Historic England

Railway Goods Sheds and Warehouses

Introductions to Heritage Assets



Summary

Historic England's Introductions to Heritage Assets (IHAs) are accessible, authoritative, illustrated summaries of what we know about specific types of archaeological site, building, landscape or marine asset. Typically they deal with subjects which lack such a summary. This can either be where the literature is dauntingly voluminous, or alternatively where little has been written. Most often it is the latter, and many IHAs bring understanding of site or building types which are neglected or little understood.

Goods sheds and warehouses played a significant role in the economic life of England until the 1970s. This document gives an overview of the building type from its origins in the late 1820s until the final examples were constructed in the 1960s. It considers the function and development of goods sheds, discusses elements of their design, and gives some examples of how individual railway companies developed their own distinctive styles.

This guidance note has been written by John Minnis and edited by Paul Stamper.

It is one is of several guidance documents that can be accessed
HistoricEngland.org.uk/listing/selection-criteria/listing-selection/ihas-buildings/

First published by Historic England March 2016.
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Front cover
Wellingborough, Northamptonshire (listed Grade II), is exceptional in retaining both its platform and a pair of 30 hundredweight timber jib cranes. Built by the MR in 1857, it gives a good indication of the appearance of a typical small goods shed. In the foreground is the indent in the platform for carts to back into and, like many sheds, the interior is whitewashed to give more light.

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Introduction

For over 100 years, railway companies derived more income from goods traffic than passengers. Goods sheds formed the conduit through which wholesale and retail distribution flowed throughout the country – the equivalent of the big shed warehouses found at motorway junctions today. They have not been used for their original function for 40-50 years but lend themselves to re-use for a variety of purposes. Many have fallen victim to development pressure, especially in the south-east and in major towns and cities, but there are still well over 600 in existence. Ninety-five are currently listed and one is a Scheduled Monument.

The terms 'goods shed' and 'warehouse' were often used indiscriminately by railway companies when describing the buildings they put up. In practice, the large multi-storey structures were always called 'warehouses' while the smaller structures were most frequently referred to as 'goods sheds' and will be called that in this account.

In the text, standard abbreviations are used for railway companies' names, other than those absorbed pre-1850. These are expanded in a list at the end of the document.

Historic England's listing selection guide on Infrastructure:Transport sets out the current designation thresholds of the building type, to which this introduction acts as supplementary factual information.

1 Historical Background

Goods sheds are almost as old as the railways themselves. The first recorded example was built at Darlington, County Durham, for the Stockton & Darlington Railway in 1827 (demolished 1864); a substantial warehouse was erected at the Manchester Liverpool Road terminus of the Liverpool & Manchester Railway in 1829 (listed Grade 1); and there are four other survivors from the 1830s.

Many early goods sheds were of timber, with the intention that more substantial masonry buildings could be constructed to replace them if traffic developed. All these timber goods sheds have disappeared, due to later replacement and decay. Substantial numbers of goods sheds were constructed from the 1840s onwards; a number survive from this period as do many more from the 1850s and 1860s.

Although goods sheds continued to be built in some numbers until 1914, either for new lines or as replacements for earlier buildings, the 1920s and 30s saw a great reduction in new construction. Most comprised large open-sided sheds, steel-framed and clad in corrugated iron, materials also favoured for the few smaller sheds that went up in this period. After 1945 effort was directed more towards patching up bomb-damaged premises than erecting new buildings, other than small prefabricated concrete warehouses for feed merchants at many rural stations. The relatively few larger new buildings consisted of single-storey sheds built when the work of smaller depots was concentrated in fewer large ones in the late 1950s and early 1960s. These were steel or concrete-framed, with brick or metal sheet as cladding.

1.1 Function

When a goods train called at a small goods yard, possibly two or three wagons would be set down. The local goods staff would examine invoices, either dropped off by the guard or delivered by passenger train, and notify the customer that the goods had arrived, either by post or, from the 1930s, by telephone. In the meantime the goods, if they were part loads – known as 'smalls' (less than a wagonload) – or were perishable or fragile, would have been unloaded on to the platform of the goods shed to await collection, using a 30-hundredweight jib crane if they were heavy. The customer would then arrive with a cart (or, from the 1920s, a lorry or van), deal with the paperwork in the office, and draw up to the platform, often reversing into the indented bay, and load up. The procedure was reversed with goods being sent from the yard to other destinations.

At major urban depots the basic process was the same, but on a very much larger scale. Employees could number into the hundreds and clerical staff were usually housed in a separate building to the sheds and warehouses. Collection and delivery services were in place as an alternative to customers using their own vehicles. More

advanced methods of mechanical handling were used, such as conveyors and belts. One further difference was that, as well as inwards and outwards traffic, there was also transhipping traffic where part loads that had come in by train from a variety of different locations were combined (or transhipped) to ensure that trains went to their destinations fully loaded.

1.2 Goods warehouses

The dividing line between goods sheds and warehouses was not always clearly defined: many larger goods sheds had some space devoted to warehousing customers' goods, while the large multi-storey warehouses would generally have the ground floor of the building fulfilling the functions of a goods shed, dispatching and receiving goods. Such structures were generally of at least three storeys, sometimes four, with five being the tallest recorded.

As with goods sheds, goods were offloaded onto internal platforms. They would then be transported by hoist to the upper warehousing floors. These hoists were operated by hydraulic power which was also used to move wagons within the warehouse through the use of capstans. Ropes would be attached to wagons and to the cylindrical iron capstans which would then rotate and pull the wagons along. Engine houses and accumulator towers with tanks for the water used to provide the hydraulic power were frequently to be found adjacent to large railway warehouses. From the end of the 19th century, new installations used



Figure 1
Goods handling in a major goods station: Forth Goods, Newcastle, in 1895. Although the scale is vast, the basic elements are common to all goods sheds: moving the goods by hand, with a crane for heavier consignments, and the apparent chaos of assorted packages stacked up on the platform.

electric power, but hydraulic power remained in use in many case until the depots closed in the 1960s. Another feature much in evidence in the vicinity of warehouses, both within them and outside, were wagon turntables, used to transfer wagons from one track to another, again often operated by hydraulic power. While almost all of these have gone for scrap, evidence in the form of filled-in circular depressions in the surface of the yard or rounded indentations in internal platforms may survive.

The largest railway warehouses owe much to canal and dock warehouses for their basic design. Despite a number of fires, railway companies were slow to embrace fully fireproof construction, and timber floors and roof trusses remained common well into the 1860s and beyond. The largest of these structures reached a peak of development in the late 19th and early 20th centuries with extensive use of structural steelwork as at Deansgate, Manchester (1898, listed Grade II*) and of concrete framing: the first use of concrete for a railway warehouse was at Brentford Dock, in the London Borough of Hounslow (1899, demolished). Reinforced concrete was used for pre-1914 buildings by just two companies, the GWR and the NER, and only Canon's Marsh, Bristol (GWR, 1906; listed Grade II) and part of Forth Goods, Newcastle (NER, 1906; listed Grade II; Fig 1) survive. The GWR was an innovator here with reinforced concrete depots with moving cranes and roller shutters for doors, first seen at South Lambeth, London (1913, demolished). All its inter-wars depots and warehouses of this scale have been demolished save for a goods shed of 1933 at Swindon, Wiltshire, and a warehouse of 1931 at Bordesley, Birmingham.



Figure 2
Carts, both railway-owned and belonging to customers, backed up against the cart entrances of an unidentified GNR goods shed in the Cambridge area about 1900. From Charles H. Grinling, *The Ways of our Railways* (1905).

1.3 Design

A goods shed was, in most cases, a building that was largely open inside, like a barn, with a platform on which goods could be offloaded or stored. It would often have a jib crane, usually of timber but sometimes of iron, with a capacity of about 30 hundredweight, swivelling from a bearing mounted on the platform and often secured at the top to a roof truss. Although these cranes have been taken out of the vast majority of goods sheds surviving today, there is often evidence of their presence on the roof trusses. Wagons would enter by rail though the ends of the building and carts would back up to an opening or openings in the long elevation to put down or collect goods (Fig 2). The platform might be indented for carts to reverse into the building. Sometimes, awnings were provided over the cart entrances to protect people from the weather when loading or unloading. An office would be provided for the goods staff where the paperwork was carried out, either in a partitioned area within the goods shed itself or in a small wing at one end of the building. Even where, as is often the case, the partition (usually of timber and glazed in the upper part) has gone, there may be a scar on the wall indicating its position. The same point also applies to the platforms.



Figure 3
Yate, Gloucestershire (listed Grade II), by I. K. Brunel, built for the Bristol & Gloucester Railway, later part of the MR, in 1844. Designed in Brunel's favoured Tudor Gothic style, it is one of only a handful of goods sheds built for the broad gauge to survive. The goods office, with its monopitch roof, typical of Brunel's designs, is prominent.

That was the norm: there was plenty of scope for variations. Depending on the size of the building, there could be a number of cart entrances. Some goods sheds had a second door on the end elevation with a cart road running straight through the shed parallel to the platform. A number of early goods sheds had the entry in the centre of the long façade with wagons entering by means of wagon turntables. Not all goods sheds had tracks running through them: many small ones were located alongside the track with an external platform (see below, Types of goods shed). Doors to the cart entrance could be hinged or sliding, either set back behind the opening or externally hung from rails set into the face of the wall.

Goods sheds could be constructed of brick, stone or timber. Brick or stone was most common but timber was used extensively in early goods sheds and enjoyed a revival towards the end of the 19th century when railways were seeking economies. Inevitably, timber goods sheds have been much more prone to demolition since closure and examples are now rare.

Goods sheds should be seen in the context of their setting. In smaller yards, this might take the form of two or three sidings, a cattle dock, a weighbridge hut, some bins or staithes for coal, coal merchants' offices and small buildings put up by local traders or feed merchants. In a major city goods depot, ancillary structures might additionally include stables, a house for the stablekeeper, a hydraulic power house and accumulator tower, additional covered platforms for unloading fruit and vegetables, large overhead cranes, watchmens' cabins and separate office blocks for goods staff. In the vast majority of cases, all this has gone although weighbridge huts and feed merchants' offices can still occasionally be found in the smaller yards and a handful of hydraulic installations and stables in the larger.

By their nature, goods sheds tended to be straightforward structures, deriving their inspiration more from other industrial buildings than the passenger stations to which they were often adjacent. That said, they had a strong aesthetic – what J.M. Richards has termed 'the Functional Tradition' – drawing its power from the repetition of basic design elements and the absence of decoration.

A few goods sheds were intended to harmonise with station buildings. Some had details such as windows in common. Others, such as the sheds designed by I.K. Brunel in the 1840s for the GWR and the Bristol & Gloucester Railway (Fig 3), and those on the West of England main line of the LSWR, opened in 1859, had pointed arches that accompanied the broadly Tudor Gothic designs of the station buildings. The goods sheds on the MR Settle & Carlisle line of 1875-6 were part of an overall design for buildings on that line. Certain engineers such as William Clark, who built a number of branch lines for local companies that became part of the GWR, developed standard designs that went with the stations that they designed. But only rarely was a goods shed intended to be part of an individual architect's integrated design for a station. Singleton, West Sussex (1881, listed Grade II), is the survivor of three goods sheds by T.H. Myres for the LB&SCR, which with applied timbering, cement panels incised with flower motifs and tiled roofs, were clearly intended to be seen with his Domestic Revival station buildings.

2 The Development of Goods Sheds

It took some time to arrive at an appropriate arrangement for goods sheds, perhaps not surprisingly as this was a building type fulfilling a new function, although clearly there was some carry over from marine and, more specifically, canal warehouses. The earliest examples at Darlington on the Stockton & Darlington Railway (1827, demolished) and Manchester Liverpool Road on the Liverpool & Manchester Railway (1829, listed Grade 1) had goods arriving by rail at a higher level and these were then winched down to waiting carts at ground-floor level. A similar arrangement was seen at Micklefield, West Yorkshire (1835), on the Leeds & Selby Railway and in G.T. Andrews's first designs of 1840 for the Great North of England Railway at Alne and Thirsk, North Yorkshire (demolished). A move towards single-level sheds was seen at the Darlington Merchandise station (1833, listed Grade II*) and at Hexham, Northumberland (1835, listed Grade II) and Fourstones, Northumberland (1838), sheds on the Newcastle & Carlisle Railway.

The vast majority of goods sheds were single-storey buildings which varied in length to suit the demands of traffic. However, there were quite a large number of sheds with a second storey used for warehousing, often with an external taking-in door and winch. Examples are at Arundel, West Sussex (listed Grade II) and Haworth, West Yorkshire. These were especially common in the north in manufacturing and textile districts and could run to three storeys, often with lucarnes, as at Waterfoot, Lancashire. In town and city centres, such structures could extend to four storeys with extensive warehousing space; often these specialised in a particular commodity such as cotton, wool, or potatoes. Another variation seen in urban centres was the double-pile goods shed where two of the usual sheds were joined side-by-side as seen at Stafford (listed Grade II).

At the opposite end of the scale, there were many small goods sheds that were located beside a siding without a track running through them. They often had a small external platform with a canopy over it to provide some protection from the weather. Such designs, often built of wood, became popular later in the 19th century. An example of this type of shed is at Waverton, Cheshire (1898, listed Grade II). One step below this is the lock-up goods shed, a small hut, located sometimes in the goods yard but often on the station platform, and used where traffic did not justify anything larger. In many cases the goods train stopped at the platform of the passenger station and dropped off the goods. Paperwork was done in the station building. Examples are the 1880s timber lock-ups on the LB&SCR at Fittleworth, West Sussex; Isfield, East Sussex; and Kingscote (formerly Horsted Keynes),





Figure 4 (top)
Narborough, Norfolk, a substantial goods shed built in 1846 by the Lynn & Dereham Railway (later part of the GER) using local materials of flint and brick. It is of the type with a cart entrance running through the building.

Figure 5 (bottom)
Cooksbridge, East Sussex (LB&SCR, 1854), is in almost all respects the typical English goods shed. A plain structure, lit only by rooflights, it had its principal elevations divided into three panels by pilasters. The only slightly unusual feature is that the cart entrance is not in the central panel but at one end. Photographed 1985.

West Sussex; and the GER examples at Rochford, Hockley, and Frinton, Essex.

2.1 Company designs and standardisation

It is very difficult to generalise about goods sheds on a company basis as research to date has been very patchy. What can be said is that buildings were often designed by the engineer commissioned to undertake a particular line. His designs would on occasion reappear on other lines for which he had responsibility. In the case of engineers who worked in different parts of the country, it is possible that similar goods sheds could be widely separated geographically. An extreme instance of this is a goods shed just south of Perth which was of the same design as some in Dorset and Devon.

It is argued in the Infrastructure:Transport selection guide referred to above that railway buildings became increasingly standardised after 1860. This is not always borne out where goods sheds are concerned. Some companies produced standard designs long before then. On the GWR, Brunel was producing standard designs in the 1840s in timber, wood and stone. So too was G.T. Andrews of York on a number of lines in Yorkshire that eventually became part of the NER. These were large hipped-roof structures of considerable architectural distinction, taking their inspiration from model farm buildings and, with their Diocletian windows, stables designed by Sir John Soane. Their quality is reflected in the number that are listed: Cottingham (1846), Hutton Cranswick (1846), Leeming Bar (1848), Nafferton (1846), Pocklington (1847), Stamford Bridge (1847), Thorp Arch (1847) and Wetherby (1847). It is true to say that, by the 1880s, some companies had developed standard designs, among them the GWR, LNWR, LB&SCR, FR and the NER. But many had not and, even with companies that built some of their sheds to standard designs, there were many one-off examples or designs used on one line only.

Some examples of standard designs are given below.

London Brighton & South Coast Railway

The LB&SCR, although a small company, can be taken as an epitome in the development of the goods shed. Its early designs, such as at Cooksbridge, East Sussex (1854) (Fig 5)were plain structures with little ornamentation. By the end of the 1850s, lunettes were increasingly being used to provide more light to the interiors than was possible with just a skylight. Pulborough, West Sussex (1859) (Fig 6) and Arundel, West Sussex (1863; listed Grade II), are examples of this approach. In the 1880s, the LB&SCR built numerous sheds with not only lunettes but ornate polychrome brickwork. Examples survive at Chichester and Burgess Hill (both West Sussex), and Edenbridge Town, Kent (listed Grade II). By the end of the 19th century, as with some other companies, a need for economy had become evident and steel-framed corrugated iron structures were increasingly being used, as at Emsworth, Hampshire (demolished) (Fig 12).

Furness Railway

The FR was another company that used lunettes to light the interior of its goods sheds. In the 1860s onwards, it built a number of goods sheds to similar designs which were in either brick or stone. Most but not all had buttresses dividing the bays. The well-known practice of Austin & Paley was retained by the FR as its architects and it is likely that the goods shed design originated from it. Examples survive at Bootle, Cark & Cartmel, Drigg, Grange-over-Sands, Haverthwaite, Seascale and Silecroft, all in Cumbria.

Great Western Railway

The GWR developed a standard range of designs in the 1880s. These were substantial structures with large goods offices and were very much in the industrial aesthetic with large iron-framed windows and extensive use of blue engineer's brick. The most characteristic feature was the extensive glazing of the gable ends to provide more light to the interior. Examples exist at Tetbury, Gloucestershire (1889) (Fig 11) and South Brent, Devon (1893). The design was updated at the turn of the century when the gable end glazing was replaced by three iron-framed windows, the central one taller than the others. Examples are





Figure 6 (top)
Pulborough, West Sussex (1859), shows how the LB&SCR's structures became more elaborate than that at Cooksbridge (Figure 5) with the introduction of lunettes to give more light to the interior. The canopy over the twin cart entrances is a later addition of 1901. Its use for car servicing, carried out while London-bound commuters are away at work, is typical of how the economic lives of many goods sheds have been extended.

Figure 7 (bottom)
Hartfield, East Sussex, (1866) is one of a number of small hipped-roof goods sheds erected by the LB&SCR. It shows the impact that conversion to office or residential use can have on the appearance of a goods shed with the insertion of extra windows making a major change.





Figure 8 (top)
The SER employed an austere design for the goods sheds on its Tonbridge-Hastings and Hastings-Ashford lines. The narrow, almost slit–like windows were its main distinguishing feature, along with the way in which the walls were built out to form a porch-like structure around the tall cart entrance. This is Robertsbridge, East Sussex, built in 1851 and photographed in 1984.

Figure 9 (bottom)
Alne, North Yorkshire, a characteristic example of the NER's substantial goods shed design in rock-faced stone.





Figure 10 (top)
Small sheds located alongside a siding without track running through them were common at many smaller stations. The LSWR had a standard design for these structures which was constructed at several locations in the 1860s and 1870s. Wool, Dorset, is one of three remaining examples.

Figure 11 (bottom)
Tetbury, Gloucestershire (1889) was built to the GWR's standard design of the period which employed hard red brick and large iron windows. The gable ends were provided with extensive glazing which resulted in a structure that was very light. It is about to be re-used as a community arts space.



Figure 12
The economies that many companies practised in the early 20th century are evident in the utilitarian corrugated iron-clad shed at Emsworth, Hampshire, built by the LB&SCR in 1912 as a replacement for an earlier timber structure. Photographed in 1984, it has since been demolished.

at Broadway, Worcestershire (1904), Toddington, Gloucestershire (1906) and Winchcombe, Gloucestershire (1905).

London & North Western Railway

A succession of designs marked by an absence of side windows and a corresponding reliance on roof lights were used by the LNWR for many years. The LNWR favoured a distinctive brick cogging (that is a decorative course of brickwork laid diagonally) in the recessed panels and three louvred ventilators in the end gable. It also made some use of sheds located by the trackside without the track running through them with the roof extended on each of the principal elevations to give protection when loading and unloading. Waverton, Cheshire (1898, listed Grade II), is one of the few examples to survive.

Midland Railway

Until the 1880s MR sheds frequently had pointed arches to both window and door openings. These are to be seen on the sheds provided for the Settle & Carlisle line of 1875, of which examples remain at Appleby, Armathwait, Kirkby Stephen, Langwathby, Lazonby, and Long Marton (all Cumbria, the last listed Grade II) and Hawes Joint (North Yorkshire). Earlier examples in the same vein, all of 1857, are at Sharnbrook, and Oakley (Bedfordshire; the latter listed Grade II); Wellingborough (Northamptonshire; listed Grade II); and at Bitton, Gloucestershire (1869).

North Eastern Railway

The NER developed a standard design under its architect Thomas Prosser in the 1870s which was used for some 20 years. It can be found in both brick and stone and details included the extension of the roof over the cart entrance, flat-headed iron windows and sliding doors under cast-iron lintels. Some surviving examples include that at Aysgarth, North Yorkshire (1877) and at Hexham, Northumberland (a double length version, 1872; listed Grade II).

3 Change and the Future

Due to their being located on immensely valuable urban brownfield sites, very few large warehouses have survived; the great majority of those that have are listed. With smaller goods sheds, the picture is very different; here a great many survive. Unlike some other types of railway building, goods sheds lend themselves to re-use, for residential, office, retail or warehousing purposes. But these are just the more conventional uses: among others uses are as a brewery, a theatre, TV and recording studios, museums, a university library, a sports hall, churches, a garden centre, a riding school, roller skating rinks, garages, event venues, restaurants, indoor markets, dentists' and vets' surgeries, and self-catering accommodation. The open interior provides a blank canvas that may be left open or subdivided as required. In most cases his has inevitably led to the removal of the internal platform and jib crane, although a restaurant in the former goods shed at Brockenhurst, Hampshire, has retained the crane as a decorative feature. The continued existence of well over 600 goods sheds and warehouses points to the resilience of a building type that has been obsolete for its original purpose for over 40 years.



Figure 13
The large warehouse at Huddersfield, West Yorkshire (listed Grade II), built by the LNWR in 1885, is typical of the impressive and well-detailed structures erected by the company. It was innovative in having a hydraulically powered wagon hoist (just visible on the right of the photograph) that lifted wagons to the third storey, the greater height of which is clearly visible. Taking-in doors can be seen on the left, giving access to the three floors used for warehousing.



Figure 14
Burton-on-Trent, Staffordshire, had many large warehouses serving the brewery trade of which two survive. This is the MR's Bonded Stores and Grain Warehouse No. 4 (listed Grade II). Painting the owning company's name and that of the warehouse in large lettering on the brickwork was commonplace with these large buildings.

4 Further Reading

Considering their importance in the history of railways, there has been surprisingly little written about goods sheds and warehouses, certainly when compared to writing about passenger stations. John Minnis, *The Railway Goods Shed and Warehouse in England* (forthcoming) is an introduction to the subject with a gazetteer of surviving examples and a detailed bibliography. A couple of important articles that have taken a broad view of the subject are: Gordon Biddle, 'Goods Sheds and Warehouses', *Journal of the Railway & Canal Historical Society*, **32** part 4 No. 166 (March 1997), 293-9 and Michael Nevell, 'The Archaeology of the Rural Railway Warehouse in North-West England', *Industrial Archaeology Review*, **XXXII** No. 2 (November 2010). Gordon Biddle's *Britain's Historic Railway Buildings* (2nd edition, 2011) includes (and illustrates some of) the listed examples. Bill Fawcett's *A History of North Eastern Railway Architecture* **Vols. 1-3**, (2001-5) provides the most comprehensive survey of a single company's structures while the same author's *George Townsend Andrews of York 'The Railway Architect'* (2011) covers the impressive sheds by Andrews. For major goods depots, Michael Hunter and Robert Thorne, *Change at King's Cross* (1990) covers one of the largest and three works by Tony Atkins, *GWR Goods Services: An Introduction* (with David Hyde, 2000), *GWR Goods Services: Goods Depots and their Operation Parts 2A* (2007) and *2B* (2009) give an idea of how they functioned with a mass of valuable illustrations.



Figure 15
The goods depot at Bristol Temple Meads, GWR, was completely rebuilt in the 1920s, the work being completed in 1929. The depot exemplifies the move towards large single-storey structures, steel-framed with corrugated iron cladding, often with large open-sided areas, that occurred in the inter-war years. The sheer scale of such facilities, close to a city centre, is clear from this aerial view of 1938. Following closure of the depot, the site has now been redeveloped.

4.1 Abbreviations

BR British Railways

CLC Cheshire Lines Committee (GCR,GNR,MR)

FR Furness Railway

GCR Great Central Railway

GER Great Eastern Railway

GNR Great Northern Railway

GWR Great Western Railway

L&YR Lancashire & Yorkshire Railway

LB&SCR London Brighton & South Coast Railway

LCDR London Chatham & Dover Railway

LMS London Midland & Scottish Railway

LNER London & North Eastern Railway

LNWR London & North Western Railway

LSWR London & South Western Railway

M&GNR Midland & Great Northern Joint Railway (MR,GNR)

MS&LR Manchester Sheffield & Lincolnshire Railway (renamed Great Central Railway 1897)

NER North Eastern Railway

NSR North Staffordshire Railway

SER South Eastern Railway

SE&CR South Eastern & Chatham Railway (working union of SER and LCDR from 1899)

5 Acknowledgements

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Images
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HEAG115
Publication date: March 2016 © Historic England
Design: Historic England