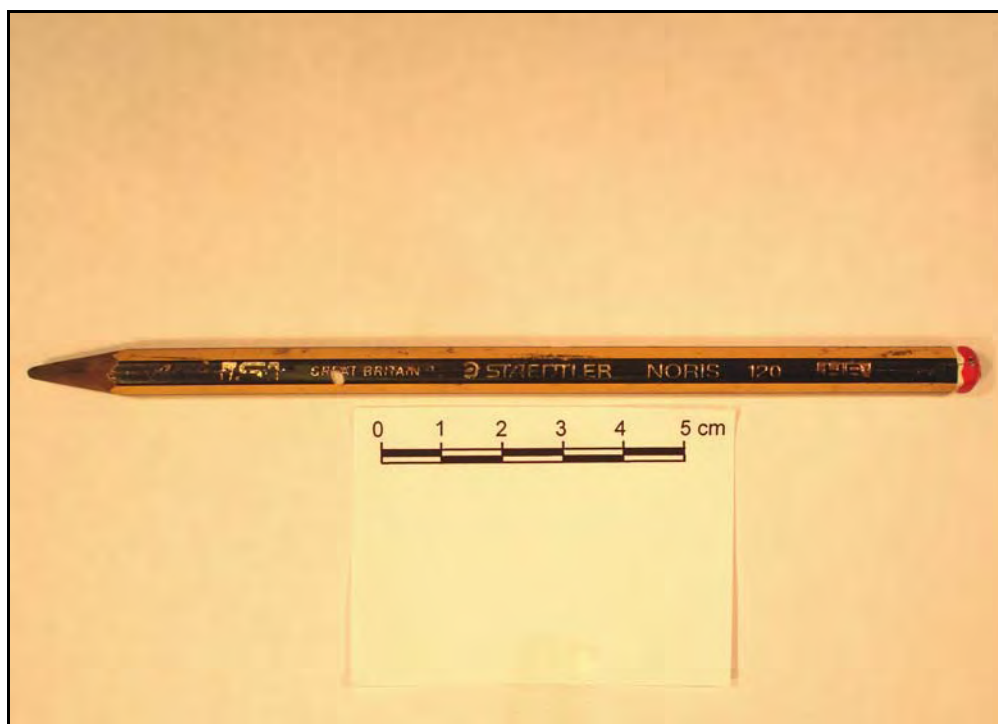


Figure 16: Staedtler HB Pencil (author)

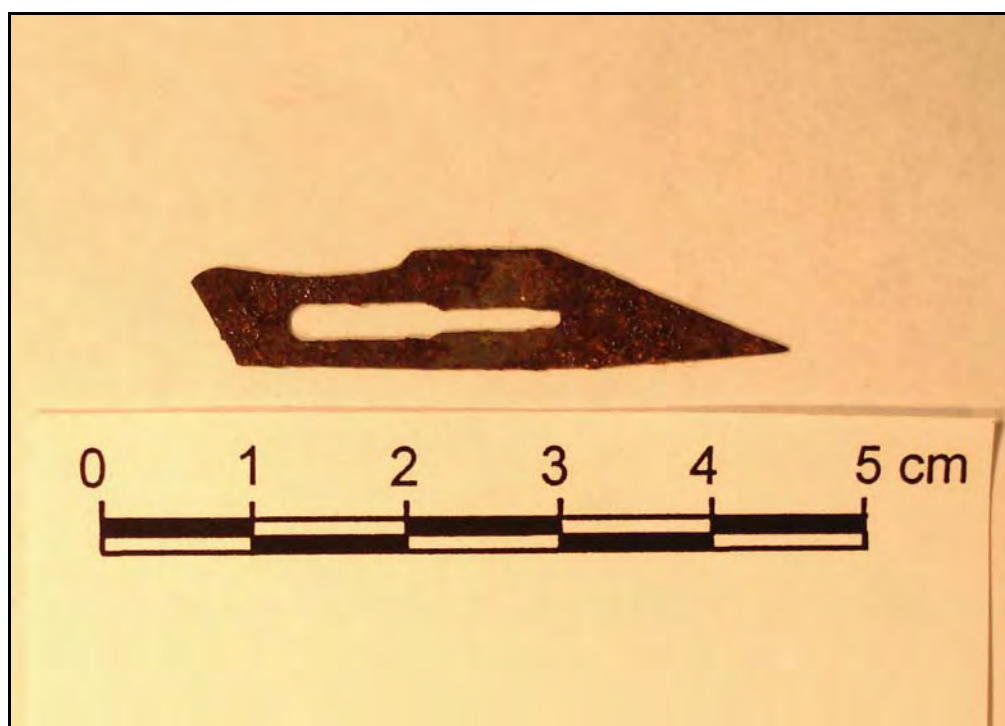


Figure 17: scalpel blade (author)

discarded it entered the archaeological record; at some point in the 1990s the artefact was excavated by Ironbridge archaeologists; it was subsequently lost in the van (possibly before being recorded in the site report), and at this moment of deposition, entered the archaeological record for a second time; in the summer of 2006 archaeologists from the University of Bristol excavated the van and (re)discovered the artefact; this second group of archaeologists recorded and analysed the find, and its details were included in their report; finally, the find was stored and ultimately curated along with the rest of The Van assemblage.

The following misplaced artefacts were found in the van: a ceramic pipe stem fragment, a silver threepence coin, dated 1893 (surprisingly the only coin found in the van), a fragment of transfer printed White Ware (circa CE 1810-1840), a fragment of Early Medieval ceramic (circa CE 1050-1250), a fragment of Midland Yellow Glazed Ware (circa CE 1500-18000), a fragment of a Samian Ware bowl (circa CE 120-250), fragments of daub (circa CE 120-1500), two fragments of green decorative glass (circa CE 1900-1950), and three fragments of blast furnace slag (Figures 18-24). Below I will discuss the spatial distribution of the artefacts in the van in more detail, but I will note here that all of these 12 misplaced artefacts were recovered from the lower depositional layers (contexts 1024 and 1037). How is it then that these archaeological finds ended up, literally and metaphorically, under the floorboards of the van?

There are several reasons why an artefact could be lost in such a way; it may have been inadvertently dropped, lost out of a finds tray, or even deliberately discarded. If lost, it is hard to know precisely how. One possibility is that the find was placed in a finds tray in the back of the van, and due either to a clumsy move or perhaps a bump in the road, it fell out of the tray. For some reason the out of place find was not immediately spotted, and was subsequently lost among other materials. It eventually fell through a crack to the level below, left to be discovered by members of this project.

Another explanation considers the possibility that the artefact was intentionally deposited: the find was, for a variety of possible reasons, carelessly abandoned in the van. In one scenario, during the course of the day a digger pocketed the artefact planning to ask a supervisor about it. The find was forgotten, and only remembered at the end of the day riding in the van. With the context lost or forgotten, the digger dropped it under the

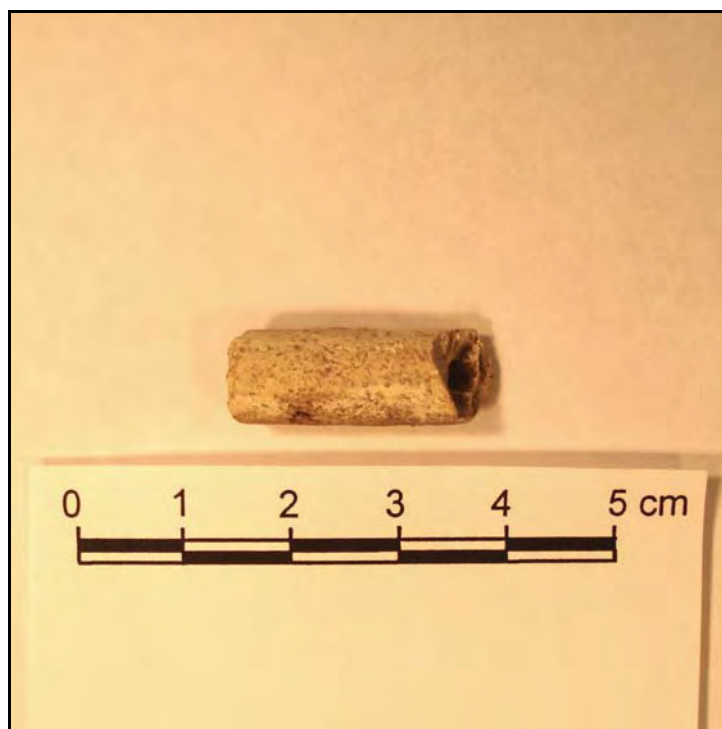


Figure 18: pipe stem fragment (author)

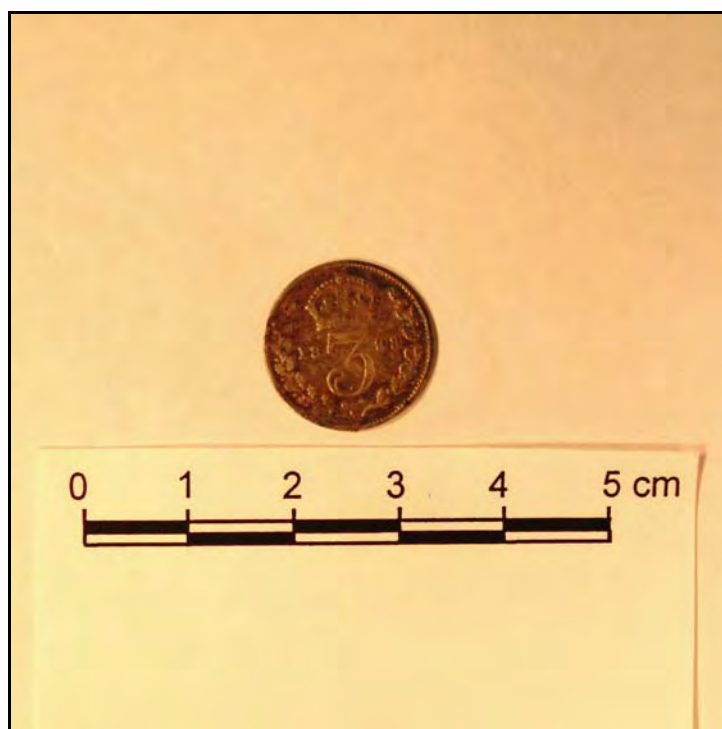


Figure 19: 1893 silver three pence coin (author)

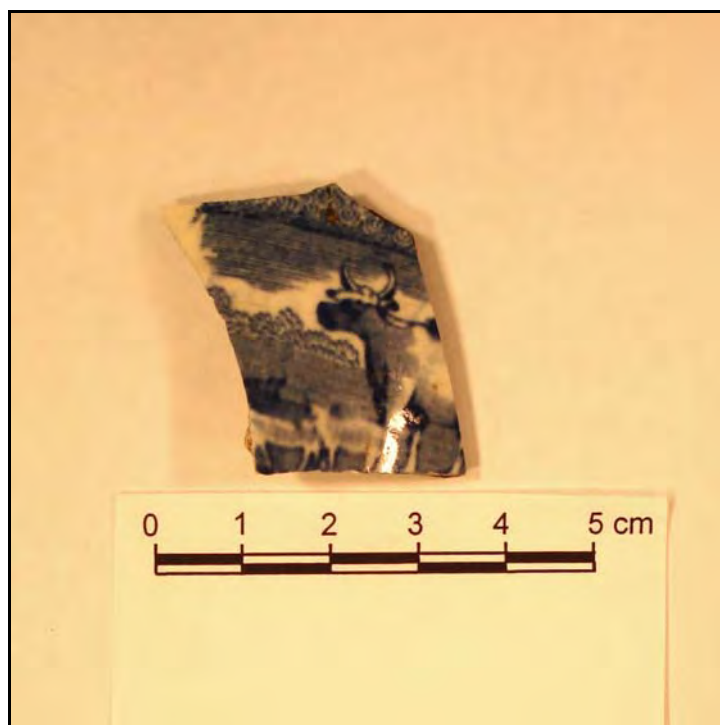


Figure 20: fragment of transfer printed white ware (author)

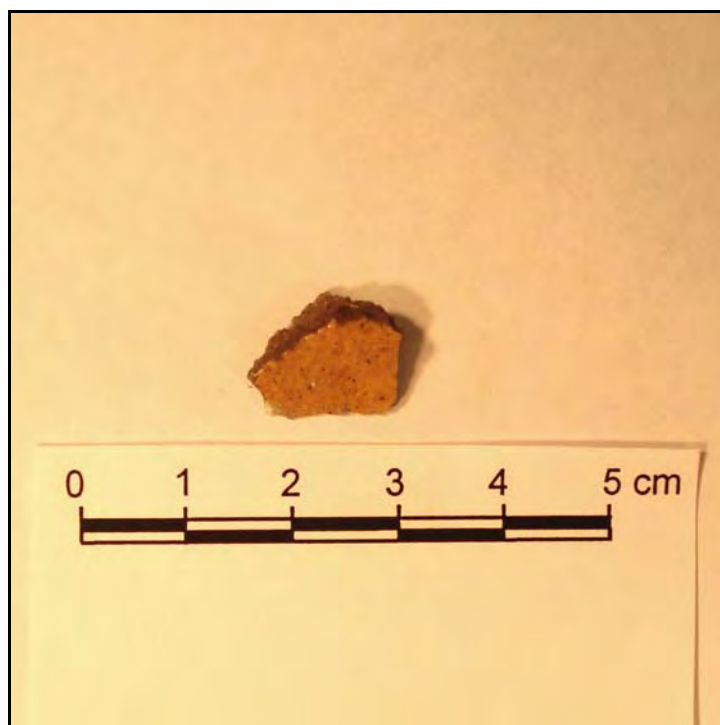


Figure 21: fragment of Midland Yellow glazed ware (author)

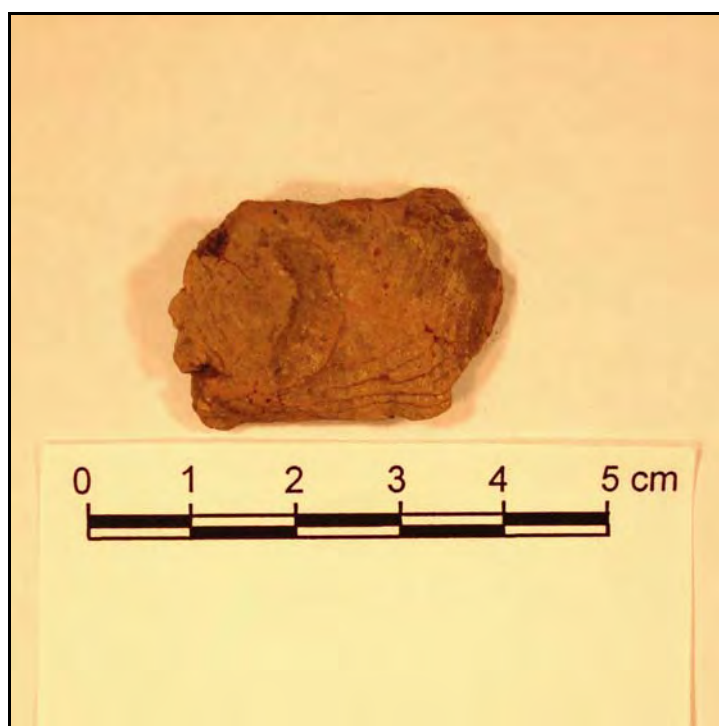


Figure 22: fragment of daub (author)



Figure 23: fragment of decorative green glass (author)



Figure 24: fragment of blast furnace slag (author)

seat. In another scenario, the artefact was from the outset consciously judged unimportant and thus thrown away; it was perhaps found on the surface, or within the plough layer, or even, deemed too small or fragmentary to be of any diagnostic use. Thus these artefacts, in carelessness thrown away, perhaps represent ‘the little bits every archaeologist comes across that “don’t matter”’ (Myers 2007a). They are possibly part of the stories that are not always told. Perhaps, even, there is an Ironbridge ‘master narrative’ that is threatened by these unrecorded artefacts (David Robinson pers. comm.).

It is clear that archaeologists, like works and maintenance crews, and like every human in every era, leave their mark on their surroundings at the very least in their garbage. This human tendency is the foundation of the discipline of archaeology itself. Despite the second use phase, one characterized by intensive deposition, the signs of the archaeologists were not completely erased. Many of the artefacts made their way from the top layer down to the lower layer. Thus we can further conclude that the signs of archaeologists in their vehicles are relatively long lasting. By their very presence these misplaced artefacts tell us something about how archaeology is practiced today. An archaeological find deposited non-intentionally might suggest a certain amount of carelessness. Importantly, that artefact highlights the role of chance in any archaeological endeavour (see Holtorf 2002). The prospect that a misplaced artefact was intentionally abandoned is more complex still. If this is the case, it is telling of the very personal and subjective ways in which archaeologists ascribe value to archaeological finds (Myers 2007a).

4.5 Canines and Christmas Crackers: The Van as Lived Space

‘There are the highly personal and intimate relationships which individuals have found through their possession and use of cars’.

(Miller 2001: 2)

‘[It] has seen a great deal of action over the years’.

(Ironbridge Archaeology 2006)

The importance of the automobile as a lived space increased exponentially through the twentieth century. Today, for many of us, hours out of each day are spent in a car. However not only do we use our cars to get from point 'A' to point 'B', but some of us actually live in them (recall here *Lady in a Van*, the Alan Bennett [1990] short story that was the original inspiration for this project). Even a member of our research team has lived in a van, and still does on occasion when she goes on trips. This distinct phenomenon of the twenty and twenty-first centuries leads one researcher to conclude that:

from birth to death, through sex and entertainment, almost anything which has been done, or can be done, in the static site can be done or has been done in the private car ... throughout the world, the family automobile, has become an extension of and even replacement for the family living room. (Pilgrim 2001: 158)

The phenomenon has similarly been described as 'a kind of mobile domesticity' (Graves-Brown 2000: 157 after Barthes). Thus far I have looked at the ways that various work activities are manifest in the material culture of the van. If the automobile is a lived space, then we might investigate the automobile for signs of quotidian activities. Perhaps something can said about the social life of the van and the people that inhabited it.

Analysis has identified 26 artefacts (7.3% of total assemblage) that do not fit comfortably within a strict interpretation of the official mandate of a work van. The artefacts represent activities tangentially, or not at all, related to the work of Ironbridge employees. Items associated with eating account for 13 of these 26 leisure artefacts (3.6% of total assemblage). Perhaps though, the term 'snacking' is more appropriate than 'eating', as the finds are largely the detritus of small (junk) food items. The group includes 7 sweet wrappers (6 unidentified, and 1 Snickers), 2 coffee stir sticks (Figure 25), 2 indeterminate food wrappers (Figure 26), 1 fruit stone identified as *Prunus domestica* ssp. *domestica*, the common plum (Figure 27), and 1 fruit sticker (apple). The detritus of smoking is represented by 6 recovered artefacts (the historic clay pipe stem is not included here). The smoking assemblage is comprised of 2 machine rolled cigarette butts (Figure 28), 2 hand rolled cigarette butts, and 2 fragments of cigarette box tin foil

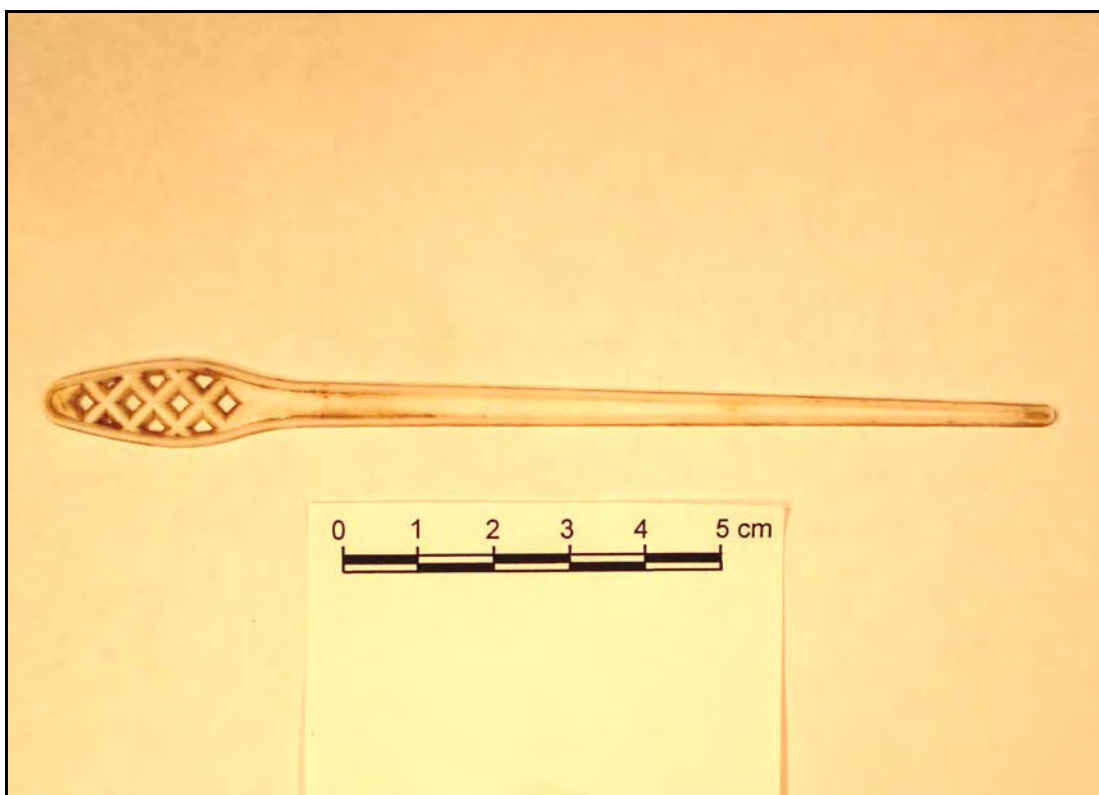


Figure 25: coffee stir stick (author)



Figure 26: indeterminate food wrapper (author)



Figure 27: *Prunus domestica* stone (author)



Figure 28: machine rolled cigarette butt (author)

wrapping. Along with eating and smoking, the presence of a dog is seemingly a third long-term trend in the social use of the van. Tufts of hair (identified by forensic analysis as *Canus domesticus*, or dog) were ubiquitous throughout the van, and are to this day found stuck to artefacts in finds bags. Additionally a ferrous metal chain, possibly a dog lead, was also recovered.

Oral historical evidence has shown that the van was regularly used for fun activities only loosely related to work duties. One informant stated that the van was transferred from the archaeologists to works and maintenance ‘following an accident and various party-related incidents’ (Ironbridge Archaeology 2006). Evidence of the van’s appropriation for ‘party-related’ activities is demonstrated by the recovered material culture. A total of 7 artefacts (1.9% of total assemblage) testify to this fact. A single piece of ‘champagne glass’ metallic gold confetti (Figure 29) and a fragment of the label from a bottle of soap bubbles represent a festive celebration of some kind (Figure 30). A further 5 artefacts are clearly associated with Christmas celebrations. First, a fragment from the label of a string of electric Christmas lights, and second, 4 artefacts possibly stemming from the popping of a Christmas cracker. These include a bit of pink ribbon, a fragment of ‘Merry Christmas’ design paper (Figure 31), a miniature novelty can of dog food (Figure 32), and a miniature novelty notebook (ostensibly the cracker prizes).

Bailey et al. state that the ‘movable nature of vans (as opposed to say, desks or photocopiers) means that attributes intended for work-related use, such as load carrying, can easily and frequently be coopted for domestic tasks’ (2007: 19). Though the small finds recovered in the van do not speak specifically to appropriation for non-work tasks such as load carrying, they do speak to its use as a site of eating, smoking, and intermittent partying. However, if the van was used after work hours for various revelries, then it is seemingly likely that it might also have been used after work hours for other, more mundane personal tasks. The van then was both a lived space and a social space. It was used daily as a place to relax, recharge, and socialize. On occasion it was also a space appropriated for non-official uses.

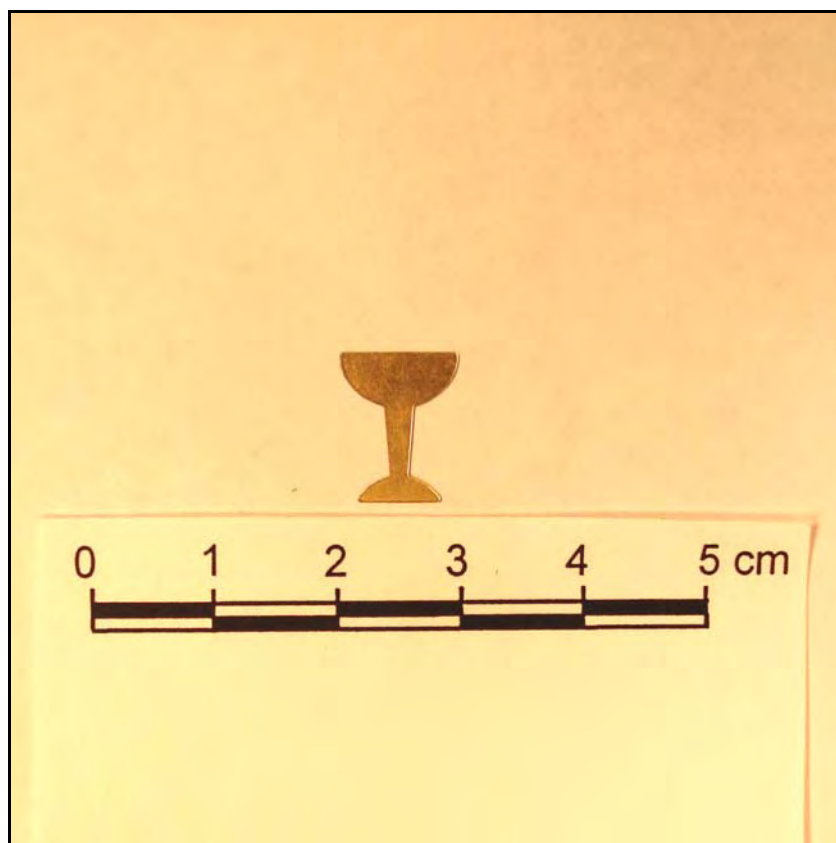


Figure 29: champagne glass confetti (author)



Figure 30: label from bottle of soap bubbles (author)



Figure 31: 'Merry Christmas' paper (author)



Figure 32: novelty can of dog food (author)

4.6 Probing the Limits of Contemporary Material Culture

‘In studying the cultures of the present we are always dealing with unfinished business’.

(Graves-Brown 2000: 6)

‘If anything, this is an archaeology of the future, if we take such an oxymoron seriously’.

(Buchli and Lucas 2001: 9)

One of the goals of this examination of fragments is to test how deep we can probe everyday materials, to push the boundaries of what can and can’t be known about contemporary material culture. It is fitting then to put the assemblage to the test with queries that challenge in this vein. This unintended assemblage of 352 contemporary artefacts found in a vehicle might serve as a somewhat random sample of contemporary material culture in more general terms. What information is forthcoming, and what information is not forthcoming, from such an assemblage?

The 352 artefacts were each labelled either ‘diagnostic’ or ‘non diagnostic’. As stated earlier, applying traditional methodology to non-traditional materials calls for novelty and innovation. In this case, the term ‘diagnostic’ was applied to every artefact for which a basic form and function could be identified. For example, every nail and screw is considered diagnostic, but a fragment of cardboard with no text or identifying marks on it is not. Similarly, a fragment of glass identified as being automotive glass is diagnostic, but a fragment of glass with no known association is not. Out of the 352 artefacts, 302 were identified as diagnostic (85.7%). The original intended use for each of these artefacts is known. The remaining 50 artefacts (14.2%) are non diagnostic. Their material makeup might be known, but their original intended use, or their original form, is not. Common artefact types in this category are small fragments of paper, plastic, glass, and metal.

More specific questions about the provenance and manufacture of artefacts can also be addressed. While the majority of artefacts can be positively associated with a very specific use function, very few can be associated with a specific manufacturer, or place and date of manufacture. Of the assemblage 23 (6.5%) have a known manufacturer, 9 (5.3%) have a known country of manufacture (UK, 3; China, 3; Germany, 2; Italy, 1),

and 7 (1.9%) can be dated to within five years. One final attribute assessed was the presence of legible text: it was found that 52 artefacts (14.7%) do have some legible symbols or text on them. In most cases it was this text that led to more precise identification of artefacts. A lack of text almost always precludes the possibility of identifying a manufacturer, place of manufacturer, or date of manufacture.

It might also be interesting to see what can be said about the spatial distribution of the artefacts in the van. This experiment in spatial analysis could contribute to practical knowledge about how deposits form within vehicles. However, as part of one of the larger reflexive goals of this project, I am indeed interested in whether or not such an analysis is even a worthwhile undertaking.

During the excavation process photographs were taken of each of the grid squares from which surface artefacts were then collected. These photographs were used to create high resolution mosaic images. One mosaic was created for the top layer in the back of the van (context 1001, Figure 33) and one mosaic was created for bottom layer of the entire van (contexts 1024, 1037, and 1039, Figure 34). Based on these composite images, maps showing the distribution of cultural artefacts were created for each layer (Figures 35 and 36). These maps tabulate the number of cultural artefacts (in four categories) found in each grid square. The four categories are: maintenance artefacts (other than electrical), electrical artefacts, leisure artefacts, and the misplaced artefacts from the archaeology phase.

It is clear that certain things can be said about the formation of the deposits. The distribution of artefacts on the top layer (context 1001) appears to be random except for one spatial anomaly. The detritus of the maintenance crews (which dominate the layer) were seemingly deposited at random initially, but subsequently were moved all together apparently in a single event. While several clusters of material were noticeable in this context, these contrasted with a single large, 'clean' area. The shape of this finds free area being rectangular, this may represent the action of a large object being shifted to the back of the van. As this object was moved, the artefacts were presumably being pushed ahead of it forming a distinct cluster defining the perimeter of a relatively archaeologically sterile zone (Figures 8, 33, and 35).

The formation of the lower layer (context 1024) appears to be much less random. The distribution of artefacts on the lower layer is dependant on where the artefacts could enter the lower layer after first having been on the top layer. Since the lower layer is covered with carpet and wood in the back, and a plastic floor cover in the front, artefacts could only enter at a hole or a gap between the two layers. The artefacts on the lower layer first concentrate near the gap areas and then spread away from them over time. The central entrance to the lower layer is through a single gap that runs the width of the van at the point where the cab meets the back (Figures 34, 36, 37, and 38). Secondly, there are three other openings, one in each of three corners of the back of the van (Figure 39). Once the artefacts enter the lower layer, they spread out from the gap following the ridges and furrows of the shape of the floor. The further away from the gaps, the longer ago the artefact was deposited. The vibration of the vehicle itself, or possibly water flow along the furrows of the van floor may have propelled some movement of these objects.

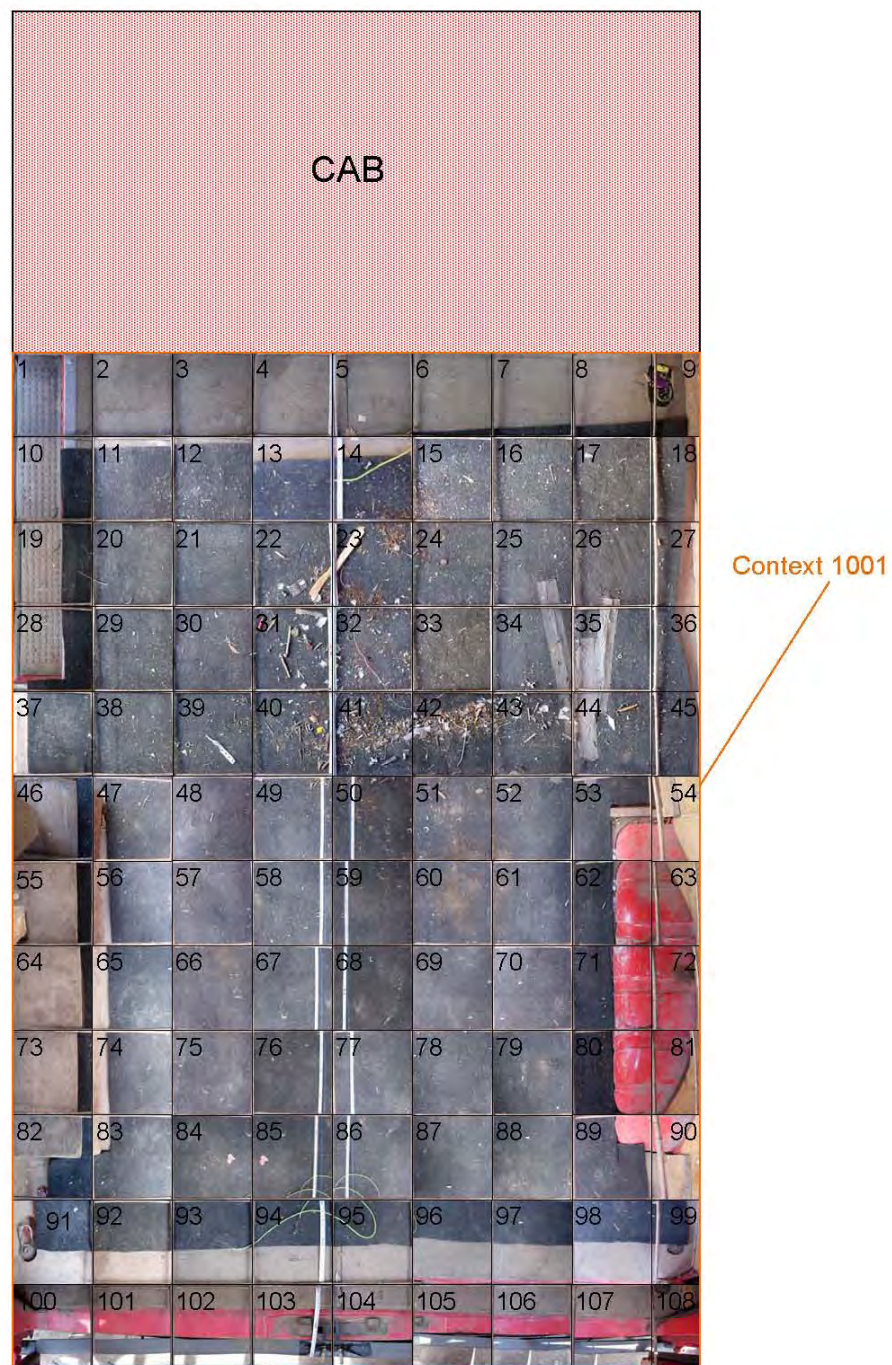


Figure 33: grid square mosaic of Context 1001 (author)

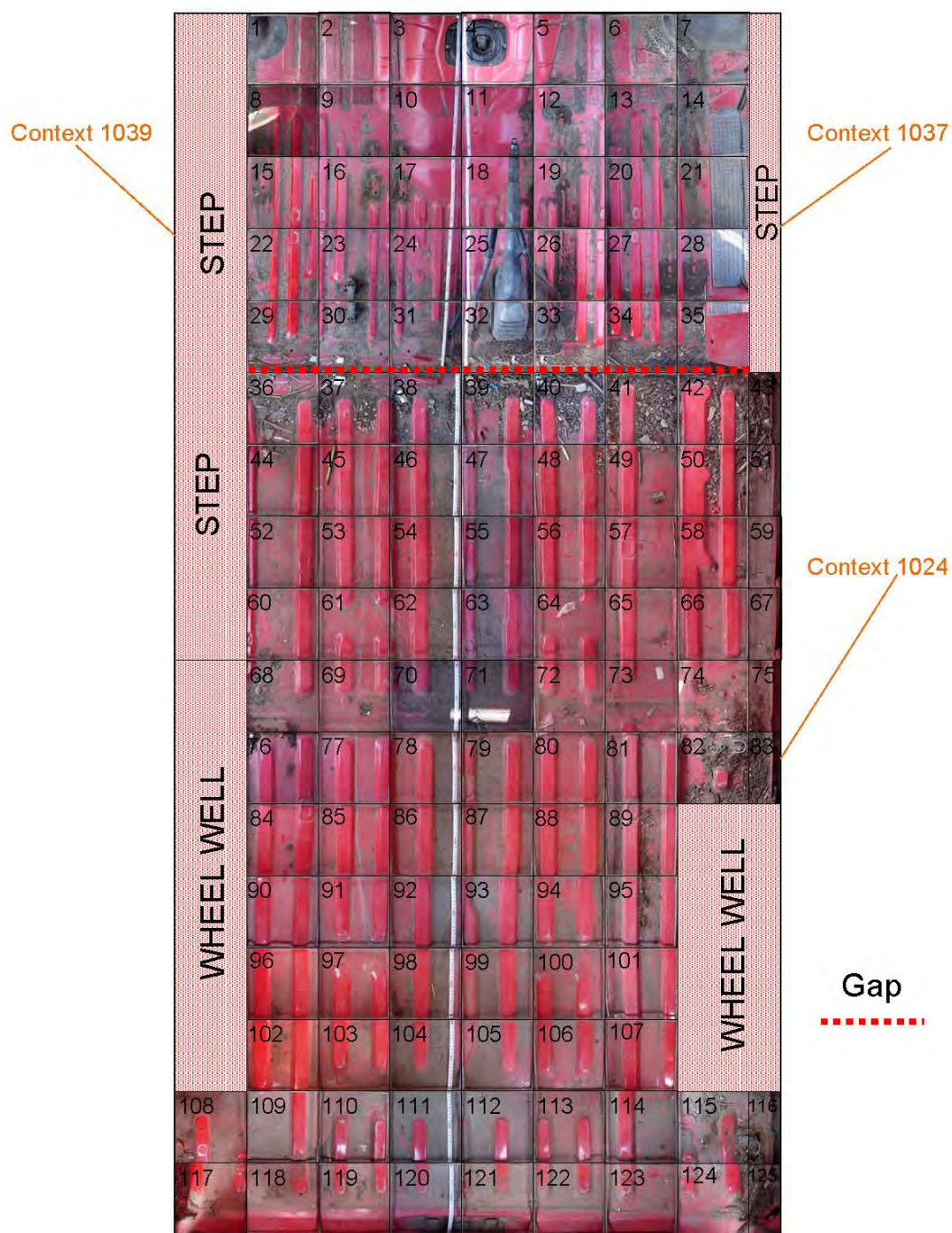


Figure 34: grid square mosaic of contexts 1024, 1037, and 1039 (author)

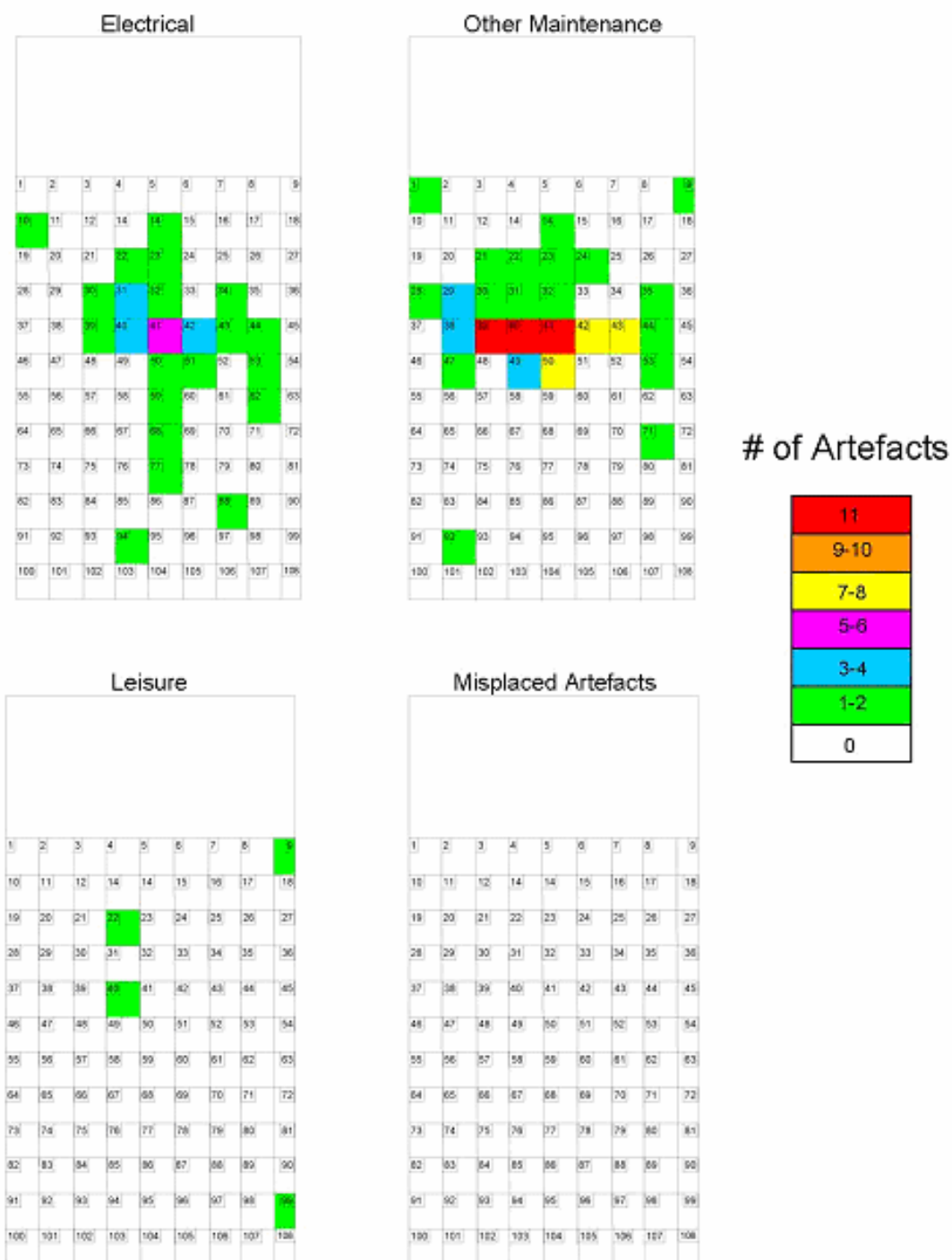


Figure 35: artefact distribution maps for context 1001 (author)

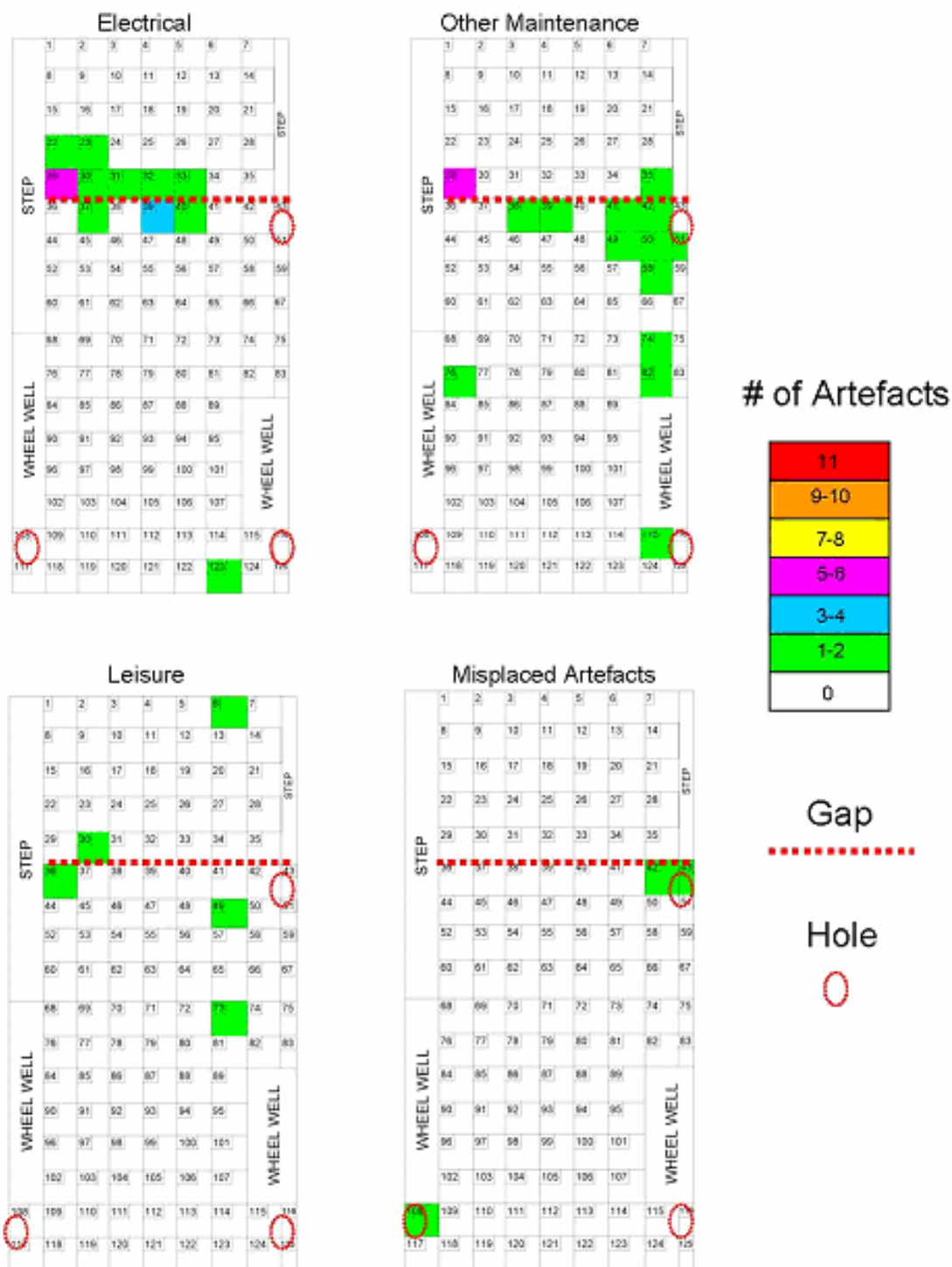


Figure 36: artefact distribution maps for contexts 1024, 2037, and 1039 (author)



Figure 37: deposits surrounding gap (The Van Project Team)



Figure 38: deposits surrounding gap (The Van Project Team)



Figure 39: one of three holes in the floor (The Van Project Team)

4.7 Archaeo-Acoustics and the Automobile

Mills (2004: 1; 2005: 1) states that for the archaeologist, ‘sound is a dynamic source of information’. In calling for an ‘auditory archaeology’, Mills (2004: 4) suggests that sounds are not just passive elements in our lives, but rather, ‘they are integral to creating, maintaining and contesting social relations’. Certainly, most of us have had social relations instigated by a sound coming from an automobile: a 999 phone call following the sound of a collision; a comment to a friend after a speeding car disturbs a picnic in the park; walking out to a waiting taxi at the sound of its horn. For urban citizens the car, and the sound of the car, is ever-present and usually banal. Driving itself is a banal activity, as Miller (2001: 3) states, cars require little ‘conscious mediation in their daily employment’. However, even if the acoustic realm of the auto is only background,

it nevertheless contributes to our sense of place in many if not most situations; you may only become aware of it when something interesting or unusual occurs (hearing something you were not expecting to hear, or not hearing something you were expecting to hear) or perhaps when things go wrong. (Mills 2004: 5)

Indeed, after inserting and turning the key to a car, *a lack of sound* certainly grabs a driver’s attention.

I suggest that further work on the material culture of automobiles incorporate this ‘archaeo-acoustic’ approach. Such research would ‘contextualise’ sounds, and ‘ground them in the web of material evidence’ (Mills 2004: 1). As a small step towards such an approach, included here are sound recordings of the Transit van’s engine (see 7.45). The digital files, created at the beginning of the excavation in July 2006, are a record of the sounds of the engine starting, revving, and idling. Since the van was subsequently dismantled and then destroyed, the files record the final time the engine ran. Though dedicated archaeo-acoustic work would include recordings of many other aspects of the vehicle, even these admittedly unplanned recordings recall the life of the van. To anyone who drove the vehicle at Ironbridge, the sound of the engine would be distinctive, and possibly emotive.

5.0 Conclusions

‘I have been sitting at my table for ten minutes before I realize that the undertakers have been here all the time, and that death now comes (or goes) in a grey Ford Transit van’.

(Bennett 1990: 85)

‘The car as a vehicle, in that sense, will go the way of the horse ... as such the car may become purely a leisure item; like the horse, an item of display, and perhaps, also like the horse, one that is only accessible to those who can afford it’.

(Graves-Brown 1997: 70)

As archaeologists increasingly turn their attention to the more recent past they will more frequently encounter material culture with which they are, in a sense, *overly* familiar. Though most of us have lived with automobiles daily for our entire lives, I suspect that few of us have ever considered the automobile as an assemblage of constituent parts that might be physically and epistemologically excavated. The material record of the automobile is significant. As encounters between archaeologists and automobiles increasingly occur, this newly considered class of material culture will prompt change in the discipline of archaeology. Archaeologists and others will devise as yet unimagined ways of treating these materials; new systems of analysis and methods of classification will continue to develop organically as the need arises.

The symbolological exercise of examining Ford part numbers and date stamps demonstrates how archaeologists might begin to deal with finding abandoned or buried vehicles. Through the decoding of UK Ford part numbers, I have shown the potential usefulness of these formerly cryptic codes. Similar decoding of the part number systems of other automobile manufacturers, though beyond the scope of this dissertation, would certainly be a worthwhile endeavour.

As archaeologists continue to close the gap between the present they live in and the past they have traditionally studied – what Hicks (2003; 2004) calls ‘the loss of antiquity’ – and as the twentieth century comes more often under their scrutiny, encounters between archaeologists and cars will increase exponentially. Those still uncomfortable with the notion of ‘the archaeology of us’ (Rathje 1979: 2; Gould and

Schiffer 1981; Schofield 2006: 2) will be reassured by the fact that, according to one archaeologist and critic, ‘the Age of the Car is already passing’ (Graves-Brown 2000: 156). Significantly, some researchers are beginning to deal with the ‘automobile as heritage’ (Brown 2001; Collins 2001; Jeremiah 1995; Pilgrim 2001; Smith 2001a; 2001b; Summerton 2001). Just as the automobile – ‘that uneasy symbol of modernity’ (Bell 2000: 32)’ – engendered incalculable changes to wider society, the material record of the automobile could engender significant change in the discipline of archaeology itself.

I have used the forensic dismantling of a 1991 Ford Transit van to begin to think about how archaeologists might deal with automobiles as artefacts. To be able to deal with any assemblage of contemporary material culture, the archaeologist must first attempt to overcome the overfamiliarity of the subject matter. If it cannot be overcome, then contemporary archaeology as a discipline is impossible: if the automobile and its contents are familiar and banal then they are not worthy of study. Following the suggestion of Buchli and Lucas (2001: 13) then, everyday artefacts must first be made unfamiliar, a project of ‘making what is too well known almost less known’. However, as this dissertation demonstrates, contemporary material culture is *not always* overfamiliar. Though in its originally intended state it is an entirely familiar object, once dismantled, like the broken kitchen bowl, the automobile is no longer well-understood.

The discovery of an abandoned assemblage inside the van provided a sound basis for an inquiry into small finds of the recent past. The very fact that 352 distinct cultural items were found in a single vehicle, itself speaks to social trends and values. Many of these artefacts were unbroken and in their original state, but others were fragmented beyond recognition, their intended form and function obscured. However, despite the obscurity of certain specific artefacts, the story of the van’s use is patent in the assemblage. Not only do the recovered artefacts confirm the two official use phases, but they also illuminate other ways humans interacted with the van. The van was used for work, play and activities that fall between the two categories. Most revelatory perhaps, is that the abandoned materials in the van might also tell a story about subversion of the archaeological record. Certainly, the misplaced archaeological materials serve as powerful reminders of ‘how “momentary, fluid, and flexible” our classifications and interpretations often are’ (Holtorf 2002: 64 after Hodder 2003: 31).

Archaeology as a discipline is well-suited to deal with contemporary material culture. However, applying traditional practice to non-traditional materials calls for innovation in method and theory. As Newland (2004: 45) states, 'the increasing engagement with modern and contemporary archaeologies necessitates a renegotiation of disciplinary boundaries'. There are manifold tensions inherent in the treatment of automobiles as artefacts. Though archaeology reveals much about vehicle assemblages, archaeological inquiry into these contemporary sites can still be trumped by esoteric or privately held knowledge. I posit that through an active engagement with both the customary and the unorthodox, we will continue to successfully work within these tensions, and so continue to move forward towards greater understanding of contemporary material culture, and the contemporary world.

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7.1 Publicity and Debate

7.11 BBC Article (Anon. 2006)

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Archaeologists 'excavate' old van

Archaeologists are "excavating" an old transit van to help refine techniques used in studying modern artefacts.

The team at Bristol University is examining the van's contents, bodywork and engine and recording an oral history of the people who have used it.

A forensic scientist is also taking part in the "van dig". Police are increasingly using archaeological techniques for forensic investigations.

"It's an exercise in methodology," said project leader Cassie Newland.

"Contemporary archaeology is about how you can reconstruct stories behind modern things, the same way you do about old things."

The van belonged to the Ironbridge Gorge Museum in Shropshire for more than 15 years where it was used by staff on site visits to archaeological sites.

"We've found 17th century slipware pottery and a silver Victorian threepenny bit," said Ms Newland.

"But we've also discovered pet hair from dogs, confetti and kids toys.

"And it was once used as a diving board, you can see where the roof is squashed down. Apparently there was a party and the van was parked near a bouncy castle and people were leaping off it."

Dr Mark Horton Head of the Department of Archaeology and Anthropology said: "This is an innovative project that brings archaeology really up to date.

Project leader Cassie Newland says it is an exercise in methodology

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"We hope we will find all sorts of evidence about the history of the van which will be confirmed by people's recollections."

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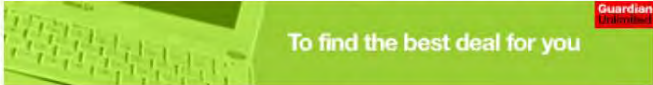
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7.12 Guardian Article (Wainwright 2006)

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Special report
Britain's car industry

Transit van excavated as a relic

Martin Wainwright
Monday January 1, 2007
[The Guardian](#)

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British archaeologists have found a new relic of the past to dismantle: a 1991 Ford Transit van. Three months of painstaking research has seen the light van broken up into hundreds of 'finds' and archived.

Chosen to test techniques on "a common and characteristic part of contemporary life," the vehicle was given to Bristol university by the Ironbridge museum in Shropshire. Everything from a Victorian threepenny bit, dropped down a crack in the floor of the van, to crude spot-welds have been scrutinised and recorded.

Article continues ▾

"In many ways it has been like a conventional study in field archaeology," said Cassie Newland, a doctoral student at Bristol who organised the project as a trial of archaeology's potential to help in the analysis of modern British society.

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Three separate layers within the van were then carefully excavated, yielding lost pencils, dog hair and confetti from a distant museum party.

Fingerprint dusting proved that the Transit was one of Ford motor company's first British vehicles made by robots - "a discovery reflecting a huge social change in employment," said Ms Newland.

All finds are to be reported in British Archaeology magazine and other data on the Transit, one of only 191 surviving models of its type and year, will be kept at Bristol for future study. Ms Newland said: "Archaeology concerns the interpretation of material culture in pursuit of understanding. That material can be van just as a prehistoric ditch or settlement."

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7.13 This is Bristol Article (Hodson 2006)

Scientists from Bristol University have undertaken an unusual arch...ars by archaeologists at Ironbridge Gorge Museum in Shropshire.... 08/08/2006 07:44 AM

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DIGGING DEEP FOR WHITE VAN MAN, THE EARLY YEARS

BY TOM HODSON T.HODSON
10:40 - 31 July 2006

Scientists from Bristol University have undertaken an unusual archaeological study - of a van. The vehicle, which was used for many years by archaeologists at Ironbridge Gorge Museum in Shropshire, was examined over four days.

The university's department of archaeology and anthropology carried out the "dig", a forensic investigation of the van's contents and structure.

PhD student Cassie Newland, who led the project, said: "Contemporary archaeology is about how you can reconstruct stories behind modern things, the same way you do about old things."

The archaeologists undertook a study of the contents of the van, its bodywork and engine.

People who used the van for work were also interviewed to create an oral history of the vehicle.

Ms Newland said despite archaeologists' reputation for digging up historic sites, their methods were now being applied in more modern settings.

The police, she said, increasingly used archaeological techniques for forensic investigations, and archaeologists have often been involved in the investigation of war crimes.

The van was used for archaeological research for 15 years, and it was hoped the project would find evidence of its history remaining in the vehicle. A piece of 17th century pottery and a silver threepenny bit were discovered, along with dog hairs, children's toys and confetti.

The van was also used as a diving board, said Ms Newland.

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7.14 British Archaeology Article (Bailey et al. 2007)





Archaeologists have excavated an old van. It was not buried, but parked. Joke? Proof that archaeology has thrown away the map? Cassie Newland, Greg Bailey, John Schofield and Anna Nilsson ask you to strap in and consider the view



SIC TRANSIT GLORIA MUNDI

In July 2006, archaeologists from the Department of Archaeology and Anthropology at the University of Bristol, with involvement also from Arkins Heritage, embarked on a contemporary archaeology project with a difference. We "excavated" an old (1991) Ford Transit van, used by archaeologists and later works and maintenance teams at the Ironbridge Museum. The object: to see what can be learnt about a very particular, common, and characteristic type of contemporary place; to establish what archaeologists and archaeology can contribute to understanding the way society; and specifically we as archaeologists, use these places; and to challenge and critique the very nature of contemporary archaeology. What is it, and who is it for?

This project was always going to be unconventional. We knew that. But in

Above left: UK statistics from DVLC confirm the van as a rare survival, with only 110 of its type and age still on the road. There is a clear concentration in the West Midlands, source of the excavated van

Above right: Excavating the dash

Opposite: Artefact scatter in van rear



many ways it was also a conventional study in field archaeology. Planning the excavation was much the same as for any site. We prepared the ground through documentary research, looking at the vehicle's service history, MOT certificates and insurance reports as well as drawing on Ford memorabilia, brochures, promotional materials and models archived with the Transit Van Club. Oral historical research was also carried out. Interviews were conducted with past and present members of Ironbridge Museum staff who also expressed their views and memories on their online blogspot. Fieldwork followed convention, with survey, surface collection and excavation in the usual order.

The body of the vehicle was recorded in much the same way as a standing building. Scale photographs were taken

and drawings made of all internal and external elevations, floors and ceilings. The structure was recorded in detail, with particular attention paid to wear patches, repairs, scratches and dents. Internally there was evidence of a major repair on the driver's side. A body panel had been replaced yet the bent supporting struts had not. They were simply flipped upside down and spot welded into place – one was missing, presumably too damaged to reuse. In general the welds on the repair were of a lower standard, used more metal and left a less even finish than the originals, but they appeared structurally sound. The fresh welds were sealed with a layer of black spray paint. Few concessions had been made to aesthetics and it would appear that those carrying out the repair did not expect their workmanship to be inspected. The location of the repair

JOHN SCHOFIELD/ILLUSTRATED BY LYONS/ENGLISH HERITAGE (MAP)



"I used to teach A Level archaeology and would have loved to have had the film. It would be a great teaching resource to explain and discuss archaeological process, context, recovery of data, sampling, stratigraphy - I could go on. And students would relate to it, in a way they probably wouldn't relate to a site under excavation" - comment received after a screening of the project film



tallied with damage described in an accident report from December 2 1994. Oral histories collected from Ironbridge staff suggest that this accident was the catalyst for the transfer of ownership of the van from the archaeology unit to the maintenance department.

The van's metal body was dusted for fingerprints and - apart from the location of the repair - found to be completely untouched. This seemed surprising, until documents relating to the van's construction were unearthed, revealing this to be one of the first vehicles in the UK to be made entirely

by robots. This introduced a further dimension as the immaculate surfaces we had uncovered reflected a huge social cost: many hundreds of Ford workers had joined the Southampton dole queues as our revolutionary van rolled off the production line.

The exterior of the vehicle proved to be in substantially worse repair. The Radiant Red paintwork on the horizontal planes of roof and bonnet had been exposed to the elements and oxidised to a dusty pink. Rust bloomed under paintwork, erupted around wheel arches, and large portions of the skirt and sills were missing entirely. The

underside behind both front wheels was severely crushed where the van had dropped off a high curb. The whole lower half of the passenger's side had been extensively and inexpertly repaired until it was constructed almost entirely from filler. The paint blown in over the top of the repair did not match. The roof had been completely reshaped (oral historical evidence suggests that this was the result of being used as a diving board at a Christmas party). In fact the vehicle we were dealing with was not the one Ford had designed at all. Its profile from the side and front was completely



different, more angular from impacts, more organic from freehand rebuilding, corners softened by rust. It had been remodelled by accident and by design until it was an approximation of a Transit, an interpretation authored by many hands.

Internally, there were three main stratigraphic layers in the rear of the vehicle: a carpet, a plywood lining and the metal body. Each layer revealed its own distinctive collection of artefacts and palaeoenvironmental material. All finds were photographed, planned at 1:10, recorded and then collected on a 20cm grid.

The artefacts recovered from the surface layer (carpet) appear to date from the period of use by the maintenance department, as the deposit included halogen lights and Hoover parts as well as numerous smaller, maintenance-related artefacts such as screws, rawl plugs, nails and fuses. More unusually, the expected work-related objects were mixed with ones more associated with domestic use such as children's toys and a large quantity of animal hair, forensically identified as dog.

The second layer revealed a similar story, mostly small, maintenance-

related artefacts with some domestic items, notably part of a dog lead. The oral historical evidence accounts for the presence of domestic items in a working vehicle. Numerous stories were recounted of the van being used to move house, or collect heavy items such as washing machines. The moveable nature of vans (as opposed to say, desks or photocopiers) means that attributes intended for work-related use, such as load carrying, can easily and frequently be coopted for domestic tasks.

The third deposit below the plywood lining was the richest and the most

JOHN SCHOFIELD (A)

diverse (and necessitated the use of a trowel). The flat plywood boards and the longitudinal mouldings of the floorpan create shallow channels that allow the ingress of small items and give an interesting, horizontal stratigraphy. Moreover, because the material in each of these channels is kept separate, the artefacts show clear spatial patterning.

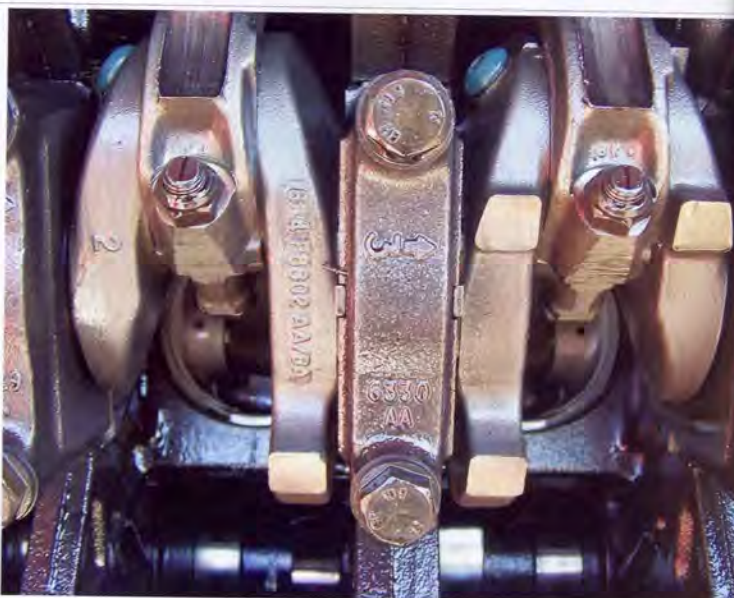
The artefacts recovered from this layer relate to the archaeology unit's use of the vehicle. Artefacts included several 4H to 6H pencils and a significant quantity of lost/redeposited archaeological finds: blue transfer printed whiteware, undecorated creamware, Staffordshire slipware, stoneware, several pieces of blast furnace slag, and a silver, Victorian threepenny bit. The layer also contained some party artefacts including, tinsel, confetti, a cocktail-glass shaped sequin, and Christmas sweet wrappers. There were no items associated with children or animals. Once the finds had been (re)recovered and bagged the remaining material was



collected and sent away to be analysed for faunal remains.

The methods employed in the excavation of the engine were also familiar even if the features being excavated were not. Engines have a distinct stratigraphy, an order in which they must be taken apart. Each feature can be related to those around it, overlying or being overlain by another. Happily, unlike more conventional sites, instructions are available – in the form of a Haynes manual – detailing how the excavation should progress. The fact that not only dates but also the places of manufacture/origin are stamped on all the major features was also an unexpected bonus!

As parts were removed they were inspected, measured, photographed and recorded. Their age, condition and



any other information was noted on specially designed context sheets and compared with their as new state. Most parts were original and well-maintained. Where they had been replaced, Ford parts – rather than cheaper pattern parts – were always used. Several components, such as the exhaust, the filters and the nearside shock absorber, were brand new. Finally the engine block was winched out and the heart of the engine excavated separately. The block was in near perfect condition. There were few signs of wear on the cam, pistons, push rods and valves. There were no metal filings in the sump, which indicates that the oil was changed regularly. There was also no evidence that the engine had ever been previously dismantled for repair. All suggested that this was a well-maintained and regularly-serviced engine.

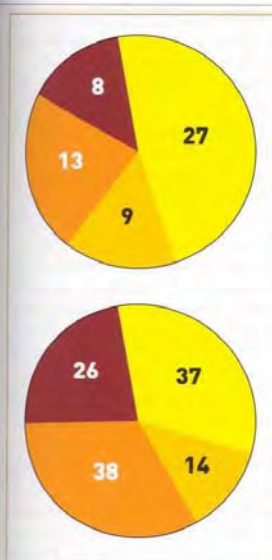
There would seem therefore to be notable differences in attitudes towards the vehicle. The museum appears to have cared for the vehicle in a hands-off sense, sending it for regular services, paying for repairs, and not economising by using cheaper parts. The users, however, had a different relationship with it, an everyday, hands-on relationship. The users loaded cumbersome objects into the back. They sat on the ripped seats, and learned the particular skills required to

drive it. To the management it was a tool, one of a fleet of vehicles; to the users it was, as one of our bloggers commented, "just an old van".

We are sometimes asked, why a van? Our response is why not! As one of us has said previously (Opinion, Jul/Aug 2006), archaeology concerns the interpretation of material culture in pursuit of understanding. That material culture can be a van, just as it can be a prehistoric ditch or settlement. Our findings may not be startling revelations, but how often is that the case on earlier sites?

We have learnt things about this particular van, and how it was used; we have even learnt a bit about this particular type of van; but most importantly we have created a stir in doing so. As the editor put it to us, "anything that gets people debating the nature and purpose of archaeology has to be a good thing".

Cassie Newland and Greg Bailey are research students and John Schofield is a visiting fellow in archaeology at the University of Bristol; Anna Nilsson is a heritage consultant at Atkins Heritage. They would like to thank in particular the Automobile Association, University of Bristol, The Transit Van Club, Ironbridge Archaeology and Sims Metal (Avonmouth) for help with this project



Left: Results of an opinion poll taken before the excavation began (above, 57 votes) and during the excavation (below, 115 votes) and after the project design was published online by BAJR

Categories clockwise from top: absolutely against, not really convinced, fairly convinced, totally in favour

COMMENT

As we dug, others debated. Is this a worthwhile exercise or a waste of time and effort (not money, as the project is entirely self-funded)? The blog hosted by Ironbridge (contemp-ironbridge.blogspot.com) has made available our site reports, and provided easy access to the BAJR site (www.bajr.org/bajr/forum/topic.asp?TOPIC_ID=778), where an opinion poll has been running. Here are some comments:

An excellent form of madness if ever I saw one. TW

Have to say I think it is a very good project that looks at an item... whether a chariot or a van, a house or an object, and allows you to see whether actual known events, actual situations can be deduced from wear, patterns, damage... etc etc. Anon

Sounds like a load of crock to me and makes archaeology [sic] look stupid! I really think that archaeologists could do without this form of publicity at the moment. Especially if you want more funding. GB

If some think it a waste of time to investigate the van archaeologically because we have other sources of information, surely that undermines all archaeological practice in "historical" periods. We know better than that. The Van project has a lot in common with established ethnohistory and contemporary archaeology research practices and potentially raises very interesting questions

about how we remember (and forget) alongside the micro/forensic data that the project will produce. The archaeology will stand in relationship with the other methods being used so there will be quite practical outputs from this in terms of best methodological practice. AP

This is an important example of archaeological practices deployed as a series of interventions into the contemporary and specifically as a means (and end) of marking what once was, before it passes: a life history (memory) if you will. CW

...reminded me of one of my favourite quotes from a fieldwork report in Hertfordshire some time ago... "During the excavation for the foundation of the Junior School, an entire car (dated to c1935) was recovered. This was reported to the police, who confirmed that it had been stolen 20 years earlier". MB

PALAEOENVIRONMENT

Steve Davis, Department of Geography, University of Exeter, who analysed deposits from the van and spoilheap, says:

"Archaeologically it is clearly recent as it has got some introductions in it, but without those it comes across as a timber-framed building, not in good repair (lots of things that do not do timber-framed buildings much good). So far as use is concerned, there are a few grain beetles in there, so one might hypothesise a produce storage function (although numbers are low). There are very few taxa present which are definite "outsiders", and nothing to give much indication of the site's surrounding area. There is one weevil that lives in woodlands on members of the borage family, and some things which are keen on, but not specific to hawthorn"

FORENSICS

Archaeological methods are often used in forensic investigation to locate, recover and record human remains. The van project gave us an opportunity to take a multidisciplinary approach, to turn the tables and explore what forensic methods could offer to archaeological investigations. Fingerprinting with aluminium powder was used to map patterns of use, shedding light on behaviours such as solo driving/passenger carrying, and cleaning regimes, as well as methods of manufacture and repair

FILM

The site of our excavation, at the entrance to Royal Fort Gardens in Bristol, and two weeks of hot, dry July weather, meant we had many passers-by. We soon heard a range of views as academics and police, summer-school students, gardeners and cleaners commented, sometimes profoundly, on our project. A sound collage was constructed in which an art-historian might be in conversation with a mechanical grab operator, a former assembly line worker with a social scientist. Naturally, archaeologists, some eminent, but all insightful, join this Greek chorus to provide commentary on a picture montage revealing an iconic 20th century historical artefact undergoing deconstruction. The edited film was first screened at CHAT 2006 (Contemporary and Historical Archaeology in Theory conference) in Bristol, November 10–12. In Transit (Greg Bailey 2006) will next be shown at the Theoretical Archaeology Group conference in Exeter on Saturday December 16



Right: At the first screening of the film *In Transit*, in Bristol, November

7.15 British Archaeology Letters to the Editor (Lucas 2007)

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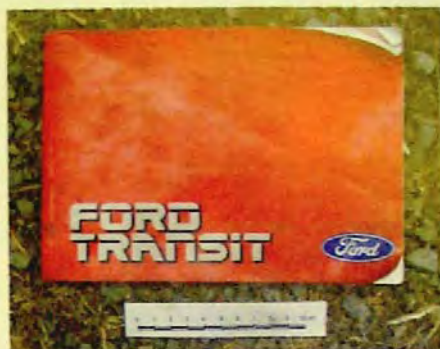
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Philippe Planel, Exeter



Van club

The report on the excavation of a 1991 Ford Transit Van - with a small finds photo of the owners manual (complete with scale rule), is, for me, the final nail in the coffin of serious archaeological investigation. I have now cancelled my membership of the CBA, and no longer consider archaeology as a serious scientific pursuit.

Jason Lucas, embarrassed ex-archaeologist

I liked your magazine so much that I just subscribed to it! I loved the piece on the van.

Leo Schmidt, Cottbus, Germany

I wanted to say how much I enjoyed the most recent issue of British Archaeology. The features on the transit van excavation and the Bosnian "pyramids" in particular were outstanding. Must be a really hard job producing a magazine that appeals to professional archaeologists and the general public alike, but the mag just goes from strength to strength.

Steve Crabb, editor People Management

**Below: Bosnian
pyramid fever
(Jan/Feb) reaches
Wales (see Ice age)**



late Roman period/early dark to the migration of warriors from Manau Gododdin, north of Hadrian's wall, to north and western Wales where they expelled the Irish who settled there, and established ruling dynasties. Regions of Wales said to be named after the son of Cunedda Wledig, leader of the migration, from whom the last medieval Welsh princes later descend. Cunedda (= Kennedy) has been variously described as North British, Pictish, and even North Irish.

Given that Pictish raids are common along the length of the east coast of Britain, it is entirely plausible that "Picts" also raided/settled on the coast. I have read that pottery discovered in north Wales which appears to confirm a link to Scotland and would be interested to know if there is archaeological evidence to support this tradition.

Dewi G Lloyd, Holyhead, Anglesey

Old smoky

I was interested in the iron age house near Inverness (News, Jan/Feb) and the possibility of having heard the upper floor struck a chord. Years ago the BBC filmed a programme about Boudica they used the house at Butser. They raised the man into the upper level and quickly bring him back because of the severe danger of being poisoned by the carbon monoxide. Has any research been done into this, or early "house builders" have a sense of the problem?

Anne Induni, Bournemouth

Ice age

We were robbed by global warming and the dinosaurs, but centi-

7.16 Beetles from the Van Poster (Davis et al. 2007)



Archaeology in Transition – Dead Beetles From Used Cars



Steve Davis¹, Greg Bailey², Cassie Newland², John Schofield² and Anna Nilsson³

¹ School of Archaeology, University College Dublin, Newman Building, Belfield, Dublin 4, E90. ² Department of Archaeology and Entomology, University of Bristol, 35 Woodland Road, Clifton, Bristol, BS8 3UL, UK. ³ Atkins Heritage, Woodlands Grove, Metherall, Durham, County, DT11 6BN, UK.

In July 2006, archaeologists from the University of Bristol with involvement from Atkins Heritage, embarked on a contemporary archaeology project with a difference, the 'excavation' of an old Ford Transit van, used for field archaeology projects for some years prior to its new life in works and maintenance



The Van – with Cassie Newland and John Schofield

The project aimed was to investigate a characteristic type of contemporary place, and to establish what archaeology can contribute to understanding the way society and specifically archaeologists use these places. The van was 'excavated' systematically, recording all features, structures, deposits and artefacts, as well as introducing specialists for particular tasks. As part of the excavation, a small sample of fibrous hair-laden material from within the cabin of the vehicle was investigated as to whether any insect remains were present. This contained a surprisingly diverse assemblage comprising 119 individuals from 60 beetle taxa.



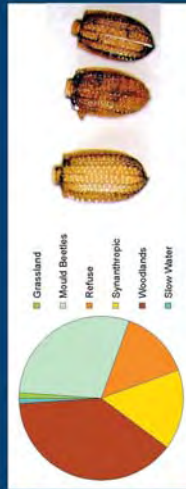
Some beetles of The Van: *Anobium punctatum*, *Sitophilus granarius*, *Ahasverus advena*, *Carodere constricta*, *Ernobius mollis* and *Oryzaephilus surinamensis* (Top Left to Bottom Right)

The beetle assemblage was heavily dominated by woodworm, *Anobium punctatum* (12% all individuals). These are accompanied by a community of 13 other woodland, including bark beetles (e.g. *Dryocoelinus villosus*), canopy taxa (*Phyllobius pyri*, *Polydrusus cervinus*), predatory taxa (e.g. *Cerylon histeroides*) and taxa of heavily decomposed wood (*Orthoporus* sp.). This implies that the wooden panel flooring of the vehicle was in an advanced state of decay.



Above: Artefact scatter and objects recovered during excavation

Synanthropic taxa were abundant, including three common pests of stored grain, *Oryzaephilus surinamensis*, *Sitophilus granarius* and *Cryptolestes ferrugineus*. Numerous mould beetles were present, most of which are common in decaying plant debris. These included four individuals of the distinctive *Aridius noderi*, most commonly found on rotting wood (Hinton 1945, Palm 1959) and three taxa of the minute genera *Carodere* and *Dienereia* (*D. ruficollis*, *D. filum* and *Carodere constricta*)



Above Left: Proportion of individuals recovered per ecological group

Above Right: Individuals of *Carodere constricta* recovered from the van.

The assemblage recovered includes a variety of components considered characteristic of the stable manure 'indicator group' proposed by Kenward and Hall (1997). These include taxa considered indicative of stored hay (*T. stercoraria*), grain, 'house fauna' taxa and stable manure decomposition (*Acritus nigricornis*). This strongly implies the presence of material which is at least 'stable manure like' – nutrient rich compost incorporating traces of foodstuffs and deposited within a building, apparently the detritus of many years field service

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Acknowledgements

The authors would like to acknowledge the Automobile Association, Sims Metal (Avenmouth), University of Bristol, The Transit Van Club and Inverbridge Archaeology

7.17 Flyer for UCL Film Screening and Discussion (Hilary Orange)



Institute of Archaeology

**The Cultural Heritage Research
Group and PIA proudly present...**

The Van: Archaeology in Transition
Film showing and discussion with **Greg Bailey (UoB)**
At 6pm in G6 lecture theatre



In July 2006 archaeologists from the University of Bristol with Atkins Heritage excavated a Ford Transit van c. 1991-2005. The aim to see what can be learnt about a very particular type of contemporary place, and to establish what archaeology can contribute to understanding the way we (as society and as archaeologists) use these places.

PIA (Papers from the Institute of Archaeology)
Launch of the Special Museum Volume

**Including wine reception from 7pm in the Staff Common
Room on the 6th floor**

The Institute's Postgraduate Journal (PIA) is proud to announce the launch of its first special volume containing papers by Museum Studies students on the theme of Museums and Stores. This will be for sale at the price of £8 (staff/waged) or £5 (students/unwaged).

March 20th

For further information
please contact
Hilary Orange
h.orange@ucl.ac.uk

All welcome!



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BRISTOL**

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Science Research Group
and the Institute for Archaeo-Metallurgical
Studies



The Cultural Heritage Research
Group and PIA pro

TODAY

The Van: Archaeology in Transition
Film showing and discussion with Greg Bailey (UoB)
At 6pm in G6 lecture theatre



In July 2006 archaeologists from the University of Bristol with Atkins Heritage excavated a Ford Transit van c. 1991-2005. The aim to see what can be learnt about a very particular type of contemporary place, and to establish what archaeology can contribute to understanding the way we (as society and as archaeologists) use these places.

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March 20th

SPECIAL LAUNCH PRICE 5£

For further
please contact
Hilary Orange
h.orange@ucl.ac.uk

welcome!



University of
BRISTOL

7.18 The Archaeologist Article (Myers 2007a)

The Van:

Screws and Christmas Crackers...

Adrian Myers



The Ironbridge Gorge
Museum van. Photograph:
Cassie Newland

Questions about the role of archaeologists and the methods we use were recently brought into focus by researchers at the University of Bristol, who in July 2006 meticulously excavated a 1991 Ford Transit Van (*British Archaeology* 92). The vehicle was donated by Ironbridge Gorge Museum, where it was used by archaeologists and then by works and maintenance people. With the excavation of this 'particular, common, and characteristic type of contemporary place' completed, analysis and interpretation is now underway. The exacting treatment of such an assemblage by archaeologists is, to our knowledge, unprecedented and so, as we work, we debate the different ways we might treat the assemblage, and the questions we might ask.



Fifteen years of deposits

At the time of excavation 'the Van' was a grouping of artefacts unique in time and place from diverse spatial and temporal provenances. Initially created at the Ford assembly plant in Southampton, the site became rich with fifteen years of intentional and non-intentional depositions. Most artefacts can be placed into one of two initial categories: parts of the van itself, and subsequently deposited artefacts.

Many of the parts of the van have unique manufacturer numbers and date stamps. Working to trace where and when each part was made, it is evident that assembly of the van was dependent on a complex, worldwide network of suppliers, from the UK to the US to India. With identifying marks, we could investigate the material evidence of maintenance, establishing if replacement parts are Ford products, or cheaper 'aftermarket' replacements. Should we categorise replacement parts as original components of the van, as deposited artefacts, or both?



Crackers and confetti

The assemblage of small finds represents the gamut of the van's usage: archaeology, maintenance, and 'play'. Certain finds don't fit within a strict interpretation of the 'official' mandate of a work van: fragments of a Christmas cracker, a single piece of confetti, dog hair, and cigarette butts (machine and hand rolled). Such finds suggest that the van was sometimes co-opted for unofficial uses.

The assemblage is dominated by artefacts associated with Ironbridge's works and maintenance department. Nuts, bolts, washers, screws, and nails, representing metal and woodworking, are ubiquitous. These are rivalled by the detritus of the work of electricians: bits of wire insulation, fuses, set screws, light bulb glass, a fluorescent bulb



Artefact surface scatter. Photograph: Cassie Newland

starter and various speciality fasteners. Electronics technicians from Bristol University's engineering department helped assess this artefact group, identifying items and testing fuses and bulbs. Preliminary findings demonstrate that about 30% of these discarded electrical artefacts are in perfect working condition. This would certainly inform a discussion about waste in the construction trades.



Misplaced artefacts

Something that is commonly found under a car's floor mats was strangely absent in the van: small change (whether this indicates something about archaeologist's low pay, we haven't yet determined!). In the entire van, only one coin was found: an 1893 silver threepence. The coin is part of a group we are calling the 'misplaced artefacts': finds from other archaeological sites that were excavated by Ironbridge archaeologists, and subsequently redeposited in the van (though the coin, traditionally included in Christmas puddings, could even indicate what diggers were eating in the van, as well as pulling crackers). The group includes a clay pipe stem fragment, bits of slag, and various ceramics. Perhaps these items simply fell out of finds trays. One interpretation is that these were in fact intentionally deposited – the little bits every archaeologist comes across that 'don't matter'. If this is so, then their presence may tell us something about how we ascribe value to archaeological finds.

Countries that supplied parts (source: Peter Lee, Transit Van Club).
Image: Eddie Lyons, English Heritage



Pioneering work by 'garbologist' WL Rathje, and more recent investigations by Victor Buchli and Gavin Lucas, have demonstrated that recently abandoned contemporary materials are a viable resource for social trends and values. The Van Project humbly aims to follow in this tradition. In applying our particular skills not only to the archaic, but also to the 'recent and contemporary past', archaeologists will continue their tradition of contributing to the better understanding of the present day.

Excavation of the van was undertaken by Cassie Newland, Greg Bailey and John Schofield (University of Bristol) and Anna Nilsson (Atkins Heritage). Greg Bailey's film *In Transit* was recently screened at IFA's conference at Reading. Follow this continuing venture at www.stillintransit.blogspot.com. Thanks go to: John Schofield, the Automobile Association, Sims Metal, the University of Bristol, Ironbridge Gorge Museum, Bristol Institute for Research in the Humanities and Arts, and the Transit Van Club.

Adrian Myers
University of Bristol
adriantimothymyers@gmail.com



Fragment of a fluorescent bulb starter.
Photograph: Adrian Myers



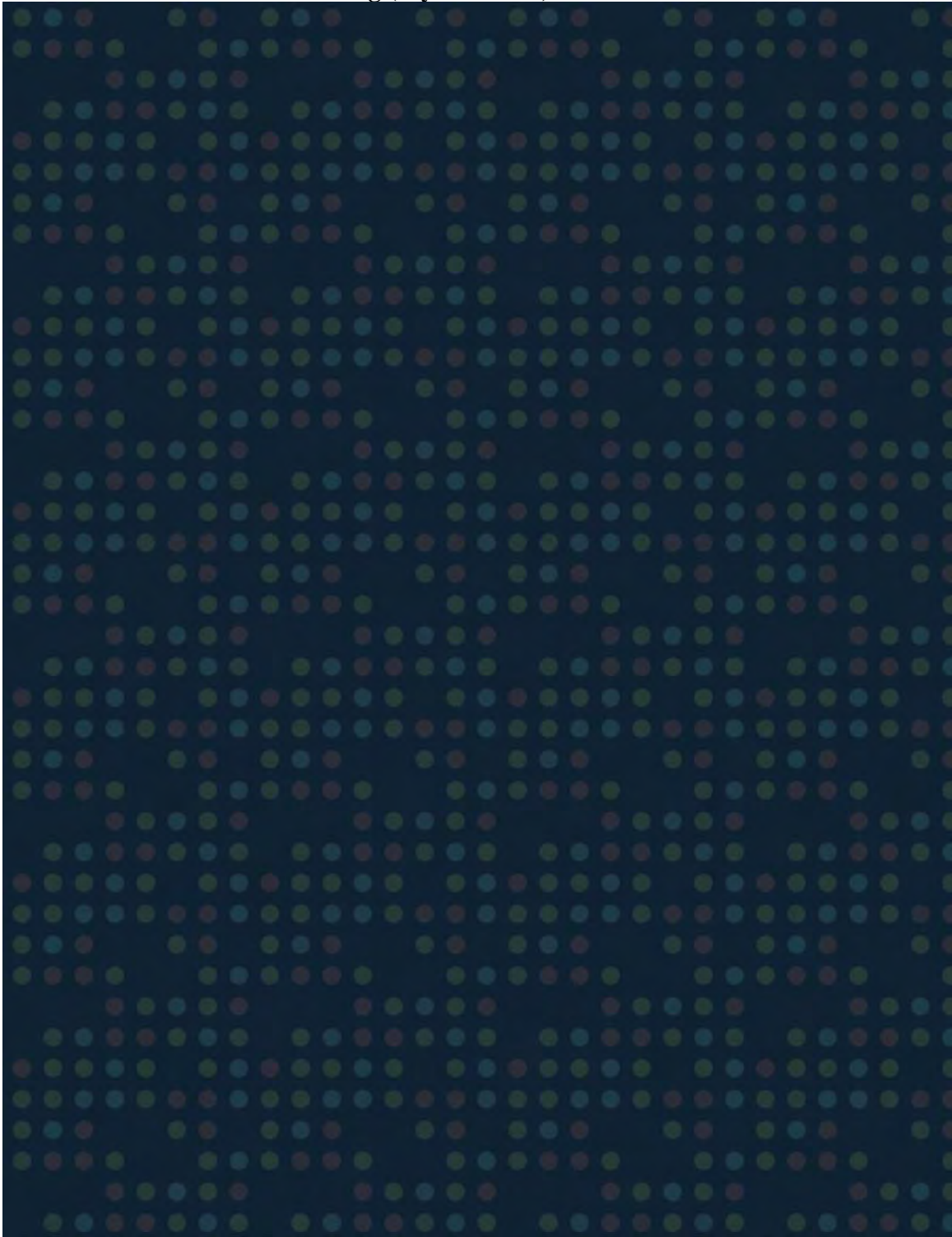
An 1893 silver threepence: evidence for Christmas pudding or lost small find? Photograph: Adrian Myers

7.19 British Archaeology Cover



7.2 The Blog

7.21 *The Van: Still in Transit* Blog (Myers 2007b)



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about me



Adrian
Bristol, GB

MA student in Historical Archaeology at the University of Bristol. My hometown is Vancouver, Canada.

[View my complete profile](#)

The Van: Still in Transit

Updates on the Transit Van contemporary archaeology project; if this is your first visit, check the links on the left of this page. The analysis of the finds assemblage is now underway at the University of Bristol archaeology laboratory. This finds study will be the subject of my MA dissertation, and I intend to use this blog and your feedback as the basis for one of the chapters. Thus, your comments may be used the dissertation and related publications; feel free to comment anonymously.

23 april 2007

Still In Transit: The Van Recycled





Transit J641 VUJ at Sims Metal, July '06

If you have seen Greg Bailey's short film, *In Transit*, then you know that once we were done excavating 'our' Ford Transit Van we had it crushed.

The decision to have what was left of the van recycled was both pragmatic and symbolic: pragmatic because it rid us of the shell of the Transit, and symbolic because in being recycled, the Transit would 'live on' by being turned into other artefacts of modern material culture.

Last week I visited [Sims Metal in Avonmouth](#). Sims is the recycling facility where our Transit was smashed, shredded, sorted, and finally loaded on ship. Though some of us hoped that the metal from the Transit would be turned into another Transit, research has shown that this did not turn out to be the case.



loading the shredder



shredded ferrous bits on conveyor belt



pile of shredded ferrous bits



loading the ship

Sims Metal's records show that the ferrous content from the van was shipped to Turkey where it was purchased by a factory that makes 'Rebar', the reinforcing metal bars used in concrete constructions



Rebar

The aluminum from the van could not be traced. However according to Sims the metal is commonly shipped to India, Indonesia, China and Italy. All of the other metals (brass, bronze, lead, etc.) mixed together were shipped to China to be hand sorted. The lighter materials from the van (foam, plastic, fabric, etc.) were dumped in one of the local landfills.

A big thank you to James Norman, Derek Campbell, and Stuart Wilcox of Sims Metal.

[Adrian](#) ~

Posted by Adrian at 13:20

[0 comments](#)

06 april 2007

Reflexive Representations: The Van



Reflexive Representations [7]: Ford Transit Van J641 VUJ
by Andrew Cochrane and Ian Russell

Andrew Cochrane and Ian Russell have used The Van as the basis for their most recent archaeology photomosaic. Read more about their work and this piece [on the Reflexive Representations Blog](#).

Their work was recently published in *Cambridge Archaeological Journal* [Vol 17(1): 3-19]. [Available here](#) by subscription (most university based computers).

[Adrian](#) ~

Posted by Adrian at 11:43

[0 comments](#)

29 march 2007

Ceramics in The Van



Nigel Jeffries

Collaboration on finds analysis continues. Nigel Jeffries of the [Museum of London](#) volunteered to look at the various ceramic bits that came out of the van excavation, so I visited him in London last week.

Nigel's expertise was invaluable in identifying these ceramic bits—mostly fragments so small that they would likely go unrecorded on many archaeological projects. Indeed, this is perhaps a clue to why these artefacts were deposited in the Van in the first place.

However, for the same reason that they were likely lost in the van, identifying the bits is a difficult proposition. Their fragmentary nature and small size means that these artefacts are highly ambiguous: both difficult to identify and difficult to date. Certain artefacts were unidentifiable.

Nevertheless, Nigel applied his skills to the artefacts and did come up with some interesting results! His analysis revealed that the van contained ceramics from the Roman period, early to late Middle Ages, the Victorian era, and into the twentieth century.

Nigel's work has shown that, at approximately 1800 years old, this Roman ceramic fragment (below) is likely the oldest cultural material found in the van.

Artefact # 1024-95: Fragment of Samian ware, bowl form, circa 120-250AD



Artefact # 1024-68: Fragment of Early Medieval unglazed ceramic, hanc made, with inclusions characteristic of the West Midlands, circa 1050-1250AD



Artefact # 1024-44: Fragment of Midlands yellow glazed ware, dish or bowl form, circa 1500-1700AD



Artefact # 1024-39: Fragment of daub, Roman to Medieval.



Artefact # 1024-10: Fragment of English Blue transfer printed whitewar plate form, circa 1810-1840



Posted by Adrian at 16:22

[0 comments](#)

24 march 2007

In Transit Film Screening @ UCL



Thank you to everyone who came out to the film screening at the Institute of Archaeology at UCL - and thanks especially to the organizers. After the film we had an interesting question and answer period, as well as a well supplied wine reception. Discussion continued until way past our bedtimes. So again, thanks to all!

Adrian ~

Posted by Adrian at 09:19

[0 comments](#)

06 march 2007

20 March 'The Van: In Transit' Screening @ UCL



For anyone who hasn't yet seen Greg Bailey's film *The Van: In Transit* there is a screening of the film (+ discussion with Greg and wine reception) coming up on 20 March in London. Details:

Tuesday 20 March, 6PM

G6 Lecture Theatre, [UCL Institute of Archaeology](#), London

Contact: Hilary Orange h.orange@ucl.ac.uk

Greg, myself, and others from The Van Project will be attending!

[Adrian](#) ~

Posted by Adrian at [15:20](#)

[0 comments](#)

05 march 2007

More On Collaboration and Finds Analysis...



Bill and Bob from the [Department of Electrical and Electronic Engineering](#) workshop using specialist trade catalogs to identify artefacts.

The assemblage under scrutiny is too diverse for any one researcher to analyze singlehandedly. Though some artefacts are easily identifiable everyday objects, as we have seen from previous posts, many others are exceptional, or specific to certain trades. Thus, expert advice from a range of specialists has emerged as a powerful tool for this project.

As discussed below, knowledge of the electrical bits was vastly added to by affable volunteers from the University of Bristol's Department of Electrical and Electronic engineering. Now, other collaborators have also taken on tasks for the project:

A manager at the Southampton Ford assembly plant (where our van was built) is looking into using the van's unique [Vehicle Identification Number](#) (VIN) to see what he can find out about its assembly and the provenance of its constituent components.

Also, a manager at [Sims Metal](#) (where the van was ultimately destroyed as seen in Greg Bailey's *In Transit*) is looking into where the metals and other primary materials went after being shredded. Preliminary results show that the ferrous metals went to a Turkish [rebar](#) manufacturer, while the nonferrous metals went to China where they were hand sorted.

And finally, Nigel Jeffries, ceramics expert at the [Museum of London](#) has volunteered to have a look at the 'misplaced' ceramics for us. So I'll report back on that in the near future.

So, what's next?

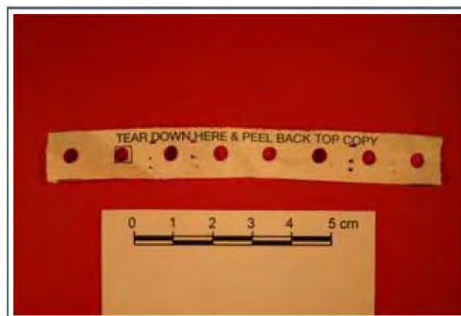
Well, since you asked, I am looking for some help on a couple items: the English pipe stem fragment, and the 1893 threepenny coin. If you are a pipe expert or numismatist and want to make it into the *acknowledgments* section of my dissertation, get in touch with me!

I'll finish up by posting a couple more images of unknown artefacts:

The first is a fragment of white plastic, likely associated with construction and buildings trades. My guesses so far are that it is a) a bit off the tip of a tube of sealing caulk, or b) the tip of some type of concrete or plaster anchor. If you know better let me know.



The second is a fragment of paper with a line of holes characteristic of a dot matrix printer. This seems to either be from a purchase receipt, or a pay cheque. Anybody at [Ironbridge](#) recognize it as being from a pay cheque?



Cheers for now,

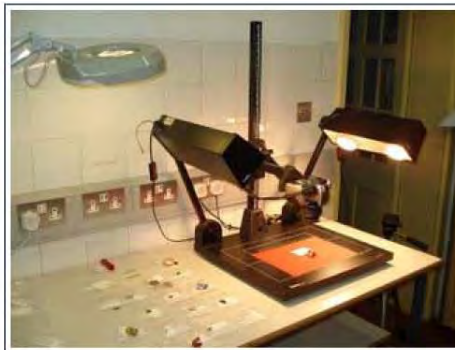
[ADRIAN](#) ~

Posted by Adrian at 15:10

[1 comments](#)

26 february 2007

Electrical Bits



Finds Photography in Progress

The van was first used by the [Ironbridge archaeology unit](#), and later by Ironbridge works and maintenance teams. Certain recovered artefacts can be reasonably associated with the work of archaeologists: a high quality Staedtler HB pencil, a piece of white chalk, a scalpel blade. However, the vast majority of small finds are clearly associated with maintenance and construction work: screws, nuts, bolts, nails, and various electrical bits.

In fact, after wood and metal working items, artefacts associated with the work of electricians are the most common finds - about 70 items. Partly as a pragmatic way to identify some of these items, and partly as an experiment in collaborative archaeology, I sought help at the [University of Bristol Department of Electrical and Electronic Engineering](#). An administrator put me in touch with the department's workshop, where two affable electronics technicians spent their coffee break looking over my bits. The visit was worthwhile as these two specialists identified (or confirmed my own interpretations on) nearly all of the artefacts.

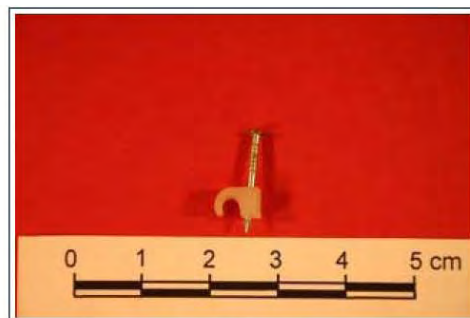
A few of the electrical artefacts:



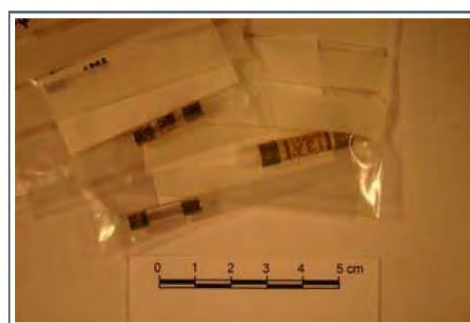
1001-55: fluorescent bulb starter (fragment)

1024-3: insulation from heavy duty 'armour' electrical cable [not a shotgun shell!]

1001-60: a red Light Emitting Diode (LED) in working condition



1024-76: telephone wire nail cable clip



various household fuses

Posted by Adrian at 13:54

[0 comments](#)

16 february 2007

Identifying Everyday Objects from Discarded Fragments...



The 'bagging and tagging' of the small finds - and attempts at identification - continues. I've come across numerous bits, a few bobs, a couple doohickeys, and even a whatchamacallit. Indeed, identifying fragments of contemporary material culture proves to be a challenging task.

This week I've got a few unidentified items that I need some help with. Don't be shy - if you have an idea, please share it. Anybody can help with this - certainly not just archaeologists. (Also - maintenance people and others at [Ironbridge](#) - I'm looking at you!)

Respond with the comments link below and remember to cite the item number.

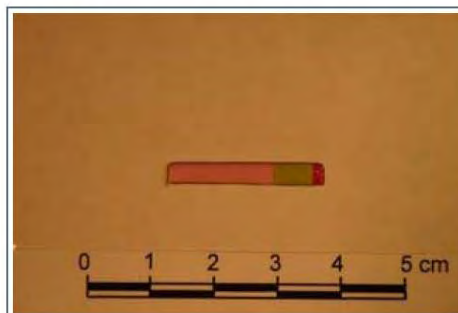
The first item below *has* been identified - and full credit for that goes to my classmate Brent "Eagle Eyes" Fortenberry. He instantly saw that item 1001-76 was the a small bit off of the tip of the clip portion of a BIC mechanical pencil!



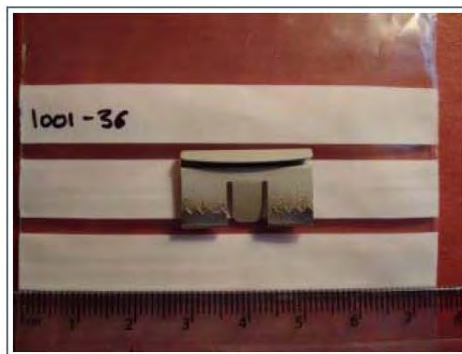
1001-76

[web search](#)

I need help with the following five items - click on any image to enlarge



1001-12: a tiny piece of cardboard, about the length, width, and thickness of a paper match (the top is glossy and the bottom is plain cardboard)



Item 1001-36: metal fastener



Item 1001-46: a bit off of a food wrapper



Item 1024-28: a few bits of green glass, likely 20th century



Item 1059-14: metal fastener, possibly automotive

Cheers! [Adrian](#) ~

Posted by [Adrian](#) at [14:57](#)

[4 comments](#)

10 february 2007

British Archaeology Article Available Online



For those of you who missed the January-February issue of *British Archaeology* at the newsstands, the Transit Van piece and the rest of the issue is [now available free online](#).

Adrian ~

Posted by Adrian at [12:57](#)

[0 comments](#)

07 february 2007

Finds Analysis Started



It seems that there are two major categories of artefacts to this assemblage: the components that made up the Transit Van itself (automotive parts), and the 'small finds' that made up the surface scatter on (and under and around) the floor of the van.

The components of the van are being washed (many of them greasy!) and bagged, watching closely for any unique product codes, time and date stamps, or inspection stickers. We hope that unique product codes might tell us where parts were made, and the inspection stickers (at least one has an inspector's unique number) might even tell us the name of someone who helped build our van. To these ends we are working our connections at the [Transit Van Club](#), as well as the Southampton Ford assembly plant.

The small finds were collected in six separate contexts, three in the front cab and three in the back of the van, and thus at the time of excavation every artefact from the surface collection had one of six context number. To be able to better query them I am individually bagging, and assigning a unique context number, to each of the small finds. The assemblage originally comprised 118 unique contexts, and after separating out the small finds, it will comprise 476 unique contexts (358 small finds to be separated).

<http://www.stillintransit.blogspot.com/>

07/05/2007

already too many ways the research could be taken! As has been mentioned elsewhere, not only is there much 'regular' material culture c. the 1990's and 2000's, but also there is what we are calling 'the misplaced artefacts': finds from *other* archaeological sites - presumably Ironbridge Archaeology excavations - that were deposited in the van (a 1893 threepence coin, blue transfer print ceramic, and a pipe stem fragment, to name a few). I'll be sure to post something on them in the near future and we can discuss how and why they ended up in the van.

For now though, I need your help on something a little more recent. Most of you daily deal with identifying artefacts that are hundreds and thousands of years old. Here though, I ask that you apply some of the same skills to the 'material culture of the recent' (or perhaps even the 'material culture of the contemporary'). Just how much can we find out about the recent lived past from the material culture lost or abandoned under the seats of a van?

As mentioned above I've got 358 small finds - for now though I will post about four artefacts. The first two artefacts have been positively identified (or so I think at least...), and the second two have not.

I honestly need your help on these last two, so please respond below if you know anything about them. Refer to the context number in your post **and click on any image to enlarge it.**

The first artefact (context 1024-52) has been identified as a single piece of 'champagne glass confetti, gold'. It is sold on the web by many different companies so I am unsure of a manufacturer so far.

Artefact 1024-52:



from web search:



The second artefact (context 1024-58) has been identified as a label from a bottle of novelty soap for blowing bubbles: "Clear/Gold Confetti Bubbles" product W53894 sold by the online shop confetti.co.uk. £ 9.99 for 24 bottles.

Artefact 1024-58:



from web search:



Next we have the two artefacts for you all to help me with! Sticking with the 'party' theme, first we've got a fragment of a candy/bonbon wrapper with a distinctive red and green polka dot design (Christmas related perhaps?). I'm hoping this is a well known brand of English candy that I never heard of!

Artefact 1024-66:



And second, what looks to be a price tag from the Ironbridge Gorge museum giftshop... can anybody (an Ironbridge employee hint hint) make out the price... and what item in the shop has (or had) that price? Do you still use this type of price sticker?

Artefact 1024-67:



So if you can help please post back!

Adrian ~

Posted by Adrian at 00:23

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about me



Adrian
Bristol, GB

MA student in Historical Archaeology at the University of Bristol. My hometown is Vancouver, Canada.

[View my complete profile](#)

The Van: Still in Transit

Updates on the Transit Van contemporary archaeology project; if this is your first visit, check the links on the left of this page. The analysis of the finds assemblage is now underway at the University of Bristol archaeology laboratory. This finds study will be the subject of my MA dissertation, and I intend to use this blog and your feedback as the basis for one of the chapters. Thus, your comments may be used in the dissertation and related publications; feel free to comment anonymously.

20 January 2007

The Van's New Blog



'The Van: Still in Transit' is the new virtual home of Ford Transit Van J64 VUJ, the former [Ironbridge Archaeology](#) vehicle that was excavated by [University of Bristol](#) archaeologists in the summer of 2006.

Many of you followed the excavation progress on Ironbridge's [Contemporary Archaeology Blog](#), and some of you left feedback there, or on one of the other message boards. For those of you who are not yet familiar with this project, feel free to browse the links at the top left of this page. The Van is also featured in print in the current issue of [British Archaeology](#). Alternately, for a quick summary, read this short [BBC piece](#).

After successful completion of the excavation, as well as screenings of Greg Bailey's short film *In Transit* at [CHAT](#) and [TAG](#) (next screening at [IFA 2007 annual conference](#)), analysis and interpretation of the finds assemblage will soon begin at the University of Bristol archaeology lab.

One purpose of this blog is to keep you apprised of the progress of this specific work, as well as any general developments with the project. However, an equally important motivation for this blog is to continue to provide an open forum for discussion of the project and its methods.

Check back for regular updates, and please, continue to tell us what you think by clicking on the 'comments' link below!

Adrian

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7.22 Flyer for the Blog (Author)



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Something on your mind?"

line is
listen,
when
ne else
keep.

light with someone else
sense of how you're
someone to talk to, you
every night from 8pm till
you or tell you what
you say will be treated
in silence. You can also

Hoodie Competition



Book of the Year 2011
The book of the year 2011 is 'The Book of David' by David I. G. Jones. It is a collection of 100 short stories, each a different length, and each a different style. It is a collection of 100 short stories, each a different length, and each a different style. It is a collection of 100 short stories, each a different length, and each a different style.

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THE VAN: STILL IN TRANSIT

Calling this anthology to 'read it back'!
Updates on the project and from the book @
www.stillintransit.blogspot.com

THE ATHEIST AGNOSTIC & SECULAR SOCIETY
is proud to bring you a talk by
Dr Seiriol Morgan
author
'Sexual Morality after Christianity'



7.3 The Artefacts

7.31 Artefact Listing: The Components of the Van

Explanation of Attributes:

Context: The artefact's unique identifying number.

Description: Short description of artefact.

Extant: Is the artefact still extant in the archive? Answered with 'Yes' or 'No'.

Part of Van: Was the artefact a part of the van itself? Answered with 'Yes' or 'No'.

Serial Number: Serial number on the artefact recorded here.

Date: Date on the artefact recorded here.

Original: Is the artefact an original part or a replacement part? Answered with 'Original' or 'Replacement'.

Text on Artefact: Any text on the artefact recorded here.

The Components of the Van

Context	description	extant	part of van	serial number	date	original	text on artefact
1002	carpet rear of van	no	no			ind.	
1004	offside rear wall panel	no	yes			ind.	
1005	upright front wall panel	no	yes			ind.	
1006	upright centre wall panel	no	yes			ind.	
1007	upright rear wall panel	no	yes			ind.	
1008	grill dividing cab from rear of van	no	yes			ind.	
1009	wood skirting - nearside, rear of wheel arch	no	yes			ind.	
1010	wood skirting - offside, rear of wheel arch	no	yes			ind.	
1011	box surrounding rear nearside wheel arch	no	yes			ind.	
1012	wall panel - rear side rear	no	yes			ind.	
1013	door panel - rear side rear	no	yes			ind.	
1014	wall panel - upright rear side, rear	no	yes			ind.	
1015	offside seat	no	yes			ind.	
1016	nearside seat	no	yes			ind.	
1017	wall panel - upright near side, front	no	yes			ind.	
1018	wall panel - upright near side middle	no	yes			ind.	
1019	door panel - rear offside	no	yes			ind.	
1020	sliding door top panel	no	yes			ind.	
1021	sliding door bottom panel	no	yes			ind.	
1022	aluminum edging strips / baseboard	no	yes			ind.	
1023	wood floor panels rear of van	no	yes			ind.	
1025	rubber mat on cab floor	no	yes			ind.	
1026	rubber mat on sliding door step	no	yes			ind.	
1027	metal step	no	yes			ind.	
1028	metal floor of van	no	yes			ind.	
1029	2 steel rails	no	yes			ind.	
1030	tax disc holder	no	no			ind.	
1031	nearside front window pillar plastic casing	yes	yes			ind.	
1032	offside front window pillar plastic casing	yes	yes			ind.	
1033	offside visor and 2 screws	no	yes			ind.	
1034	nearside visor and 2 screws	no	yes			ind.	
1035	plastic floor fitting	no	yes			ind.	
1036	cab headliner and cab light	yes	yes			ind.	
1038	screws from offside front step under mat	yes	yes			ind.	bulb: EL 12V R5W E1 27W
1040	sliding door panel	no	yes			ind.	
1040	trim piece	yes	yes	86VB 22620 CA	7/12/1990	ind.	
1040	rubber stopper	yes	yes	92VB V02349 A8W		replace.	
1041	nearside door panel	no	yes			ind.	
1041	door handle	yes	yes	83BB A23348 AB		ind.	
1041	window handle	yes	yes	86VB V22620 AAFA		ind.	
1041	trim piece	yes	yes			ind.	
1042	offside door panel	no	yes	83BB A23348 AB		ind.	
1042	window handle	yes	yes	86VB V22620 AAFA		ind.	
1042	trim piece	yes	yes	92VB 8150 AE		replace.	
1043	front grille	no	yes			ind.	
1044	fascia unit	no	yes	86VB V044 A10 ADW	7/06/1991	ind.	
1044	glove box	no	yes	86VB V048 A32 ACW	7/06/1991	ind.	
1044	ash tray	no	yes			ind.	
1044	dash	no	yes			ind.	

1044	dash surround	no	yes	86VB V045C91 DDW	7/07/1991	ind.
1044	rear fog light button	no	yes	86AG 15K237 BA		ind.
1045	cab ventilation system	no	yes	86VB V04496 AF	7/08/1991	ind.
1045	blower motor	yes	yes	91VW 18527 AA		ind.
1045	controls	yes	yes	86VW 18C271 BB	7/08/1991	ind.
1045	miscellaneous	no	yes	86VW 18C271 AB		ind.
1045	miscellaneous	no	yes	86VW 18C629 AA		ind.
1045	cable	yes	yes	86VW 18532 AA		ind.
1045	cable	yes	yes	86VW 18C529 AB		ind.
1045	cable	yes	yes	86VW 18C428 AB		ind.
1045	cable	yes	yes	86VW 18D308 AB		ind.
1045	hose	no	yes	86VB 18D300 BC		ind.
1045	hose	no	yes	86VB 18D300 AC		ind.
1045	hose	no	yes	86VB 18C288 AB		ind.
1045	hose	no	yes	86VB 18C288 AB		ind.
1045	hose	no	yes	86VB 188556 AA	27/08/1991	ind.
1046	interior front foot well trim	no	yes			replace.
1046	rubber floor mat	no	yes	VL81-92 VDV130 K39		replace.
1046	left side panel	no	yes	92VB VO2348 ABW	7/06/1991	ind.
1047	steering column surround	no	yes	86VB 3533 ACW	7/07/1991	ind.
1047	steering column	no	yes	86VB 3530 AEW	7/07/1991	ind.
1048	instrument panel front	yes	yes	76GB 108865 AA	27/08/1991	ind.
1048	instrument panel back	yes	yes	86VB 10848 BA		ind.
1048	instrument panel back	yes	yes	86VB 10K943 DA		ind.
1049	engine belt	no	yes			ind.
1050	pipe	no	yes			ind.
1051	pipe	no	yes			ind.
1052	pipe	no	yes			ind.
1053	band	no	yes			ind.
1054	front licence plate	yes	no			ind.
1055	vacuum pump	yes	yes			ind.
1056	offside rubber mat on step	no	yes			ind.
1057	nearside rubber mat on step	no	yes			ind.
1058	gear stick	yes	yes	86VB 7277 BA		ind.
1060	coolant	no	no			ind.
1061	engine oil	no	no			ind.
1062	battery	no	no			ind.
1063	rope noose	yes	no			ind.
1064	orange work glove	yes	no			ind.
1065	leaky deposit in bonnet surround	no	no			ind.
1066	aluminum from engine	no	no			ind.
1067	exhaust system	no	yes			ind.
1068	windscreen wiper fluid reservoir	no	yes			ind.
1069	fuel injection lines	no	yes			ind.
1070	diesel pump thermostat	no	yes			ind.
1071	glow plug lead caps	no	yes	884F 10CJ16 AB	7/01/1994	replace.
1072	generator support bracket	no	yes	92VB 13368 AB		ind.
1073	offside turn indicator	yes	yes	89FG 13K370 AA	7/06/1991	ind.
1073	bulb holder, bulb	yes	yes	89FG 13K370 AA	7/06/1991	ind.
1074	glow plugs	yes	yes	82VB 13368 AA		ind.
1075	nearside turn indicator	yes	yes	89FG 13K370 AA		ind.
1075	bulb holder, bulb	yes	yes			ind.
1076	offside headlight	no	yes			ind.

MOTORCRAFT L12V 21W E1 2CH FRANCE 48 P21W

MOTORCRAFT L12V E1 2CH GERMANY 18 P21W

1077	nearside headlight	yes	91AG 13A210 BA	7/05/1991	ind.	bulb: E1 2CA PH 12V 5W L W5W 1D
1077	small bulb	yes			ind.	
1078	timing belt case	no			ind.	Motorcraft
1079	oil filter	no	EFL 912 1322152 4M506714 BA		replace.	Warning Asbestos
1080	front bumper	no	95VB 17K819 ACW	7/12/1994	ind.	
1081	cross member	no			ind.	
1082	sump filter	no			ind.	
1082	gasket	no	894F 6710 AB		ind.	
1082	oil pump	no	844F 6815 AD		ind.	Made in UK
1083	clutch disc	no	47974	27/08/1991	ind.	
1084	nearside seat belt assembly	yes	82VB V61294 A2D		replace.	Autoliv Batch Number 71
1084	belt	yes	47974A	03/01/1996	replace.	
1084	offside seat belt assembly	yes	92VB V61294 A2D		replace.	
1084	belt	yes	54246461	7/7/1991	ind.	
1085	starter motor	no	914F 9N520 AB		ind.	
1086	fuel pump	no			ind.	
1087	wipers	no		23/08/1991	ind.	
1088	body of vehicle	no			replace.	
1089	push rods	no	92VB 14401 AE		ind.	
1090	cabling and fuses	no			ind.	
1091	brake servo assist	no			ind.	
1092	nearside sideview mirror	yes			ind.	
1093	offside sideview mirror	yes			ind.	
1094	coolant filler cap	yes			ind.	
1095	"TRANSIT" emblem	yes			ind.	
1096	FORD emblem	yes			ind.	
1097	small nearside turn indicator	yes	87BG 13K309 AA	7/7/1991	ind.	bulb: E1 2CA PH 12V 5W L W5W 1G
1098	small offside turn indicator	yes	87BG 13K309 AA	7/7/1991	ind.	
1099	oil dipstick	yes	894F 6750 AA		ind.	
1100	shredded metal from body of van	yes			ind.	
1101	shredded metal from body of van	yes			ind.	
1102	shredded metal from body of van	yes			ind.	
1103	shredded metal from body of van	yes			ind.	
1104	intake manifold gasket fragments	yes			ind.	
1105	2 valve springs	yes			ind.	
1106	4 bolts, 2 grommets	yes			ind.	
1107	front fan	yes			ind.	
1108	bonnet	yes	87VB 9600 AE		ind.	
1109	air filter housing	yes	86HF 9601 AA		ind.	Motorcraft
1109	air filter	yes			ind.	Ford Basildon Radiator Plant
1110	radiator / intercooler	yes			ind.	
1110	hose	no	86VB 8260 AB		ind.	
1111	expansion tank	yes	86VB 8A060 AE		ind.	
1111	hose	no	86VB 8C012 AB		ind.	
1112	intake manifold	yes	924F 9425 CA		replace.	
1113	alternator	yes	914F GK359 AA	7/7/1991	ind.	Ford Made in UK
1113	fuse	yes		7/7/1991	ind.	Motorcraft
1114	fuel filter	yes	EFG 87		ind.	
1115	Ford Transit owner's manual	yes			ind.	
1116	photocopy of accident report	yes			ind.	
1117	MOT test certificates, tax disc, paperwork	yes			ind.	
1118	record of one servicing	yes			ind.	

7.32 Artefact Listing: The Small Finds

Explanation of Attributes

Context: The artefact's unique identifying number.

Short Description [notes]: Short description of artefact, with notes in square brackets.

Diag. (Diagnostic): Whether or not the artefact is diagnostic. If the artefact can be significantly identified (i.e., what it is and what is its use) it is considered diagnostic. Answered with 'Yes' or 'No'.

Material: The material makeup of the artefact.

Colour: The colour or colours of the artefact.

Occ. Phase (Occupation Phase): Associated with one of two phases of occupation: the archaeology phase (c. 1991-1999) or the maintenance phase (c. 1999-2006). Answered with 'Archaeology', 'Maintenance', or 'Indeterminate'.

Date Dep. (Date Deposited): Year or range of years the artefact was deposited. Usually a function of the determined phase of occupation.

Ass. w/ Use (Associated With Use): Specific use function of the artefact.

Usable: Is the artefact in working condition? Could it still be put to its originally intended use? Answered with 'Yes' or 'No'.

Era: Historic era, contemporary era, or indeterminate. Here we define 'historic' as within the historic period but beyond living memory. 'Contemporary' is defined as within living memory. Answered with 'Historic', 'Contemporary', or 'Indeterminate'.

Date Man. (Date Manufactured): The date of manufacture of the artefact. All dates are CE.

Geog Prov. (Geographic Provenance): Where in the world did the artefact originally come from?

Man. Name (Manufacturer's Name): What company manufactured the artefact?

Text on artefact: Any text on the artefact recorded here.

The Small Finds

Context	Short Description [note]	diag.	material	colour	occ. phase	date dep.	ass. w/ use	usable	era	date min.	geog. prior.	man. name	text on artefact
1001	surface scatter: on carpet rear of van												
1001-1	pipe stem frag	yes	ceramic	wh.	arch.	1991-1999	smoking	no	hist.	1500-1900	ind		
1001-2	light bulb glass frags	yes	glass	transp. wh.	maint.	1999-2006	elec.	no	cont.	ind	ind		
1001-3	elec wire frag w/ insulation	yes	copper/plastic	br.	maint.	1999-2006	elec.	no	cont.	ind	ind		
1001-4	elec wire frag w/ insulation	yes	copper/plastic	red, copper	maint.	1999-2006	elec.	no	cont.	ind	ind		
1001-5	household fuse	yes	glass/metal	gray/brass	maint.	1999-2006	elec.	yes	cont.	ind	ind		*BUSS T5AL 250V*
1001-6	hex drive round head machine screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind	ind		
1001-7	slotted grub set screw from terminal block	yes	brass or alloy	gray	maint.	1999-2006	elec.	yes	cont.	ind	ind		
1001-8	Phillips drive pan head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-9	Phillips drive flat head screw	yes	metal	rust.	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-10	wiring duct frag	yes	plastic	wh.	maint.	1999-2006	elec.	no	cont.	ind	ind		
1001-11	pack. for fuse	yes	paper	black, br. green	maint.	1999-2006	elec.	no	cont.	ind	ind		*8506 (R) 3 15A 250V IEC 127-2BRJ*
1001-12	coloured cardboard frag.	no	cardboard	var.	ind.	1991-2006	ind.	no	cont.	ind	ind		
1001-13	styrofoam frag.	no	styrofoam	br. wh.	maint.	1999-2006	ind.	no	cont.	ind	ind		
1001-14	purchase receipt frag.	yes	paper	wh. blue	maint.	1999-2006	ind. maint.	no	cont.	ind	ind		*TEAR DOWN HERE & PEEL BACK TOP COPY*
1001-15	socket tag frag.	yes	plastic	transp.	ind.	1991-2006	ind.	no	cont.	ind	ind		
1001-16	slot drive machine screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind	ind		
1001-17	zap amp frags. [3 pieces]	yes	plastic	black	maint.	1999-2006	elec.	no	cont.	ind	ind		
1001-18	Colport catalogue of bone china products	yes	paper	black/pink/wh.	maint.	2003-2006	leisure	yes	cont.	2003-2006	UK		*39 EUR CE*
1001-19	HSS Hire Shops Safety Guide	yes	paper	black/blue/wh.	maint.	1999-2006	planting	yes	cont.	1999-2006	UK		*Moments in Time... Captured by Coalport*
1001-20	elec wire coil [grounding wire]	yes	copper/plastic	green/yel.	maint.	1999-2006	elec.	yes	cont.	ind	ind		HSS Hire Service
1001-21	Phillips drive round head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		General Cables
1001-22	nut	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-23	rectangular Twin and Earth nail cable clip, no nail	yes	plastic	gray	maint.	1999-2006	elec.	no	cont.	ind	ind		*TC 200 1-1.5 T&E*
1001-24	finishing wafter	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-25	wall plug	yes	plastic	br.	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-26	Phillips drive flat head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-27	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-28	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-29	slot drive round head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-30	slot drive round head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-31	slot drive pan head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-32	flat washer	yes	brass or alloy	yel.	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-33	hex head blunt sheet metal screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind	ind		*J*
1001-34	internal tooth lock washer	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-35	elec wire insulation frag.	yes	plastic	br.	maint.	1999-2006	elec.	no	cont.	ind	ind		
1001-36	unidentified metal fastener	no	metal	gray	ind.	1991-2006	ind.	yes	cont.	ind	ind		
1001-37	plastic	no	plastic	wh.	maint.	1999-2006	ind.	no	cont.	ind	ind		
1001-38	wall plug frag	yes	plastic	wh.	maint.	1999-2006	ind. maint.	no	cont.	ind	ind		*D 11*
1001-39	slot drive domed point set screw	yes	brass or alloy	yel.	maint.	1999-2006	elec.	yes	cont.	ind	ind		
1001-40	Phillips drive pan head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-41	nut	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-42	concrete nail	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind	ind		
1001-43	wood shoring	no	wood	light br.	maint.	1999-2006	wood	no	cont.	ind	ind		

1001.44	household fuse	yes	glass/metal	gray/brass	maint.	1999-2006	elec.	no	cont.	ind	ind	*RS LF TZAL250V*
1001.45	novelty mini can of dog food	yes	plastic/paper	var.	ind	1991-2006	leisure	yes	cont.	ind	ind	ind.
1001.46	food wrapper bag	no	plastic/food	silver/purple	ind	1991-2006	food	yes	cont.	ind	ind	ind
1001.47	boil, nut, 2 flat washers	yes	metal	gray/rust	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.48	light bulb glass frag.	yes	glass	brass/wh.	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001.49	elec. wire frag. (grounding wire)	yes	copper/plastic	yel./green	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001.50	household fuse	yes	glass/metal	gray/brass	maint.	1999-2006	elec.	yes	cont.	ind	ind	BUSS
1001.51	box drive machine screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind	ind	ind
1001.52	round head wood nail	yes	metal	gray	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001.53	grommet	yes	rubber	black	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.54	wall plug	yes	plastic	red	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.55	fluorescent light tube starter frag.	yes	glass/plastic, brass	yel./brass	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001.56	Phillips drive pan head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.57	flat washer	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.58	split lock washer	yes	metal	gray/rust	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.59	wiring duct frag.	yes	plastic	wh.	maint.	1999-2006	elec.	yes	cont.	ind	ind	ind
1001.60	Light Emitting Diode (LED) w/ wires, grommet	yes	plastic, metal	var.	maint.	1999-2006	elec.	yes	cont.	ind	ind	ind
1001.61	box drive round head machine screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind	ind	ind
1001.62	box drive round head machine screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind	ind	ind
1001.63	mini novelty notebook cover	yes	paper	wh./black	ind	1991-2006	leisure	no	cont.	ind	ind	ind
1001.64	punched out disc from elec. junction box	yes	metal	gray/rust	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001.65	slot drive flat head screw	yes	metal	gray/rust	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001.66	box drive round head machine screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind	ind	ind
1001.67	rectangular Twin and Earth nail cable clip w/ nail	yes	plastic/metal	gray	maint.	1999-2006	elec.	yes	cont.	ind	ind	ind
1001.68	rectangular Twin and Earth nail cable clip w/ nail	yes	plastic/metal	gray	maint.	1999-2006	elec.	yes	cont.	ind	ind	ind
1001.69	Phillips drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.70	slot drive pan head machine screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.71	Phillips drive pan head machine screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.72	elec. wire insulation frag.	yes	plastic	blue	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001.73	Phillips drive pan head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.74	rectangular nail cable clip, no nails	yes	plastic	black	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001.75	upholdery task	yes	brass or alloy	yel.	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.76	frag. of end portion of clip of B/C media pencil	yes	plastic	yel.	ind	1991-2006	writing	no	cont.	ind	ind	B/C
1001.77	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.78	Phillips drive bugle head plaster screw	yes	metal	black	maint.	1999-2006	plaster	yes	cont.	ind	ind	ind
1001.79	label frag.	no	paper	yel./red	ind	1991-2006	ind	no	cont.	ind	ind	ind
1001.80	flat washer	yes	metal	black	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.81	split lock washer	yes	metal	black	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.82	flat washer	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.83	clasp from terminal block	yes	copper or alloy	yel.	maint.	1999-2006	elec.	yes	cont.	ind	ind	ind
1001.84	slot drive round head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.85	slot drive round head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.86	purchase receipt frag.	yes	paper	wh./blue	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	ind
1001.87	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001.88	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001.89	elec. wire insulation frag.	yes	plastic	br.	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001.90	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001.91	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind

TEAR DOWN HERE & PEEL BACK TOP COPT

1001-92	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-93	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-94	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-95	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-96	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-97	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-98	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-99	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-100	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-101	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-102	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-103	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-104	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-105	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-106	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-107	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-108	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-109	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-110	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-111	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-112	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-113	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-114	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-115	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-116	slot drive machine screw	yes	metal	gray	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-117	slot drive pan head machine screw	yes	metal	gray	maint.	1999-2006	ind maint	yes	cont.	ind	ind	ind
1001-118	wood frags.	yes	wood	light br.	maint.	1999-2006	wood	no	cont.	ind	ind	ind
1001-119	plastic frags.	no	plastic	tan/np	ind	1991-2006	ind	no	cont.	ind	ind	ind
1001-120	rectangular T-w in and Earth nail cable clip w/ nail	yes	plastic/metal	gray	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001-121	flat washer	yes	metal	gray	maint.	1999-2006	ind maint	yes	cont.	ind	ind	ind
1001-122	zip strip frags.	yes	plastic	wh.	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001-123	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-124	Phillips drive pan head screw	yes	metal	gray	maint.	1999-2006	ind maint	yes	cont.	ind	ind	ind
1001-125	slot drive pan head self-tapping machine screw	yes	metal	gray	maint.	1999-2006	ind maint	yes	cont.	ind	ind	ind
1001-126	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint	yes	cont.	ind	ind	ind
1001-127	nail	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind	ind	ind
1001-128	round nail cable clip w/ nail [KSS #1020]	yes	plastic/metal	wh. gray	maint.	1999-2006	elec.	yes	cont.	ind	China	KSS Wiring Acc.
1001-129	galvanized common spike nail	yes	metal	gray	maint.	1999-2006	wood	no	cont.	ind	ind	ind
1001-130	wire frag.	yes	metal	gray	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001-131	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint	yes	cont.	ind	ind	ind
1001-132	round nail cable clip w/ nail [KSS #1020]	yes	plastic/metal	wh. gray	maint.	1999-2006	elec.	yes	cont.	ind	China	KSS Wiring Acc.
1001-133	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint	yes	cont.	ind	ind	ind
1001-134	wring dust frag.	yes	plastic	wh. blue	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001-135	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-136	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-137	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	ind
1001-138	armour wire frag. from armour cable	yes	metal	gray	maint.	1999-2006	elec.	no	cont.	ind	ind	ind
1001-139	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint	yes	cont.	ind	ind	ind

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KSS 6

KSS 6

1001-140	armour wire frag. from armour cable	yes	metal	gray	maint.	1999-2006	elec.	no	cont.	ind	ind	
1001-141	unidentified fibrous cylinder	no	ind	br	ind	1991-2006	ind	no	ind	ind	ind	
1001-142	wall plug	yes	plastic	br	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-143	elec wire insulation frag.	yes	plastic	blue	maint.	1999-2006	elec.	no	cont.	ind	ind	
1001-144	round nail cable clip frag. w/ nail	yes	plastic	wh.	maint.	1999-2006	elec.	no	cont.	ind	ind	
1001-146	Phillips drive bugle head plaster screw	yes	metal	black	maint.	1999-2006	plaster	yes	cont.	ind	ind	
1001-146	fruit stone (Peanus domestica (p.ham))	yes	organic	br	ind	1991-2006	food	no	cont.	ind	ind	
1001-147	Phillips drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-148	Phillips drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-149	carriage bolt	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-150	slotted set screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-151	slot drive round head screw	yes	metal	gray	maint.	1999-2006	elec.	yes	cont.	ind	ind	
1001-152	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-153	red ceramic frag. with wh. slip	no	ceramic	redish br. wh.	ind	1991-2006	ind	no	cont.	ind	ind	
1001-154	slot drive flat head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-155	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	
1001-156	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	
1001-157	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	
1001-158	slot drive pan head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-159	slot drive round head screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-160	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	
1001-161	slot drive flat head screw	yes	brass or alloy	yel.	maint.	1999-2006	wood	yes	cont.	ind	ind	
1001-162	wiring duct frag.	yes	plastic	wh. blue	maint.	1999-2006	elec.	no	cont.	ind	ind	
1001-163	wiring duct frag.	yes	plastic	wh.	maint.	1999-2006	elec.	no	cont.	ind	ind	
1001-164	unidentified plastic frag.	no	plastic	beige	maint.	1999-2006	ind maint.	no	cont.	ind	ind	
1001-165	aluminum frag.	no	aluminum	gray	maint.	1999-2006	metal	no	cont.	ind	ind	
1001-166	automotive window glass frag.	yes	glass	transp.	ind	1991-2006	ind	no	cont.	ind	ind	
1001-167	slot drive pan head machine screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1001-168	unidentified fabric frag.	no	polyester	blue	maint.	1999-2006	ind maint.	no	cont.	ind	ind	
1001-169	wall plug frag.	yes	plastic	wh.	maint.	1999-2006	ind maint.	no	cont.	ind	ind	
1001-170	dried wood putty frags.	yes	plastic	beige/br	maint.	1999-2006	wood	no	cont.	ind	ind	
1001-171	plastic shaving	no	plastic	black	maint.	1999-2006	ind maint.	no	cont.	ind	ind	
1024	surface scatter: metal floor rear of van											
1024-1	pencil	yes	wood/pencil lead	blue/br	ind	1991-2006	writing	no	cont.	ind	ind	
1024-2	pencil	yes	wood/metal pencil lead	br. green	ind	1991-2006	writing	yes	cont.	ind	ind	
1024-3	armour cable insulation frag.	yes	plastic	red	maint.	1999-2006	elec.	no	cont.	ind	ind	
1024-4	wood frag.	no	wood	br	ind	1991-2006	ind	no	ind	ind	ind	
1024-5	ETC ballpoint pen (black ink)	yes	plastic/metal	br. gray/black	ind	1991-2006	writing	no	cont.	ind	ind	
1024-6	insulation for elec. grounding wire	yes	plastic	green/yel.	maint.	1999-2006	elec.	yes	cont.	ind	ind	
1024-7	ferrous metal chain	no	metal	rust	ind	1991-2006	ind	no	ind	ind	ind	
1024-8	pencil frags (2 pieces)	yes	wood/pencil lead	copper/br	ind	1991-2006	writing	no	cont.	ind	ind	
1024-9	insulation for elec. grounding wire	yes	plastic	green/yel.	maint.	1999-2006	elec.	yes	cont.	ind	ind	
1024-10	blue transfer printed whiteware frag.	yes	ceramic	blue/wh.	arch.	1991-1999	food	no	hist.	1810-1840	UK	
1024-11	1893 three-piece coin	yes	silver	gray	arch.	1991-1999	ind	no	hist.	1893	UK	
1024-12	household fuse	yes	glass/metal	gray/irrup.	maint.	1999-2006	elec.	yes	cont.	ind	ind	
1024-13	nut	yes	metal	silver	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	
1024-14	Phillips drive pan head machine screw	yes	metal	gray	maint.	1999-2006	ind maint.	yes	cont.	ind	ind	

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102415	Phillips drive pan head self-tapping screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind.	ind.	ind.
102416	hex. drive round head machine screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind.	ind.	ind.
102417	hexagonal pan head machine screw	yes	metal	gray	maint.	1999-2006	metal	yes	cont.	ind.	ind.	ind.
102418	slot drive pan head screw	yes	metal	black	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102419	slot drive pan head machine screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102420	Phillips drive pan head screw	yes	metal	black/ru	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.	ind.
102421	Phillips drive flat head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102422	Phillips drive flat head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102423	slot drive flat head screw	yes	metal	ru	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.	ind.
102424	Phillips drive flat head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102425	common zinc nail	yes	metal	gray/ru	maint.	1999-2006	wood	yes	cont.	ind.	ind.	ind.
102426	plaster nail	yes	metal	gray	maint.	1999-2006	plaster	yes	cont.	ind.	ind.	ind.
102427	slag frag.	yes	slag	vicious black	arch.	1991-1999	smelling	no	hist.	ind.	ind.	ind.
102428	glass frag.	no	glass	green	arch.	1991-1999	ind.	no	hist.	1900-1950	ind.	ind.
102429	square nut.	yes	metal	gray/ru	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.	ind.
102430	Phillips drive flat head screw	yes	metal	gray	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102431	crimpable butt connector	yes	plastic	blue	maint.	1999-2006	elec.	yes	cont.	ind.	ind.	ind.
102432	insulation foam frag.	yes	plastic	yel. br.	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.	ind.
102433	unidentified paper label	no	paper	black,gray,orange	ind.	1991-2006	ind.	no	cont.	ind.	ind.	ind.
102434	nail	yes	metal	gray/ru	maint.	1999-2006	wood	yes	cont.	ind.	ind.	ind.
102435	ferrous metal frag.	no	ferrous metal	red/ru	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.	ind.
102436	unidentified plastic frag.	no	plastic	tan/np	ind.	1991-2006	ind.	no	cont.	ind.	ind.	ind.
102437	mirror glass frag.	yes	glass	silver [reflective]	ind.	1991-2006	leisure	no	ind.	ind.	ind.	ind.
102438	wrapping frag.	no	foil, paper, plastic	red, silver, red	ind.	1991-2006	food.	no	cont.	ind.	ind.	ind.
102439	dash frags.	no	clay	reddish br.	arch.	1991-1999	ind. maint.	no	hist.	120-1500	UK	ind.
102440	foam with adhesive backing	no	plastic	black	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102441	flat washer	yes	metal	black/ru	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102442	foam with adhesive backing	no	plastic	beige	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.	ind.
102443	plastic frag.	no	plastic	tan/np	ind.	1991-2006	ind.	no	cont.	ind.	ind.	ind.
102444	Midland yellow glazed ware frag.	yes	ceramic	yel.	arch.	1991-1999	food	no	hist.	1500-1800	UK	ind.
102445	heavily rusted ferrous metal frag. (2 pieces)	no	metal	ru	ind.	1991-2006	ind.	no	ind.	ind.	ind.	ind.
102446	plastic wall plug	yes	plastic	br.	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102447	flat washer	yes	metal	ru	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.	ind.
102448	Ford Transit van panel clip frag.	yes	plastic	black	ind.	1991-2006	auto	no	cont.	1991	ind.	ind.
102449	unidentified metal fastener	yes	metal	black	ind.	1991-2006	ind.	yes	cont.	ind.	ind.	ind.
102450	wire frag.	yes	metal	gray/ru	maint.	1999-2006	elec.	no	cont.	ind.	ind.	ind.
102451	ribbon ha.	no	plastic	pink	ind.	1991-2006	leisure	no	cont.	ind.	ind.	ind.
102452	champagne glass confetti	yes	plastic	gold	ind.	1991-2006	leisure	no	cont.	ind.	ind.	ind.
102453	utility razor blade	yes	metal	gray/ru	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.	ind.
102454	fuse from mains power	yes	metal, ind.	gray, wh.	maint.	1999-2006	elec.	no	cont.	ind.	ind.	SEM
102455	plaster frag.	yes	plaster	wh.	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.	ind.
102456	cigarette butt	yes	paper, cotton	br, yel, beige	ind.	1991-2006	smoking	no	cont.	ind.	ind.	ind.
102457	sweet wrapper	no	plastic	tan/np	ind.	1991-2006	food	no	cont.	ind.	ind.	ind.
102458	label from "Clear/Gold Confetti Bubbles"	yes	paper	wh., gold	ind.	1991-2006	leisure	no	cont.	ind.	UK	Bubble Confetti Co.
102459	rubber van carpet underlay frag.	yes	rubber	black, br.	ind.	1991-2006	auto	no	cont.	ind.	ind.	ind.
102460	paper label frags. (2 pieces)	no	paper	blue, wh.	ind.	1991-2006	ind.	no	cont.	ind.	ind.	ind.
102461	remains of hand rolled cigarette	yes	paper, tobacco	br, wh.	ind.	1991-2006	smoking	no	cont.	ind.	ind.	ind.
102462	paper frag. from light bulb box	yes	paper	blue, wh.	maint.	1999-2006	elec.	no	cont.	ind.	Germ.	Wotan Xenon ELX, Made in Germ.*

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WOTAN XENON ELX, Made in Germ.

1024.63	galvanized nail	yes	metal	gray/rust	maint	1999-2006	wood	yes	cont.	ind.	ind.	
1024.64	nail	yes	metal	rust	maint	1999-2006	wood	no	cont.	ind.	ind.	
1024.65	unidentified plastic disc	no	plastic	transp.	ind	1991-2006	ind.	no	cont.	ind.	ind.	
1024.66	sweet wrapper	yes	plastic	green/red/transp	ind	1991-2006	food.	no	cont.	ind.	ind.	
1024.67	Ironbridge Gorge Museum price sticker	yes	paper	beige/black	arch	1991-2006	leisure	no	cont.	ind.	ind.	'Ironbridge Gorge Museum 65 P'
1024.68	Early Medieval ceramic frag.	yes	ceramic	dark beige	arch	1991-1999	food.	no	hist.	1050-1250	UK	
1024.69	paper from hand rolled cigarette	yes	paper	br,wh	ind	1991-2006	smoking	no	cont.	ind.	ind.	
1024.70	foil wrapper from cigarette box	yes	tin foil	br, gold	ind	1991-2006	smoking	no	cont.	ind.	ind.	
1024.71	cigarette butt	yes	paper	br	ind	1991-2006	ind	no	cont.	ind.	ind.	
1024.72	masking tape frags (4 pieces)	yes	paper	yel, br	ind	1991-2006	ind	no	cont.	ind.	ind.	
1024.73	unidentified metal fastener	no	metal	silver	ind	1991-2006	ind	yes	cont.	ind.	ind.	
1024.74	elec wire insulation frag	yes	plastic	blue	maint	1999-2006	elec.	no	cont.	ind.	ind.	
1024.75	light bulb glass frags	yes	glass	transp, wh	maint	1999-2006	elec.	no	cont.	ind.	ind.	
1024.76	round nail cable clip w/ nail [for telephone wire]	yes	plastic/metal	gray, wh	maint	1999-2006	elec.	yes	cont.	ind.	ind.	
1024.77	push pin (common back)	yes	plastic	red	ind	1991-2006	ind	yes	cont.	ind.	ind.	
1024.78	rectangular nail cable clip w/ nail [KCS Taiwan #1010]	yes	metal/plastic	gray	maint	1999-2006	elec.	yes	cont.	ind.	China	
1024.79	paper from hole puncher (2 pieces)	yes	paper	wh	ind	1991-2006	ind	no	cont.	ind.	KCS Wiring Acc	
1024.80	concrete frags	yes	concrete	gray, wh	maint	1999-2006	ind, maint	no	cont.	ind.	ind.	
1024.81	rectangular nail cable clip, no nail	yes	plastic	gray	maint	1999-2006	elec.	no	cont.	ind.	ind.	
1024.82	round nail cable clip w/ nail [for telephone wire]	yes	plastic/metal	gray, wh	maint	1999-2006	elec.	yes	cont.	ind.	ind.	
1024.83	automotive window glass frag (4 pieces)	yes	glass	transp.	ind	1991-2006	auto.	no	cont.	ind.	ind.	
1024.84	unidentified frag.	no	ind	br	ind	1991-2006	ind	no	cont.	ind.	ind.	
1024.85	paper frag.	no	paper	br	ind	1991-2006	ind	no	cont.	ind.	ind.	
1024.86	chewing gum wad	yes	chewing gum	gray	ind	1991-2006	food.	no	cont.	ind.	ind.	
1024.87	plastic frag.	no	plastic	green	maint	1999-2006	ind	no	cont.	ind.	ind.	
1024.88	cardboard frags (2 piece)	no	cardboard	br	ind	1991-2006	ind	no	cont.	ind.	ind.	
1024.89	chalkboard chalk frag.	yes	chalk	wh	arch	1991-1999	arch.	yes	cont.	ind.	ind.	
1024.90	scalpel blade	yes	metal	rust	arch	1991-1999	arch.	no	cont.	ind.	ind.	
1024.91	unidentified metal frag.	no	metal	gray	maint	1999-2006	ind, maint	no	cont.	ind.	ind.	
1024.92	paper label from Christmas lights	yes	paper	wh, black	ind	1991-2006	leisure	no	cont.	ind.	Premier Decorations	
1024.93	nail	yes	metal	gray	maint	1999-2006	wood	no	cont.	ind.	ind.	
1024.94	coal frags	yes	coal	black	ind	1991-2006	smoking	no	ind	ind.	ind.	
1024.95	Serbian ware bowl frag.	yes	ceramic	reddish br	arch	1991-1999	food.	no	hist.	120-250	UK	
1024.96	external tooth lock washer	yes	metal	gray	maint	1999-2006	ind, maint	yes	cont.	ind.	ind.	
1024.97	finishing washer frags	yes	plastic	black	maint	1999-2006	ind, maint	no	cont.	ind.	ind.	
1024.98	elec wire insulation frag.	yes	plastic	br	maint	1999-2006	elec.	no	cont.	ind.	ind.	
1024.99	Phillips drive flat head screw	yes	metal	gray	maint	1999-2006	ind, maint	yes	cont.	ind.	ind.	
1024.100	unidentified plastic frag.	no	plastic	red	maint	1999-2006	ind, maint	no	cont.	ind.	ind.	
1024.101	wring dust frag.	yes	plastic	wh, blue	maint	1999-2006	elec.	no	cont.	ind.	ind.	
103.7	surface scatter: cab under mat (offside)											
1037.1	stir stick	yes	plastic	wh	ind	1991-2006	food.	no	cont.	ind.	ind.	
1037.2	Phillips drive flat head screw	yes	metal	black, rust	ind	1991-2006	ind, maint	no	cont.	ind.	ind.	
1037.3	elec wire insulation frag.	yes	plastic	blue	maint	1999-2006	elec.	no	cont.	ind.	ind.	
1037.4	automotive window glass frag.	yes	glass	transp.	ind	1991-2006	auto.	no	cont.	1991-2006	ind.	
1037.5	ferrous metal staple [highly rusted]	yes	metal	rust	ind	1991-2006	ind	no	ind.	ind.	ind.	
1037.6	foam from seat of van	yes	plastic	dark yel	ind	1991-2006	auto.	no	cont.	1991	UK	
1037.7	apple sticker	yes	plastic	wh, blue	ind	1991-2006	food.	no	cont.	1991-2006	ind.	'EMPERE #4124 CRISP AND REFRESHING'

1037-8	slag frag.	yes	slag	black	arch.	1991-1999	smelling	no	hist.	ind.	ind.
1037-9	pencil frag. [paint remnants, dried mud]	yes	wood/pencil lead	br. gunk	ind.	1991-2006	ind.	no	cont.	ind.	ind.
1037-10	glass frag.	yes	glass	green	arch.	1991-1999	ind.	no	hist.	1990-1999	ind.
1037-11	brick frag.	yes	brick	reddish br.	ind.	1991-2006	ind. maint.	no	ind.	ind.	ind.
1037-12	glass frag.	yes	glass	transp.	ind.	1991-2006	ind.	no	ind.	ind.	ind.
1039 surface water: cb under mat [separated]											
1039-1	automotive window glass frags [15 pieces]	yes	glass	transp.	ind.	1991-2006	auto	no	cont.	ind.	ind.
1039-2	coal frag.	yes	coal	black	ind.	1991-2006	smelling	no	ind.	ind.	ind.
1039-3	elec wire insulation frag.	yes	plastic	black	maint.	1999-2006	elec	no	cont.	ind.	ind.
1039-4	sloshed set screw	yes	metal	br.	maint.	1999-2006	elec	no	ind.	ind.	ind.
1039-5	Phillips drive flat head screw	yes	metal	rust	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.
1039-6	fine drill bit	yes	metal	silver	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.
1039-7	light bulb glass frags	yes	glass	transp. br.	maint.	1999-2006	elec	no	cont.	ind.	ind.
1039-8	pen frag.	yes	plastic	transp.	ind.	1991-2006	writing	no	cont.	ind.	ind.
1039-9	sweet wrapper	no	tin foil	green/silver	ind.	1991-2006	food	no	cont.	ind.	ind.
1039-10	plastic frag.	no	plastic	light blue	ind.	1991-2006	ind.	no	cont.	ind.	ind.
1039-11	sweet wrapper	no	plastic	transp.	ind.	1991-2006	food	no	cont.	ind.	ind.
1039-12	price sticker frag.	no	paper	wh. black	ind.	1991-2006	ind.	no	cont.	UK	ind.
1039-13	cigarette box foil wrapper frag.	yes	tin foil	gold/br	ind.	1991-2006	smoking	no	cont.	ind.	ind.
1039-14	brick frags [2 pieces]	yes	brick	reddish br.	ind.	1991-2006	ind. maint.	no	ind.	ind.	ind.
1039-15	unidentified frags [2 pieces]	no	ind.	br. beige	ind.	1991-2006	ind. maint.	no	ind.	ind.	ind.
1059 surface water: cb											
1059-1	sweet wrapper	no	plastic	transp.	ind.	1991-2006	food	no	cont.	ind.	ind.
1059-2	Christmas wrapping paper frag.	yes	paper	var.	ind.	1991-2006	leisure	no	cont.	ind.	ind.
1059-3	thin cardboard from light bulb box	yes	cardboard	blue/yel. wh.	maint.	1999-2006	elec	no	cont.	ind.	ind.
1059-4	thin cardboard from light bulb box	yes	cardboard	var.	maint.	1999-2006	elec	no	cont.	ind.	ind.
1059-5	thin cardboard from light bulb box	yes	cardboard	var.	maint.	1999-2006	elec	no	cont.	ind.	ind.
1059-6	flat washer	yes	metal	yel.	maint.	1999-2006	ind. maint.	yes	cont.	ind.	ind.
1059-7	grommet	yes	rubber	black	maint.	1999-2006	elec	yes	cont.	ind.	ind.
1059-8	grommet	yes	rubber	black	maint.	1999-2006	elec	yes	cont.	ind.	ind.
1059-9	snap button	yes	plastic	black	maint.	1999-2006	elec	yes	cont.	ind.	ind.
1059-10	common spike nail	yes	metal	rust	maint.	1999-2006	wood	no	cont.	ind.	ind.
1059-11	common spike nail	yes	metal	rust	maint.	1999-2006	wood	no	cont.	ind.	ind.
1059-12	automotive window glass frags [30 pieces]	yes	glass	transp.	ind.	1991-2006	auto	no	cont.	ind.	ind.
1059-13	keychain	yes	plastic/paper/metal	transp. wh. grey	maint.	1999-2006	ind.	yes	cont.	ind.	ind.
1059-14	metal fastener from Transit V in headlights	yes	metal	black	ind.	1991-2006	auto	yes	cont.	ind.	ind.
1059-15	slag frag.	yes	slag	grey	arch.	1991-2006	smelling	no	hist.	ind.	ind.
1059-16	rust frags	no	rust	rust	ind.	1991-2006	ind.	no	ind.	ind.	ind.
1059-17	staple [heavily rusted]	yes	metal	rust	ind.	1991-2006	ind.	no	cont.	ind.	ind.
1059-18	glass [light bulb]	yes	glass	transp.	maint.	1999-2006	elec	no	cont.	ind.	ind.
1059-19	fine drill bit frag	yes	metal	black/rust	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.
1059-20	flat washer	yes	metal	black/rust	maint.	1999-2006	ind. maint.	no	cont.	ind.	ind.
1059-21	wire coupler frag	yes	plastic	transp.	maint.	1999-2006	elec	no	cont.	ind.	ind.
1059-22	elec wire insulation frag.	yes	plastic	br.	maint.	1999-2006	elec	no	cont.	ind.	ind.
1059-23	elec wire insulation frag.	yes	plastic	br.	maint.	1999-2006	elec	no	cont.	ind.	ind.
1059-24	elec wire insulation frag.	yes	plastic	red	maint.	1999-2006	elec	no	cont.	ind.	ind.

*MERRY CHRISTMAS CHRISTMAS GREETINGS"
 Edison Clear Round Made in Europe / pen markings on back
 *CREMPTON LIGHTING Reflector Spot Screw Cap 60 Wat R64 Diffused
 General Electric
 General Electric Classic 60 Wat E27 240V 120/110

DBM elec. Supplies *DBM Electrical Skier*

1059-25	wire frag	yes	plastic,copper	wh,copper	mant.	1999-2006	elec.	no	cont.	ind.	ind.	
1059-26	unidentified object	no	plastic	black	mant.	1999-2006	ind mant.	no	cont.	ind.	ind.	
1059-27	unidentified plastic frags [3 pieces]	no	plastic	yel.	mant.	1999-2006	ind mant.	no	cont.	ind.	ind.	
1059-28	rubber tube insulation frag.	yes	rubber	yel.	mant.	1999-2006	elec.	no	cont.	ind.	ind.	
1059-29	unidentified plastic frag.	no	plastic	black	mant.	1999-2006	ind.	no	cont.	ind.	ind.	
1059-30	unidentified plastic frag.	no	plastic	gry	mant.	1999-2006	ind mant.	no	cont.	ind.	ind.	
1059-31	slot drive domed point set screw from terminal block	yes	brass or alloy	yel.	mant.	1999-2006	elec.	yes	cont.	ind.	ind.	
1059-32	Phillips drive pan head screw	yes	metal	gry	mant.	1999-2006	ind mant.	yes	cont.	ind.	ind.	
1059-33	Phillips drive pan head screw	yes	metal	black	mant.	1999-2006	ind mant.	yes	cont.	ind.	ind.	
1059-34	slot drive round head screw	yes	metal	black	mant.	1999-2006	ind mant.	yes	cont.	ind.	ind.	
1059-35	slot drive flat head machine screw	yes	metal	gray/rust	mant.	1999-2006	ind mant.	no	cont.	ind.	ind.	
1059-36	slot drive flat head machine screw w/ nut	yes	metal	gry	mant.	1999-2006	elec.	no	cont.	ind.	ind.	
1059-37	Phillips drive flat head screw	yes	metal	gry	mant.	1999-2006	ind mant.	yes	cont.	ind.	ind.	
1059-38	slot drive pan head machine screw	yes	metal	rust	mant.	1999-2006	ind mant.	no	cont.	ind.	ind.	
1059-39	slot drive pan head machine screw	yes	brass or alloy	yel.	mant.	1999-2006	ind mant.	yes	cont.	ind.	ind.	
1059-40	Phillips drive flat head screw	yes	metal	gry	mant.	1999-2006	ind mant.	yes	cont.	ind.	ind.	
1059-41	Phillips drive flat head screw	yes	metal	gray/rust	mant.	1999-2006	ind mant.	no	cont.	ind.	ind.	
1059-42	nut	yes	metal	gry	mant.	1999-2006	ind mant.	no	cont.	ind.	ind.	
1059-43	terminal block from junction box	yes	metal	gry	mant.	1999-2006	elec.	no	cont.	ind.	ind.	
1059-44	Phillips drive bugle head plaster screw	yes	metal	black	mant.	1999-2006	plaster	yes	cont.	ind.	ind.	
1059-45	BIC pen	yes	plastic,metal	transp,black	ind	1991-2006	writing	yes	cont.	ind.	ind.	BIC*
1059-46	pencil [paper specifications for use on penmatrace]	yes	wood,metal	var	arch.	1991-1999	writing	yes	cont.	ind.	ind.	*PATENT ITALY*
1059-47	pen	yes	plastic,metal	transp,black	ind	1991-2006	writing	yes	cont.	ind.	ind.	*71 ART NR K38-0000 [TOP]
1059-48	air stick	yes	plastic	wh	ind	1991-2006	food	no	cont.	ind.	ind.	*21 EUR CE*
1059-49	zip strip frags [2 pieces]	yes	plastic	black	mant.	1999-2006	elec.	no	cont.	ind.	ind.	hand written notes in pen listing supplies needed - poss. fuses
1059-50	DEM Elec. Supplies paper [1 sheet w/ writing]	yes	paper	wh,blue	mant.	1999-2006	elec.	no	cont.	ind.	ind.	typed instructions for proper use of lamp
1059-51	General Electric Mercury Lamp paper instructions	yes	paper	wh,black/red	mant.	1999-2006	elec.	no	cont.	ind.	ind.	*BEST BEFORE 28-05-05 UTP*
1059-52	SNICKERS wrapper	yes	plastic	var	mant.	2004-2005	food	no	cont.	2004-2005	UK	M&S foods
1059-53	nut	yes	brass or alloy	yel.	mant.	1999-2006	ind mant.	yes	cont.	ind.	ind.	

7.4 Miscellaneous

7.41 The Van Project Design (Bailey et al. 2006)

THE VAN



Archaeological methods and theory can be applied to any material culture in the pursuit of understanding. In a recent issue of the magazine *British Archaeology* this point was illustrated with the rusted wreck of a car, and the related point made that the archaeological resource is something we actively engage with and contribute to, not something we just sit back and pontificate upon. In fact cars represent a very particular and characteristic type of twentieth-century material culture and one that is increasingly the subject of archaeologists' attention. See for example...

<http://ehlt.flinders.edu.au/archaeology/research/projects/nuralcar.php>

Our contribution to this particular area of study will involve undertaking the first 'excavation' (in the sense of a detailed – at times forensic – investigation) of a car by archaeologists for archaeological reasons. Cars have been investigated by police forensic teams where they represent scenes of crime, and by customs officials searching for drugs at border posts. Like the Police, our interest is in the van itself – what evidence it contains for its former use, its life history and the people associated with it. We are also interested in the way this close attention enables a dialogue amongst those most familiar with the van and what can we find out through this project from people's stories and reactions that we otherwise wouldn't have known? Particular questions

might include: How was the van used? How often and where? How does the fabric of the vehicle reflect its use? How far do the documents, oral history and archaeological evidence coincide? How does the van's service history reflect the fortunes of the unit that owned it? Were repairs done on the cheap, using second-hand parts in harder times for example?

This project will use standard archaeological methods and procedures in our investigation of the van. There will first be a desk-based study of documents held at Ironbridge – service documents and photographs for example. There will be an oral history phase, interviewing those who remember the van and have stories to tell. A non-intrusive survey of the surfaces of the van (recording stone chips for example, which indicate driving speed, road surfaces etc) will follow, along with a mechanical survey. And then there is the 'excavation' itself. This final stage is the main object of the study, and will involve a complete dismantling of the vehicle under controlled conditions, recording the components, researching their origin, and undertaking some forensic work as appropriate. Examples might include the use of fingerprinting to 'map' the areas most touched within the van as an indication of patterns of use. If hairs are found we can try and understand something of the people who have used the van. Were they young or older? Have there been animals in the van? During this excavation phase we will compile a full record of the archaeological site using context sheets and photography. Digital video and audio will be used to provide a record of the entire process including oral historical interviews. The end result will be a short film, a written report and a website.

While our described scientific methodology will be pursued as rigorously as time and opportunity allows, the reflexive nature of the experiment is also acknowledged. The choice of an archaeological artefact, a 'transitory' site of particular action and very recent memory, might for some at least, add layers of interest to the investigation.

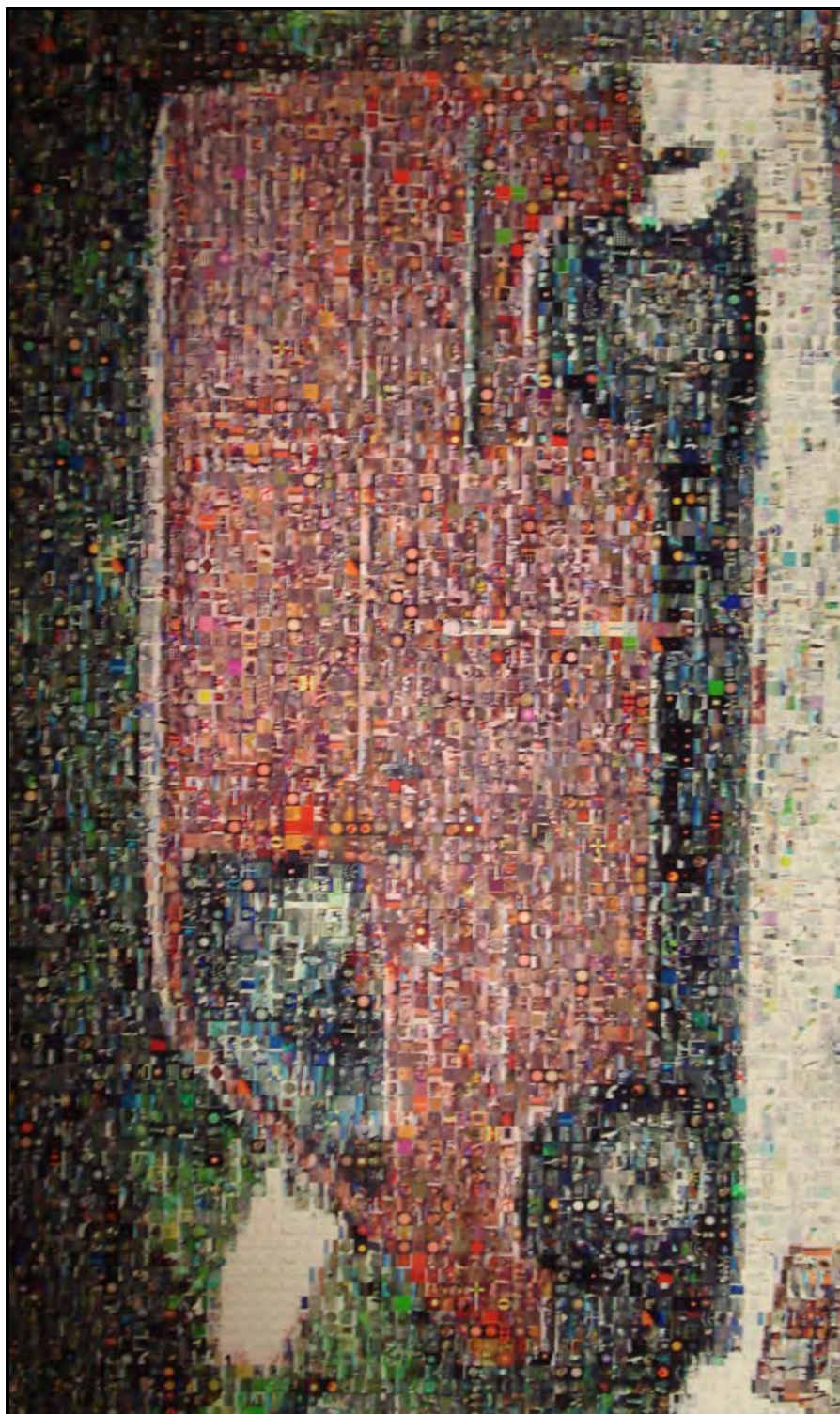
We are grateful to the AA for their co-operation in transporting the van from Telford to Bristol, to the University of Bristol Parks Department for hosting the project, to Paul Belford and the Ironbridge Gorge Museum Trust for donating the van, The Ford Transit assembly plant at Southampton for their support and for information about our van, and the Somerset and Avon Police for their advice.

Cassie Newland, Greg Bailey & John Schofield (University of Bristol)
Anna Nilsson (Atkins Heritage)

PD v01 10 July 2006

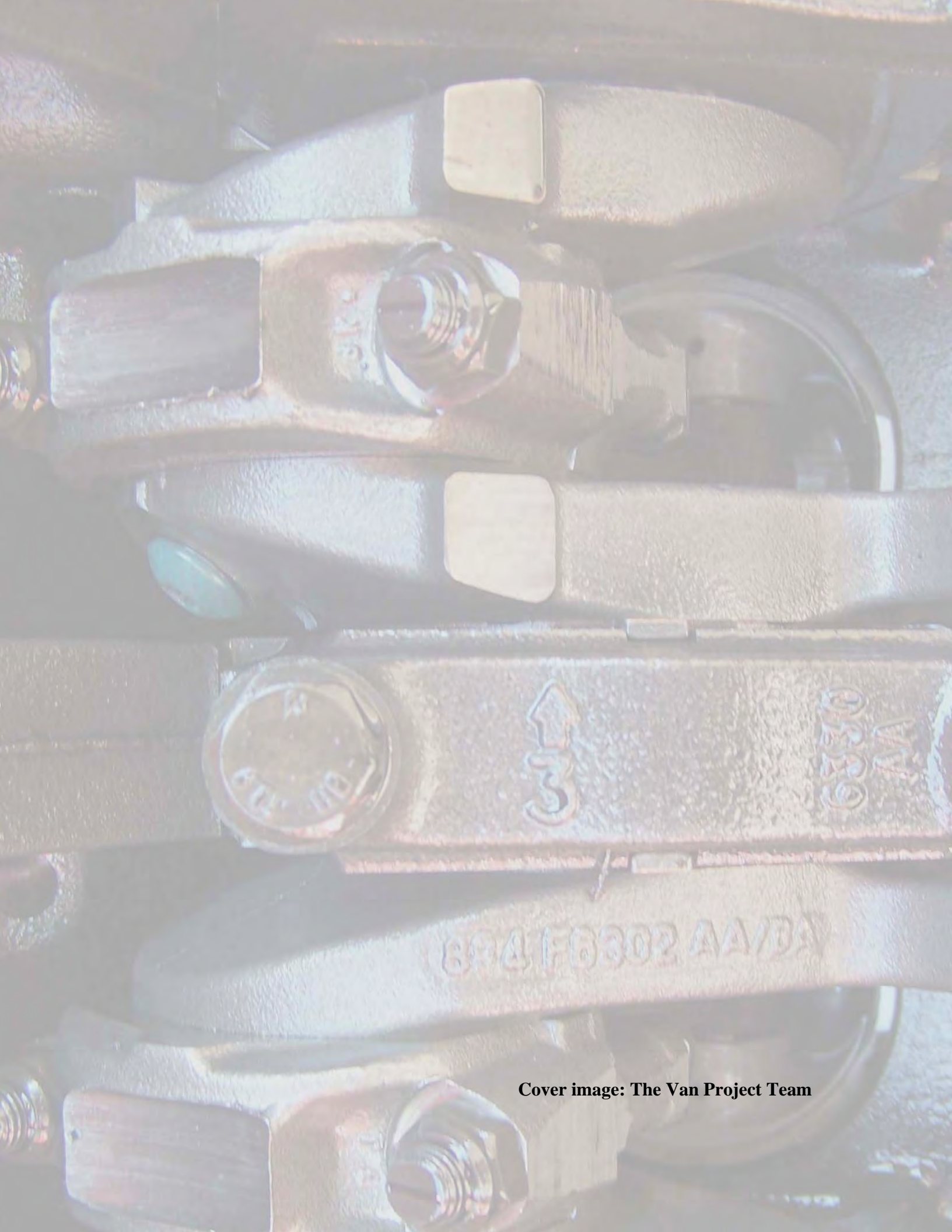
<h1 style="margin: 0;">THE VAN</h1> <h2 style="margin: 0;">context sheet</h2>			
DATE		LOCATION	TYPE
STRUCTURE/MECHANISM			
1. LOCATION			
2. DIMENSIONS			
4. FORM			
5. COMPOSITION			
6. COLOUR			
7. ABUT(TED)			
8. TRUNCATION			
9. ADAPTATION			
10. FINDS			
11. OTHER COMMENTS			
ABUTTED BY CURRENT CONTEXT ABUTS			
SAME AS		CONTEMPORARY WITH	
DISCUSSION			
INTERPRETATION			
			PTO
PHOTOS		DRAWINGS	
CONDITIONS		PERIOD	
SAMPLES TAKEN		INITIALS	

7.43 *Reflexive Representation 7: Ford Transit Van J641 VUJ* (Cochrane and Russell 2007)



7.44 *In Transit* (Bailey 2006)

7.45 Audio Recordings (The Van Project Team)



Cover image: The Van Project Team