

THE SURVIVAL AND SIGNIFICANCE OF THE RAILWAY GOODS SHEDS
OF GEORGE TOWNSEND ANDREWS

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Abstract.

This is the culmination of a study of the goods sheds designed by George Townsend Andrews for the York and North Midland Railway in the mid-1840s. The sheds have the potential to be of significant value to the archaeological world, particularly in an industrial context.

A number of surviving examples, of varying levels of preservation, have been looked at to the standards of English Heritage Level 1 buildings survey. Their significance as archaeological resources, and as a part of the industrial and railway heritage, has been explained, and their potential for adaptive reuse assessed.

The data collected in the survey and investigation has been presented to allow further study of these buildings in archaeological, buildings conservation, and railway historical contexts.

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Preface.

This work is an attempt to bring together my lifelong love of railways and architecture, my concern for building preservation, and my belief that there is the potential to provide benefits through educating the wider public on railway heritage. I have tried to make information on George Townsend Andrews more accessible through this study, in order to give a pioneering railway architect more of the credit I hope to show he and his work deserve.

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Author's Declaration.

This thesis has been entirely my own work. Where material is included from other sources they have been credited. I visited all of the sites mentioned personally, and carried out my own surveys as well as using information from other published primary and secondary sources, which have also been cited and referenced appropriately.

Introduction.

This dissertation will examine the surviving goods sheds designed by architect George Townsend Andrews for the York and North Midland Railway (YNM), and their potential for future reuse and preservation through listing and other measures.

The purpose of this study is to look into an often ignored area of railway history and archaeology: railway buildings. Most railway books and articles focus on steam or diesel engines. Others concentrate on carriages and rolling stock, company histories and the private recollections of former railway men (Morriss 1999, 12). There are very few written works on railway archaeology, and fewer yet on the future of that archaeology in an ever-changing world of high-speed, modern railways.

This dissertation will look at a frequently overlooked aspect of railway archaeology and architecture, little buildings that served the freight sector for over a century: goods sheds. It will specifically examine the current state and preservation of the 1840s goods sheds designed by George Townsend Andrews for the York and North Midland Railway in Hull, Scarborough and the area around York. Furthermore, it will offer recommendations for the future preservation and conservation of surviving sheds designed by Andrews.

Britain's termini and larger railway stations have been seen as the epitome of railway architecture for many years, and rightly so. They not only served as stations, but also displayed the wealth and power of the companies who built them. The golden age of railways adorned Great Britain with magnificent train sheds, elegant viaducts and impressively massive bridges, all illustrating and lauding the great companies that built them, and the prominent men who designed them. But behind the image of elegance and opulence was the hard working backbone of the railway economy: the freight sector. Men worked day and night to keep the network flowing as efficiently as possible, often under great stress to perform, despite using very basic equipment. Freight carried on Britain's railways was often the only source of goods for rural, isolated communities and many inner cities where transportation by other means was unacceptably slow or difficult. Every town, village and city in Britain had at least one goods depot, along with sheds where railfreight was deposited and transported wherever necessary (Morriss 1999, 135). Even the smallest manned station had some freight capacity, even if only a few coal staites or a single siding.

This study will show what conditions contribute to the survival or demise of railway goods sheds in rural locations. It will illustrate that an opportunity to preserve a rare group of buildings exists; a group of buildings designed by a single architect, for one of Britain's earliest and most influential inter-city railway companies. The main points that will be presented are: the historical importance of goods sheds in connection to railway freight service; the architectural significance of these goods sheds, specifically as a closely-grouped output of a single, York-based architect; and their archaeological importance as a rapidly diminishing archaeological resource often lacking protection and proper care. The survival of this large, influential and pioneering group of railway buildings, from the turbulent age of early Victorian railway boom must be recognised and capitalised upon. This can be accomplished through study, preservation and renovation, thereby ensuring their future as a recognised and important part of our industrial heritage.

An initial introduction to railway goods sheds will incorporate their use during the 19th and 20th centuries, their decline and eventual fate in the later decades of the 20th century, when railway freight declined as a result of cuts, competition and rationalisation (Vaughan 2012, 30). This general history and overview of the use of goods sheds in chapter two will draw on contemporary sources as well as more recent academic study to build a detailed picture of the developments that brought about the goods shed as a concept, as well as the many reasons why they were deemed superfluous in the latter half of the last century as a result of the rationalisation and redevelopment of British Railways (Anthony and Rogers 1989, 22). A comparison between the relatively well-preserved goods sheds and stations of the Hull to Scarborough line, and the poorly-preserved, demolished goods sheds of the line between York and Scarborough will also be conducted. This line is optimum for comparison as its sheds were constructed contemporary with those of the Hull to Scarborough line and were also designed by architect George Andrews. Though some demolished sheds will be examined to provide context, the main focus of this work will be George Townsend Andrews's surviving sheds.

The third chapter will introduce architect George Townsend Andrews and the buildings he designed as YNM's architect. George Andrews was a York-born architect of some renown, whose designs became standards for several railways including the North Eastern and Great Northern (Fawcett 2011, 214). His name is no longer so well known however, and

few modern publications give honourable mention to this talented and pioneering man. The principle design features of the routes' sheds will be described, the main architectural idiosyncrasies of each highlighted and main construction materials examined. This will form part of later analysis of individual buildings, and serve as a base for recommendations of preservation and future care. A number of demolished sheds, built to one of Andrews's unique designs, will be examined and the significance of the design will be explained. This impacts the thesis' primary aims and the wider world of railway architecture, specifically the pioneering use of cast iron and timber by Andrews and the world-famous I. K. Brunel (Palmer, Newell and Sissons 2012, 256).

The methodology used for this study will be explored in chapter four. This will include fieldwork employed to gather further data on the present state of the buildings, the sheds' surroundings, continued post-railway ownership, use and any obvious threats in need of attention as identified by physical examination. A significant amount of information from published sources will support and compliment fieldwork and survey findings as presented in chapter five.

An analysis and comparison of data from published information and physical examination of the goods sheds, their contexts, their levels of protection and validity in their modern settings will follow in chapters six and seven. This will form a critical part of the work, as their potential for preservation depends on their potential for reuse and retention as individual, freestanding buildings. Many of them may have been altered and changed, which may also affect their significance, potential management and any structure of future preservation care. A case will also be made for dilapidated sheds in the study area to be protected, despite their poor condition, as some still display a number of original features.

The final chapter will draw conclusions from the data on the condition of the goods sheds surveyed, then offer recommendations for better-ensured future preservation, after determining listing and statutory protection needs, as well as any necessary physical repair work or restoration. The state of railway building preservation in general, the goods sheds' contribution to it, and whether more might be done to bring them into the limelight of the railway heritage world will be discussed. These unassuming buildings may not have been designed as grand displays of opulence, but their past significance and continued existence,

despite their virtual abandonment by the railways they once served, makes them significant nonetheless.

The fact that these buildings represent the main output of a single architect makes them unique and an important part of Great Britain's railway heritage. It is rare that such a closely grouped number of small industrial buildings, such as these, are still extant across a county, as is the case in Yorkshire. Their study, preservation and future care should be a heritage priority. It is hoped that the data collected and the observations made will impact the future care of railway buildings and the significant part they play in telling Britain's industrial story. This in turn will inspire more appreciation by people both in the railway heritage industry and the wider archaeological community.

Literature Review.

The aim of this chapter is to provide an overview of the publications available that are pertinent to this dissertation, and which might serve as informative reading for further research into the subjects covered. The chapter will begin by looking at the background reading available, work on railway history in the North East, the architecture and the archaeology of railways. Specialist books on the legislature of protection and theory of conservation will then be examined, and their useful content exposed; any valid points or appropriate methods will be shared. If any of the publications reviewed are lacking in some aspect of academic quality or content, this will be pointed out, however there are no irrelevant items included, as this chapter is intended as a brief guide to the reading matter available which is of use to my research, not the vast subject of railway heritage as a whole.

The wealth of historical railway books and magazines available is evident from the number to be found in any stationer's shop, bookshop and library. Many of them are voluminous general histories of the British railway network, with many ponderous chapters on the financial oddities of the 'boom years' in the 19th century. There are many more that focus on regional lines, and are often the preserve of enthusiasts and retired railwaymen, writing on their own particular stretch of line. These books may be amongst the most useful, as it is almost a certainty that nobody will have as specialised knowledge on local railway history than the men who worked the line.

In recent years several excellent books have been written on local subjects pertinent to this dissertation. Bill Fawcett's work has spanned several railway companies, architects and areas in Yorkshire, and his books are of great value in researching this area of railway archaeology and architecture. His large three-volume work (2005) on the architecture of the North Eastern Railway (NER) is an excellent starting point for the study of local railway architecture. This study includes considerable detail on the goods sheds themselves, their features, and their development from the 1840s onwards (Fawcett 2005, 69). The books not only detail buildings on our line of study, but also those on other NER routes, and those of other architects, not just Andrews.

There is further information on Andrews and his achievements available in a biography by Bill Fawcett of George Townsend Andrews, *George Townsend Andrews of York, "The*

Railway Architect” (2011). As well as personal information, there is also further detail within the book on the goods sheds designed by Andrews, this time in a more closely focused geographical area, also taking into account the wider influence of Andrews’s works (Fawcett 2011, 215).

Further historical information on the York and North Midland Railway, the company which commissioned Andrews to design his goods sheds, can be difficult to find, as despite its relative longevity, it was later absorbed by the more famous and successful NER and LNER. One source is Cook’s 1996 work *The History of the York and North Midland Railway*. The book is a general history of this early company, its financial and operational details, and some of the larger players in its development and eventual demise.

For some more coverage in support of Fawcett, the article by Minett in *the Journal of Transport History* provides more clarification. Minett writes on the railway stations specifically, and describes the different aspects of Andrews’s designs compared to the conventions of the time, and those of other architects (Minett 1965, 48). He also goes into some details regarding the life of Andrews, and his assistance in founding the Royal Society of Architects (Minett 1965, 52). His working relationship with George Hudson is also looked into, and further details of their collaboration on the Whitby project and YNM are provided (Minett 1965, 45). The article is useful to us in this context because it provides a further example of the influence of Andrews beyond the immediate world around him, and the detailed academic investigations of Dr Fawcett.

Other books on the local lines around York and Scarborough tend to be more interested in operations and train workings than architecture, but are useful for background information nonetheless. Stephen Chapman details the freight operations of the York-Scarborough line in his 2008 book *Railway Memories Number 19: York to Scarborough, Whitby and Ryedale*. The book is mainly dedicated to the train working times and frequency of the line, as well as photographic cataloguing of the route. Some information on the buildings themselves is also included in the volume, and the various types of goods handled at each station is included to provide further detail on the line’s goods capabilities and handling requirements (Chapman 2008, 18). The closing dates and other goods facilities present under BR are also described through text and photographic evidence, such as the length of

sidings and the number and weight load of cranes to be found at each site (Chapman 2008, 45).

Some further details and confirmation of closing dates and station names can be found in *The Lost Railways of Yorkshire* by Neil Burgess (2011) and *Eastern Main Lines: York to Scarborough* by Mitchell and Smith (2012). These two volumes are mainly concerned with showing the closing dates and failures of the line, and mainly show old photographs to illustrate the line's former glory. However, there is often a discrepancy between railway books regarding the dates of closings as some take official documents for their sources and others use personal accounts from staff. A source of confirmation is useful to have in this instance.

As well as an understanding of architecture and the general history of the railway, a working knowledge of the principles of railway freight operations and economics is vital to understanding the lives of railway goods buildings. Many buildings served a very specific purpose whose nature might be misunderstood without a broader knowledge of the functions of railfreight buildings and infrastructure. There are several books with pertinent information available, many very detailed in their descriptions.

The best place to look for contemporary information on the opinions and options British Railways had in 1960s is the British Railways Board report *The Reshaping of Britain's Railways* of 1963. Published at the beginning of the rationalisation programme of the 1960s, this report outlines the financial problems which led to BR's adoption of through trains and larger, centralised goods depots in place of the uneconomical and unremunerative minor sheds of previous decades (BRB 1963, 54). It was used as a means of justification for the already long-held plans that BR had formulated for the use of large depots, and was also used as a means to explain and justify the mass dismissals of the 1960s and 1970s, which were an unfortunate result of the measures that were taken by BR. A number of facts, figures and graphs also provide the detailed financial reasoning one would expect from such a drastically reformative and controversial government paper (BRB 1963, 25-6).

For some general historical operations information and the changes which took place prior to the Beeching rationalisation, Anthony and Rogers's *Rail Freight Today* (1989) is a good

though now anachronistically titled source. The book's title describes its purpose; and its information on the pre-privatisation freight operations of BR is quite detailed. Such decisions as the introduction of Coal Concentration Depots and the use of larger 'merry-go-round' wagons for non-stop trains are covered, as well as statistical information on rail freight (Anthony and Rogers 1989, 120).

John Vaughan's recent book *The Rise and Fall of British Railways Goods & Freight* (2012) is intended as a general history of the workings, failures and adaptations of British Railways' freight operations and goods department from 1948 to the privatisation of the 1990s. It provides a good source of basic information on subjects such as Dr Beeching's rationalisation of 1963, which caused the closure of many freight termini and lines (Vaughan 2012, 35). The various restrictions imposed on BR are also detailed, such as the Common Carrier Obligation and Railway Merchandise Charges, which again give some more background information on the state of BR goods operations after the Second World War (Vaughan 2012, 31).

An indispensable angle of study is that of industrial archaeology. What more perfect illustration of the road and rail transition could there be than a railway transshipment shed? The Council for British Archaeology's *Industrial Archaeology: A Handbook* (2012) contains guidance on the reuse and preservation of industrial buildings, as well as advice on best practice such as appropriate organisations for care and to advise on any problems encountered (Palmer, Newell and Sissons 2012, 29). A number of examples of industrial buildings are covered, including railway goods warehouses and smaller rural goods sheds, including those designed by George Townsend Andrews (Palmer, Newell and Sissons 2012, 257). Indeed, the many options for the reuse and conservation of goods sheds and other small railway buildings are discussed in detail, both options which have been successful, and also those which have proven ill-considered in hindsight, when examined. Not only practical options, but also legislative options are covered, such as listing and the use of the Railway Heritage Trust (Palmer, Newell and Sissons 2012, 262).

The volume written by Biddle and Nock (1983) on the railway heritage of Britain is notable as it provides details on George Andrews's design prowess, and information on many of the buildings, bridges and other features of Britain's railways that are of interest in terms of the industrial heritage. For our purposes it gives some information on the reputation and

legacy of Andrews and his designs. Nock and Biddle consider Andrews to be a pioneering architect worthy of study.

J. Taylor's 1978 work on the architectural medal and its history is of use inasmuch as it allows us to see what the contemporary world of architecture thought of George Andrews. It is clear through his admission to the architectural medal and Royal Academy that in his day he was well-respected by his peers. This information is not available in many other places, thus this slim volume provides us with background information we would otherwise be without.

Many of the buildings designed by Andrews were surveyed briefly by Pevsner, the renowned architectural historian, and have been mentioned in his volume on Yorkshire (1966). This book provides little in the way of details, but does allow the work of an architect to be located and compiled for further study.

The work of Orbasli (2008) on architectural conservation provides some very useful guidance on what exactly makes a building worth saving and studying. Orbasli's book goes into great detail in explaining the economic, aesthetic and informative benefits of preserving and conserving former industrial buildings, with particular emphasis on buildings in crowded urban contexts (Orbasli 2008, 191). Some specific mention is made of railway heritage as an holistic category, and also to sheds and warehouses as building types worthy of reuse themselves (Orbasli 2008, 192). Within the context of this study, the book provides some reinforcement to the criteria provided by heritage management organisations on why certain building types are deserving of study and conservation. Therefore it is useful, as it allows another opinion on the importance of reuse and preservation to be sought, and further clarification on why industrial buildings should be studied and saved.

As we have seen, there are many books covering many aspects of railway history, archaeology, architecture and operations. All of these are of some use to this dissertation, and are all produced to varying levels of quality. The works relating specifically to the buildings of the York and North Midland Railway are of primary importance, as well as those that address the goods situation under British Railways and British Rail. Those

contemporary papers and reports produced by the British Railways Board provide a fascinatingly detailed view of the situation as seen by those in power.

Chapter 1. A History of Railway Freight.

This chapter provides a basic introduction to the history of the railway goods sector of Great Britain in the 19th and 20th centuries, giving details on the use of goods sheds within the wider context of railway freight transport. It also provides details of the importance of goods sheds in a wider railway archaeology and historical context by looking at the impact of railway freight on the economy of Britain. The general history of goods on the railways is supported by both contemporary publications from official sources, and by historical and academic works. The importance of goods sheds themselves is looked into in a broad context, and their potential importance in archaeological terms is also assessed.

For several decades the history of early inter-city railways has depended on economic studies such as Simmons's 1986 work concentrating primarily on shares and profits distributed by railway companies and their members, or on large, sweeping works of academics and well-known popular writers, such as O. S. Nock's essential histories of Britain's Railways. These large volumes tend to be drily historical, comprised of figures and chronologies of parliamentary debates; not particularly engaging reading. Smaller volumes written on specific railway lines or events in railway history provide exceptions to those broad works. These numerous specialty books, often published and distributed locally or through specialist distributors such as Ian Allan are often written by former railwaymen on their local route. The Oakwood Press series on local routes in the 19th and 20th centuries, and Stenlake Publishing's 'Lost Railways' series are particularly strong examples. Similarly narrow in scope, most railway architecture books focus on railway stations themselves, understandable as the majority of people come into contact with the railways there. However the lack of studies on equally useful, though less impressive buildings, deserves attention.

Unfortunately, few of these works acknowledge the lack of academic or notable specialist studies on railway building archaeology. Among the exceptions are Dr Bill Fawcett's recent work, which has gone some way to rectifying this issue, at least in the study of railway archaeology in the North East of England. The Council for British Archaeology (CBA) recently also published *Industrial Archaeology: A Handbook* (2012), containing information on the archaeological significance of railway buildings, including content on George Townsend Andrews. English Heritage is also planning a nationwide study of goods sheds

and signal boxes in 2014, with a view to analysing their potential for listing and preservation (English Heritage 2013). This highly encouraging development will doubtless help bring the archaeology of railway buildings of all types into public awareness.

The railway freight industry began centuries before the first steam locomotive to haul a train in 1803. However, as this innovation allowed the mass intermural transportation of freight, and thus heralded the birth of the modern railway, we shall look into it in more detail here. Richard Trevithick, a Cornish engineer, built an engine to run at the Penydarren colliery in Merthyr Tydfil, which hauled ten tons of coal (Rattenbury 2004, 51). From that day on, trains had the capacity to haul more freight at a greater speed than horses. Between the years 1844 and 1851, the railways used approximately 18% of Britain's annually produced pig iron, and a third of the total bricks produced in the whole country, totalling around 470 million bricks (Hylton 2007, 173). By 1851 a third of the railways' receipts in total came from freight haulage, and all mail that needed to be delivered long-distance was taken by rail where possible. The railways were quickly becoming the preferred method of hauling goods and parcels, resulting in many cases of litigation against railway companies by smaller haulage and delivery companies (Kostal 1994, 202). By the end of the 19th century, the railway companies of Great Britain were some of the largest commercial bodies in the world, and the monopoly they held over the passenger and freight haulage of Britain was virtually unchallenged.

Prior to the First World War most villages' and towns' domestic requirements were provided either through local production, or via the local rail freight terminal. Cattle were one of the most frequently carried loads on 19th century railways. For many rural lines and stations, livestock was the mainstay of the local economy. By the late 1840s, railways carried nearly two-thirds of Britain's cattle due to the massive speed advantage of railways over drovers (Barker and Savage 1974, 81). The journey from Yorkshire to London, which would previously have taken several days, could now be accomplished in a matter of hours. The York to Scarborough line used this transportation advantage, as trains frequently supplied the cattle markets of Seamer and Malton. However, the rapidly reduced cost of transporting cattle and livestock was only one factor in the growing popularity of train transportation. Some 19th century opinions asserted a droving journey would reduce a cow's weight by 8lbs per day, making transporting cattle by rail a two-fold advantage, as the cattle would not be losing weight through strenuous exercise (Faith 1990, 137). Thus

the railways provided a new, efficient, and far quicker way of transporting livestock, compared to the traditional droving techniques used before their development.

Areas along the York to Scarborough line utilised small, wooden loading sheds to quickly and efficiently load and unload agricultural products for market. This became such an effective, comprehensive method of industrialising and mechanising cattle transport, that in 1888 only 22 of the 415 cattle markets in Britain were located more than 3 miles from a railway station (Simmons 1986, 326). In later years a further twelve received railway links (Simmons 1986, 326). Between 1865 and 1869, the national combined receipts from cattle and livestock transport totalled £572,000, accounting for 15% of the total value of railway goods carried (Simmons 1986, 328).

While mass storage and rapid transit of goods and produce allowed established industries and businesses the chance to expand, it also allowed regional specialisms to rapidly accelerate and increase their output. The cloth industry of west Yorkshire, brewers of Burton, slate quarries of North Wales and the agriculture of the East Riding all benefited from faster transportation provided by railways (Faith 1990, 135). Larger regional centres like the cattle market in Malton thrived on the railway's presence, but many smaller markets were not able to continue in the face of centralisation. The burgeoning freight sector of the new railways also required support provided by new trades and businesses. Likewise, this required men who could carry items, load wagons, fill out invoices and receipts of goods, operate points and signalling systems and tranship freight in the goods sheds and warehouses (Faith 1990, 128). All of these factors affected by the arrival of the YNM irreversibly changed the character of the region. The railways created a new national subclass, and an entirely new type of citizen along with it; one who would rely on the railways for his work, his healthcare and potentially his housing as well (Vaughan 1997, 350). The railwayman was born.

New options, introduced by the railways, changed the physical appearance of the county, and the occupations and lifestyle of Yorkshire's workingmen changed along with it. A national network, conceived of by George Hudson, now served the sleepy villages between York and Scarborough. George Hudson was born the son of a farmer in Scrayingham, near York, in 1800. He moved to York as an apprentice draper and, in 1827, inherited a fortune of £30,000 from a great uncle (Bell 2008, 58). With his newfound wealth he began to build

himself up as a politician and became Lord Mayor of York twice before 1848. We will see his fate as a railway pioneer later, but his influence is undeniable, and he is partly responsible for bringing the first railways to York and East Yorkshire (Arnold and McCartney 2004, 43). The East Coast linseed oil industry, cattle of the York to Scarborough route, and Hull import centre were the railway's major freight hubs in Yorkshire. For the first time, local shops now stocked items and produce from all over the country and abroad. Bricks, stone and other building materials such as Welsh slate could be brought in from further afield, as an alternative to locally produced materials such as pan-tiles. The humble goods shed played an important role in this new system. More than just a warehouse, it was a nationally present starting point for locally occurring changes; spreading the wares of the empire to new recipients, loading produce from local industries to take further afield than ever before, introducing new possibilities through novel goods stored and shipped through them and accommodating increasing demands resulting from changing tastes.

There was no substantial backlash from farming communities with the arrival of railway transport. In fact, railways benefitted farmers by allowing agricultural materials and livestock to be moved far quicker than before, dramatically growing returns on farm produce due to an increase in traffic and output resulting from new agricultural techniques developed throughout the Industrial Revolution. Additionally, the railways did not destroy road and canal transport, but promoted growth in other ways. While direct competition in passenger and point-to-point intercity transport was almost wholly eliminated in the 1840s, roads reaped the benefits of the railway boom by increased traffic through carriages to and from railway depots and stations (Barker and Savage 1974, 68).

Goods sheds are simple structures, usually built of brick or local stone, holding freight such as perishables, food, livestock and other materials transported by train. Here they were unloaded and shipped to other local recipients, or loaded onto a train for carriage elsewhere. As with many former industrial buildings, a variety of good sheds sizes, which varied depending on the requirements of the station, lends itself well to flexible modern reuse (Cranstone 2005, 103). York's freight capacity, for example, was very large due to its position in the railway network as a transport hub. The sheds north of the passenger station were nearly as large as the main station itself. They are now used to house the main collection of the National Railway Museum. In contrast, Stamford Bridge goods shed is

about the size of the average church hall, as the population of the village is also relatively small. The local community now uses it as a village sports hall.

Today the idea of a goods shed is an anachronism, a charming reminder of the once all-encompassing nature of railways and their extraordinary flexibility of carriage. Though they are a threatened building type, they are often overlooked by the academic world, and their crucial contribution to the economy has been all but forgotten (English Heritage 2013). This oversight resulted not only from the often-cited shift from rail to road transport, but also from the use of larger railfreight termini and freightliner style depots for transshipment of goods to road links.

Railway freight was at one time the main method for transporting goods by land. In contrast, by 1985 only 9% of Britain's freight was carried by rail (Anthony and Rogers 1989, 120). The 1938 London and North Eastern Railway receipts list states that statistically there was one railway wagon for every 160 people in Great Britain, without counting the other three companies in the 'Big Four' created in the Grouping of 1923 in order to manage competition between the myriad companies in operation prior to this (Goslin 2002, vii). After the Second World War however, strict limits and constraints placed on railway freight tariffs by the Railway Merchandise Charges of 1957 legally required British Railways to carry any and all goods requested by customers and clients, even if it proved financially unsound (Vaughan 2012, 31). For this reason, road transport quickly became a cheaper and more competitive alternative. Between 1953 and 1973, the number of staff employed in British Railways's freight division fell by one third from 594,000 to 223,000 (Vaughan 2012, 32). Many lines and freight stations closed after 1963 under Dr Richard Beeching's famous 'axe' of rationalisation. Freightliner hubs and terminals were built to centralise and rationalise freight operations. This new regime made many smaller sheds and sidings redundant as longer 'block trains' were used and freight was transported from terminals to local stations and end points by road (Vaughan 2012, 35). By the 1990s privatisation and the demise of British Rail caused a huge number of railway buildings and swathes of railway land to be sold, demolished or redeveloped and repurposed. Unfortunately goods sheds were simply no longer useful. As a result, many were demolished to make way for car parks, housing estates or supermarkets. The East Yorkshire lines are no exception; line closures and shed demolition was commonplace, most notably between York and Scarborough, and on the now defunct York to Selby branch (Burgess 2011, 48).

However, some goods sheds have found new uses and been listed or preserved. Industrial buildings, even unassuming ones like goods sheds, are significant in a number of ways. Clark (2005) argues that in order to hold any significance, industrial buildings must have the potential to inform an audience in some fashion (Clark 2005, 112). According to the Heritage Lottery Fund's 2001 memorandum, heritage can be defined as 'buildings, objects and the environment, whether man-made or natural, which have been important in the formation of the character and identity of the United Kingdom' (Heritage Lottery Fund 2001, 1). Great Britain's railway heritage has left indelible marks on the landscape. It encompasses not only stations and functioning trains, but also bridges, sheds, warehouses and trackbeds that are no longer in use (Orbasli 2008, 33). English Heritage considers goods sheds a threatened building type because of their frequent isolation from rural settlements and a resultant lack of demand for their further preservation and reuse (English Heritage 2013). Along with increasing rarity due to demolition and unsympathetic conversion, they offer several compelling criteria for preservation and future study. Are George Andrews's goods sheds specifically capable of displaying sufficient historic interest to be considered part of our railway heritage worthy of archaeological attention? Nock asserts that surviving goods sheds displaying a number of typical features attributed to Andrews 'made an enduring impression on the north-east' (Nock and Biddle 1983, 38). This impression can still be seen in preserved and surviving stations, sheds and buildings designed by Andrews, as explored in more detail in later chapters.

Rapid and national expansion of railways allowed for nationwide and regional expansion and industrial acceleration. Local industries along the Yorkshire lines also expanded and broaden their reach through varied produce transported further and in greater quantities than ever before through the railways. The railways and their facilities ushered in a new, modern era of mass transit and long-distance insular and international trade at scales and speeds never before imagined possible. The goods shed had become a hub at a local level, a focal point for the new industrial and economic possibilities of the newly emerging railway age, and remained thus for the next century. However, the demise of the rural and local rail freight services in the mid-twentieth century resulted in closure, demolition and liquidation of thousands of goods sheds in both urban and rural locations across Britain. These goods depots and buildings were a reminder for British Rail of an unremunerative past and the follies of earlier times. Ultimately, they became victims of demolition or

neglect because of their allusions to these past failures, whilst their loss was simultaneously mourned by the enthusiast community, and is now being slowed and prevented from future continuation, as the survey chapter will show.

Chapter 2. The Lines and their Sheds.

The following chapter will look at the lines to be studied more closely, now that we have examined the general history of railway freight and its effects at a national level. We will now look at the York-Scarborough and Scarborough-Hull lines respectively, and the goods sheds which served them. The chapter itself is intended as an introductory description of the sheds themselves within the contexts of their lines and will describe their role and significance at a more regional level than the previous chapter's more general railway history. Data sets, raw data and information will be provided later in this dissertation in the appendix.

The line running east from York to Scarborough will come first, with its now sadly lost, though still interesting and unique, wooden loading sheds, and the sole surviving brick built shed at Ganton. This will be followed by the line from Scarborough down the east coast to Hull, incorporating many original Andrews sheds designed and built in the 1840s. The data does not include the goods facilities at York, Scarborough or Hull as this dissertation's focus is on the minor and rural goods sheds of East Yorkshire, and as a result the larger urban stations here are out of the scope of this study. The freight capacity of Scarborough is also now reduced to nil, though York and Hull still have thriving freight stabling and import/export facilities respectively.

The York to Scarborough Line.

Leaving the East Coast Main Line to its northwest, the Scarborough line crosses the River Ouse over Scarborough Bridge, designed by Robert Stephenson based on an earlier bridge over the Dee at Chester, built in September 1846. It then continues eastward past the former junction of the Foss Islands and Selby branches towards Haxby, the next large town along the route, and formerly the location of the line's first intermediate station. The line to Scarborough was officially opened on the 8th of July 1845. By 1847, traffic had become so heavy that a second track was laid to cope with the increase in passenger and freight demand (Cook 1996, 19). At one point there were fifteen stops between York and Scarborough, but in the 1930s the vast majority were closed to passenger traffic except for Malton and Seamer, which remain the only intermediate stations open to passengers today. The stations that closed are now only accessible by road, and as many of them are

still located on active byways and lanes, most of the station buildings and crossing keepers' cottages have survived into private use as homes.

This dramatic fall in goods traffic can mainly be blamed on the cheap and rapidly expanding motorised road transport becoming available after the First World War. Malton is one of the only large towns between the two terminal stations of the route, and the other stops that once dotted the line were frequently located some distance from the hamlets, villages and towns they supposedly served. Stations along the line were (in order): Haxby, Strensall Halt, Strensall, Flaxton, Barton Hill, Kirkham Abbey, Castle Howard, Huttons Ambo, Malton, Rillington, Knapton, Heselton, Weaverthorpe, Ganton, and Seamer (Mitchell and Smith 2012, ii). Kirkham Abbey lasted longer than the other intermediate stations and did not close until 1964, by which time it handled mainly local farm traffic. The station at Castle Howard was unique as it was used as the Earl of Carlisle's personal stop and was specially designed by Andrews to complement its nearby namesake country house. The other stations and halts were all closed to passenger services on or around the 22nd of September 1930, with a few sidings, mostly in Malton, Castle Howard and Seamer, continuing to be used for the stabling and transport of light goods and agricultural materials (Burgess 2011, 38).

Though it is still a relatively well serviced passenger route, the line to Scarborough once also had a fairly frequent freight roster, with cattle markets at Malton and Seamer generating some traffic until the 1960s, as well as the many farms producing agricultural goods and produce. As previously mentioned, cattle was once a primary source of freight revenues, and in 1913, 3232 wagons of cattle were dispatched from Malton alone (Hoole 1985, 92). In 1959 and 1960 however, the service had begun to diminish significantly. There were now only 8 timed goods workings per week between York and Scarborough. These trains carried mainly fish and agricultural material, though there was also the occasional newspaper drop off to be handled by train crews as well (Chapman 2008, 18). The final end to the goods operations of the route came in 1992, when the oil workings to the terminal in Scarborough finally came to an end. The majority of the intermediate stations had, by this time, lost their freight stabling facilities, and all had been long closed to freight traffic anyway.

Only one station, Ganton, had a brick-built goods shed on this section of the survey site (Chapman 2008, 47). This shed conforms in design to those on the Hull to Scarborough line, with a hipped roof, a stone string course halfway up its sides, and semilunar windows along the sides. All the rest of the stations made do with their characteristic hipped-roofed, partly timber-clad loading sheds, supported by cast iron columns on platforms-cum-loading bays. These were all designed by George Andrews, and the loading bay design was also used on the line from Scarborough to Hull as loading bays for the line's more substantial brick- or stone-built goods sheds (Fawcett 2011, 213).

It is possible that the light nature of the goods requirement of the line was predicted prior to opening, and as a result only small buildings were assigned to the line. As has been discussed, many of the stations were several miles from their namesake villages. As these buildings were light, they quickly became superfluous. Such small, rural sheds and other buildings are possibly the most critically threatened with demolition (Palmer, Newell and Sissons 2012, 257).

The Hull to Scarborough Line.

The situation on the Scarborough-Hull line was far removed from that of its neighbour. The line travels south through the centres of a number of larger villages and towns, many with light industrial sectors and connections to the two large towns terminating the line, and some with active and longstanding tourist passenger traditions, such as Filey, Beverley, and Bridlington. The line twists through the countryside and close to the east coast, popular with tourists throughout the 19th and 20th centuries. The former Filey Camp branch to its once bustling holiday camp provided both passengers and the resultant demand for provisions by rail.



Figure 1. A 19th century North Eastern Railway poster advertising Bridlington.
Courtesy of the National Railway Museum.

The line was opened in 1846, quickly becoming a busy passenger route connecting two of the north east's larger coastal towns. The line was also heavily used for freight purposes owing to the linseed oil refineries of east coast towns, Hull's busy import/export industry and the needs of Scarborough's tourist industry. As early as 1850, the goods sheds of the Scarborough-Hull route were rented partly or wholly to local businesses for fixed terms. Most commonly this was a seven-year lease and the local business was then held responsible for any damage inflicted, but the railway company still owned and maintained the buildings. This shows that the phenomenon of private companies and businesses using railway or ex-railway buildings is almost as old as the railways themselves (Addyman and Fawcett 2013, 34). This suggests that the freight transshipment requirements of the railway were somewhat less than first imagined by the railway company. It is also possible however, that this had been part of the original business plan. The main goods carried from the stops on the route were agricultural produce, like the York-Scarborough line, and linseed oil cake, a refined form of oil used in various industries for the treatment of wood and lubrication. In Driffield alone in 1913, over 9000 tons of linseed oil cake were dispatched and over a decade later in 1924, just over 4300 tons were sent from Beverley (Hoole 1985, 99).



Figure 2. A 19th century advertisement for Driffield Linseed Oils.

Courtesy of Days and Sons.

Since the grouping of Britain's many small railways into four large companies in 1923, the line has become more and more passenger-focussed, and its freight quota gradually reduced throughout the last century. These companies were the Great Western, Southern, London Midland and Scottish, and London and North Eastern Railways. The LNER controlled York and the east coast, and took over the lines that form this study. Nevertheless, the development of the towns on the line around the railway, rather than being removed from it as on the York to Scarborough route, meant that the light industries which often sprout up around suburban and urban railways were able to utilise the former railway spaces and buildings left behind after the decline of local freight in the 1950s and 1960s. As a result, the goods sheds on this line have survived well due to the increasing demand later in the last century for structurally stable buildings, particularly in the light industrial sector emerging in urban areas. An excellent example of this is the goods shed in Driffield, long used for a light industrial warehouse, and retaining many of its original features and layout until at least 1995 (Fawcett 2011, 213).

The majority of the intermediate stations on this line are also still in use for passenger services. This means that many of the station buildings and their ancillary structures have survived well into this century. The exceptions are the rural goods sheds, many of which simply were not required for any purpose other than agricultural railway freight. With the collapse of this aspect of railway goods, the few local businesses in these areas meant that

only a small number outside the larger towns and villages have survived, but those which do survive did so for a variety of reasons.

For new industrial businesses and private owners they became an excellent resource, with hundreds nationwide being saved from demolition not through sentiment or interest, but because their practical potential remained untarnished. Space in inner cities and town centres has become critical, and any useable and stable buildings suitable for general storage, business use, conversion and easy preservation are very desirable. As a result, the simple structures of the goods sheds of G. T. Andrews have become excellent opportunities for businesses and housing developers to utilise (Palmer, Newell and Sissons 2012, 262). Examples include the goods sheds still extant in Drifffield, Nafferton and Bridlington, still in use as sheds and business sites to this day, after almost 175 years.

Considering the various idiosyncrasies and distinctive features which have been described here, it is easy to imagine these buildings having been extensively studied and surveyed in the past. However, as mentioned, the only in-depth survey made was that undertaken in the 1970s. Why, then, do these buildings deserve a reputation as more than simply railway buildings? Their pioneering design by Andrews links them not only to an early railway, but to George Hudson and his world-famous activities during the boom years (Arnold and McCartney 2004, 43). This alone allows us to fulfil one of the criteria widely held by conservation and archaeological professionals and bodies with regards to buildings, which is that to warrant any consideration for preservation they ought to be able to link to significant events and persons in history (Mynors 2006, 60). It cannot be denied that George Hudson was one of the most well-known and influential railway pioneers of the nineteenth century, and as these sheds are inexorably connected to one of his longest business associates, their connection to him is well established. These sheds also have value through their ability to illustrate the planning and landscaping changes which were at work in the mid-nineteenth century's railway boom (English Heritage 2008, 28). The railway's widespread buildings and the distinctive style of Andrews's designs mean that these goods sheds can and do, provide an idea of what the landscape of East Yorkshire would have looked like both before and after the arrival of the railways. As Nock argues, 'of all the early railway architects in England Andrews is the one whose work can be studied best' (Biddle and Nock 1983, 38). Although the presence of such a group of buildings alone may not be a solid case for their future study and preservation, it must be remembered

that group value is seen to be a criterion of a building type's inclusion in the general corpus of 'heritage' (Mynors 2006, 68). As it will be shown, a group of eight of these sheds is currently available for study and preservation, all of which are in states which benefit further observation and care. The grouping of Andrews's buildings goes further, however, with stations and non-railway structures all adding to his characterful contributions to the appearance of one of England's largest counties.

This chapter has shown that many of the stations and depots between York and Scarborough served a specific purpose, one of transporting cattle and farm produce. As a result, their highly specialised nature and their locations in some cases, have rendered them all but useless for any other purpose once the railways had finished with them. The unique nature of their design and the skill of their architect were not considered. We have seen that the importance of the goods sheds here lay in their use at the height of the railway goods sector. The sheds between Scarborough and Hull, however, have been shown to be significant inasmuch as they are still useful almost two centuries after they were built through having a use in the subsequent post-rail freight economies of their locations either industrially or domestically. The fact that a majority of the sheds have survived also indicates their significant role in local industry and development, and also suggests that they are present in locations which may be under less pressure for redevelopment. As the previous chapter noted, the goods shed served as a hub for local and national goods transport, driving the industries that helped Britain thrive through the last two centuries. Now they serve as homes and local businesses, providing much sought after space in towns and urban areas for housing and light industrial uses.

Chapter 3. George Townsend Andrews and his Designs.

A single man can be credited with the designs for all of the original buildings on the York and North Midland Railway's lines. He designed not only stations, but goods sheds, signal boxes, footbridges and train shed roofs as well. The architectural work of George Andrews was some of the most prodigious in and around York in the 19th century, and many of his finest buildings can still be seen in the city. He designed not only railway structures but houses, churches, schools, and even the original, extant and magnificent buildings for York St. John University and the Yorkshire Insurance building. The buildings, which he designed for the railways, have helped to characterise the East Yorkshire lines, and still add character to an otherwise flat and underserved modern railway, which once boasted a very prestigious architect, and some of his finest work. This chapter will look at the life and works of George Townsend Andrews. We will see a brief overview of his life, and we will then look at the many buildings which he designed both for the city of York, and for the railways around York and Yorkshire.

This architect of such renown in Yorkshire's railway world was actually born in Exeter, in December of 1804. It is difficult to know a great deal about his early life, as very little has been written about him, and as far as can be ascertained there are no paintings or illustrations of him anywhere to be found. After training as an architect he moved to York in 1821 as part of his work as assistant to Peter Frederick Robinson, another prominent architect of the time, and served in his 1826-36 rebuild of the County Gaol, near Clifford's Tower and the Magistrate's Court in the city centre (Fawcett 2011, 24). He was awarded a premium by the Royal Society of Arts in 1824, which brought him to the attention of many prominent men in the world of architecture and civil engineering. He set up a branch in York under the name 'Robinson and Andrews' whilst working there, and soon went into practice under his own name, starting out alone in 1837 (Fawcett 2011, 23). His designs for the railway station at Richmond were displayed at the Royal Academy, and there was an Architectural Medal struck to commemorate his success in designing the new public school there in 1849.

These developments were all during the so-called 'boom years' of railway speculation and mass building in the 1840s. In 1835 Andrews became an avid promoter of the York and North Midland Railway's ventures, which were at that time just beginning under the

auspices of George Hudson, later known as 'the railway king', and a friend of Andrews. George Andrews's services were sought in designing the buildings that would be required all over their prospective routes, and he became the railway's architect for the first buildings to be built. This included York's first railway station, built in 1841 within the city walls under the advice of Hudson, despite Robert Stephenson's protests. The goods sheds built for the York-Scarborough route were built in 1845, and those between Scarborough and Hull one year later. Andrews designed the first railway station in York in 1840, and it was completed the following year. He also designed the station hotel in 1852, as well as the famous Hull Paragon station and hotel, now considered one of the finest early railway termini in the world, completed in 1848.



Figure 3. The original frontage of the Old Station, York. Courtesy of Bill Fawcett.

After his work for the YNM, the economic trouble in Britain after the boom years had ended meant that other, more modest commissions became Andrews's primary source of income. He designed churches and housing and was involved with Hudson's West Cliff housing project in Whitby, and Pevsner attributed the design of the station there to him. His association with Hudson unfortunately landed Andrews in political and financial trouble. As Sheriff of York in 1848, he made many enemies by bending the rules in disallowing an opponent to Hudson's preferred Conservative candidate to run for election (Bailey 1995, 83). His involvement in the West Cliff project also resulted in disaster when Hudson unfairly distributed the shares in the project, then they failed to accrue any value (Arnold and McCartney 2004, 204). His financial problems, despite taking on apprentices to try to boost his income, worsened throughout the 1850s with Hudson's patronage disappearing with him to France in destitution. Andrews's problems ended with his death

in 1855. He died of 'a disease of the heart' at his home in Peckitt Street, York, just across the road from the first building in the city he had worked on when he was seventeen (Fawcett 2011, 68).

Many of Andrews's designs exhibit similarities and shared features. This is especially true of his railway buildings, which share a number of particular design elements across his work. The most common of these are semi-circular lunettes and false arches and the hipped roof which he favoured for almost all his major buildings, including the loading bays and sheds of the lines with which we are concerned (Hoole 1985, 85). This became his trademark feature and was included on all his YNM goods sheds, train sheds and many of his station buildings, though many of the stations he designed for rural locations were also houses for the station staff and would also have been designed with domestic practicality in mind. The goods sheds themselves were practical and functional in their designs, having a solid, square, stone- or brick-built outer frame, and a hipped, king-post supported roof within, a traditional style found in many pre-industrial agricultural and domestic buildings in North Yorkshire and the East Riding. This design may have been inspired by Yorkshire's local vernacular architecture, or it may have been simply considered a particularly attractive method for roof construction as it is very hardy and well-supported by the posts and trusses in the frame (Brunskill 2000, 78). Their stone lower course provided a solid base for the buildings and was generally of local limestone. The internal layout of his sheds was generally the same throughout all the buildings on a line, with a line running in from one end, and a platform with a cut-out allowing for horse-drawn carts to be reversed in from a door on the road side. The potential for these sheds surviving well is high, as the materials used are easily maintained with proper care and attention.

There is no uniformity in size in any of the sheds, except for a regular 36' width at every shed. There also seems to be no correlation between length of the shed and the number of windows and cart bays set into each side. This is a strange anomaly for a series of buildings commissioned from a single architect, and is as yet unexplained. It may have been due to local needs and a deliberate construction choice after consultation at each individual site level, or simply because of a lack of communication between architect, railway committee and contractors, the sheds may have been built incorrectly!

His smaller loading bays, often attached to the ends of goods sheds made mainly in locally quarried stone or brick, were also used as sheds in their own right on the York-Scarborough line. The station buildings around Malton were all constructed of stone quarried locally at Hildenley (Hoole 1985, 85). It must be remembered that at this point there was no railway, and as the construction of the line was a matter of urgency due to the capital invested in it, a local source of stone would have been required. These little goods buildings were far from as solid as most freight facilities, being little more than colonnades with roofing attached. Their basic structure was a double row of five hexagonal, cast iron columns, each supporting a section of a typically hipped, crown-post timber roof. These buildings were based on the earlier train shed roofs designed by Andrews himself, and those by Brunel and Stephenson for the London termini, most famously at Euston. This miniaturised 'Euston roof' structure became widely used by Andrews in his train sheds, a feature not often shared by those designed for other railways by other architects (Palmer, Newell and Sissons 2012, 256). The reason for this choice is not known, but its appropriate use in these structures is illustrated by the exceptional surviving examples at Beverley and Pocklington. The sheds had their own platforms for the transhipment of goods, a ten-ton manually operated crane jib, and their external loading bays may have been used for transporting cattle and livestock, being well suited to the purpose due to their excellent natural ventilation.

Despite their modest size and simple construction, they served their intended purpose, as evidenced by their century or more of use, and were attractively built. Some received wooden slats on their outer sides to provide more weatherproofing and shelter, giving them a more solid appearance. This brought their look closer to that of the more robust buildings between Hull and Scarborough, though they were still far lighter in their duties and less well constructed.

These buildings were all subject to a survey by Dr William Fawcett, of the North Eastern Railway Association, in 1978. Dr Fawcett is credited with having written the only biography of George Andrews, which means that very few published sources are available. The fact that George Andrews died two years younger than Isambard Kingdom Brunel and yet is virtually forgotten is a sad sign of how rapidly his influence diminished after his work for the YNM. According to Dr Fawcett, these buildings were dismantled in 1978, rather than being demolished wholesale. It was hoped that as a result some of their components may

have been saved for posterity, but no record of them has been found in the national collection, despite thorough investigations (National Railway Museum, Personal Correspondence, 2013). The only cast iron from similar structures to have survived dismantling are those on the loading bays of sheds on other lines, such as Wetherby Thorp Arch, which is preserved in a private garden with its loading bay intact, and will be studied in more depth later in this thesis (Fawcett 2011, 214).

The many buildings built to George Townsend Andrews's designs are a fitting memorial to the man who designed York's railways. His banks, houses, churches and schools have mostly survived, and even a collection of his goods sheds and railway buildings continue to colour the landscape with a character all their own. Sadly, however, a number of the unique design of the smaller sheds have been demolished, and has allowed the wholesale deletion of an entire design from one of Britain's earliest railway architects.

No statue stands to George Andrews in York, no blue plaques denote his birth or death on houses in Exeter or Peckitt Street, and not even the elegant St John's College bears any mention of its architect. Along with other pioneers of the railways like Richard Trevithick and George Hudson, his name has been remembered only vaguely by the general public outside enthusiast circles. Nonetheless, his goods sheds are a numerous and important resource, assets which present a unique opportunity to see the character of one of the earliest inter-city railways in the world. We have seen that Andrews was one of a circle of great men who helped to build the railway system we have today, and it is hoped that this project will not only serve to assess the quality and impact of his goods sheds, but also to bring the name of their architect further into the mainstream of railway history and archaeology.

Chapter 4. Methodology.

This chapter will focus on the methods used to assess the goods sheds that will be examined in this study. To look into the state of preservation and the overall condition of the buildings, it will be necessary to take photographs of them, and potentially to gain access to them and assess their interior condition, in order to examine the degree to which their original fabrics have survived intact.

In order to gain access to those sheds which are now on private land, either used as houses or storage facilities, it was decided that a letter of introduction should be sent to each owner to see if any access would be possible. After this, travel to each site was required; either by rail or road, and a suitable date and time was decided upon for each site visit. No specialist field equipment would be necessary for the surveying except for a digital camera and survey sheets, as a number of drawings and notes on the dimensions of each shed survive and are available, and no intrusive examination is required in order to assess what is present in terms of original fixtures and features of note.

The Survey.

For each of the buildings, the same methodology in surveying was used, to allow a comparable set of results to be compiled. Firstly, there was a photographic record taken of each side of the shed if accessible, in order to create full elevation images of the sheds as they currently stand. There were also close up pictures taken of any specific features of note, such as damage or neglect to any part of the sheds, renovation or additions to the building's original fabric such as the extension at Stamford Bridge. In particular this focussed on the loading bays that survive at Nafferton, Thorp Arch and Pocklington; the windows and doors which are often replaced in historic buildings; and the roofs, as they are particularly susceptible to damage due to their exposure to the elements. This degree of external detail and survey conforms to the Level 1 Historic Buildings Survey as described by English Heritage in 2006 (English Heritage 2006, 14). This level was chosen as appropriate as the features of interest in the sheds, those specifically attributable to Andrews, are mainly displayed externally. It has also been established already that little of the original interiors have survived (Fawcett, Personal Correspondence, 2013).

There are already several methods by which potentially significant buildings are assessed by heritage management organisations. The criteria used by English Heritage to assess the potential Listing suitability of a building have many notable benefits, having been honed and refined over many decades of studying buildings and their importance. Due to their applicability to a wide variety of buildings and building types it was decided to use a number of the English Heritage criteria for the survey of the goods sheds in this study. Specifically, the historical, evidential, communal and aesthetic values used by English Heritage will be used to form an assessment (English Heritage 2008, 28). Spiritual value is unlikely to form an important aspect of the influence of these buildings, as they have never been associated with religion or faith and are not used for religious worship. There was also an assessment of whether the building's context and surroundings provide any relevant information to the study of its significance and survival. This took the form of a visual assessment of the sheds' surroundings, in order to ascertain whether the shed had any influence on the use of the surrounding area and its use. It is possible that at some sites the later development of the land around the shed will inform the effects of the shed and railway on its local area, and how it has developed as a building itself.

Historical and evidential values will be assessed, which address the degree to which the buildings can provide evidence of the past and their use within a broader historical and archaeological context. This can be looked at both through the inspection of the buildings and their fabric, and by looking at remaining records and plans, to fully understand the value of the building throughout its history. The poor survival of original drawings and the lack of written work on their structure and function suggest that the evidential value of these sheds will be quite high, overall. Historical value and evidential value are to be treated as one in this study, as their criteria for assessment are closely linked, and further separation into separate investigative sections would not be of particular advantage in either practical terms or in the delivery of findings. Their importance to this study comes from the fact that a critical part of proving the importance of these sheds will be demonstrating their potential to educate and inform. The clearest way to do this will be through examining their historical and evidential values.

The aesthetic value of the goods sheds will be examined through looking at the work and influence of their architect, and the impact of their designs on the later railways and their goods sheds. An attribution to a known and influential architect is one criterion of English

Heritage aesthetic valuation (English Heritage 2008, 30). The aesthetic value of a building is recognised by both English Heritage and Cadw, Wales's primary heritage management organisation, as being relatively subjective, inasmuch as the attractiveness of a building depends on the opinion of the surveyor (Cadw 2011, 17). Maintaining an element of objectivity will therefore be central to this part of the assessment, so that the personal preferences of the author are kept at a distance from the actual value of the buildings and their styles. Thus, the idiosyncrasies of each shed will inform the aesthetic value: those featuring a high number of original features generally attributed to the style of George Andrews will be more valuable aesthetically than those which have lost most of their original design aspects. The significance of the aesthetic criterion in this instance is that a building which possesses more of its original design elements will be more informative on the Andrews designs themselves and, whilst it is possible those which have been altered will be of use in describing the life of the shed, one of the aims of this study is to show that Andrews's designs are worthy of preservation, and as such a high number of original elements will be critical to this aspect of the argument.

A further criterion, the communal value, is also used by both English Heritage and Cadw, and refers to the value of the building in terms of the impact it has had on local people, both in the past and in its current form and use. This will be looked at to a degree however, due to practical constraints in time and logistics, it will not be possible to assess fully the impact of the buildings on local communities at an individual and personal level, and as such this will be treated more as historical communal value through the examination of their contexts and uses, rather than through looking at the attitudes of local people in the present day. Thus the majority of the communal value of these buildings within the scope of this study has already been mentioned in the previous chapters on the local railway lines and broader railway history, but will be expanded upon through looking at their current use and surroundings. Communal value is of particular importance in this study, as it is hoped that the sheds and their uses will help to prove the idea that these buildings have the capacity to serve their communities again, and to provide a resource to local people as well as the wider archaeological world. As such, their ability to inform and serve their communities will be a critical area of this study.

To examine the evidential and historical value of the sheds, it will be necessary to undertake desk-based research. This will be necessary because the last time the buildings

were assessed was, in many cases, the 1978 survey undertaken by Dr William Fawcett. In other cases the Listing of the building may have been the last time any attention was paid to it from a heritage viewpoint. The listing status of each shed is shown in their section in the survey. The desk-based aspect of the survey will allow illustrations, photographs, textual and past survey data to be compiled and studied, to inform further on the development of the sites, to see what has changed in their surroundings over time, and to identify the key archaeological and heritage issues within the study (Institute for Archaeologists 2012, 4). This will help to address the research objectives outlined in the introduction to this study. As has been mentioned previously, the majority of the published academic work on railway architecture is focussed on station buildings and signal boxes, with locomotive depots as a secondary point of interest, and goods sheds almost ignored (NHPP 2013). Therefore it will be necessary to make conclusions in this study based partly on research carried out in the field, partly on photographic evidence, which is more readily available than text-based evidence, and on wider archaeological principles such as the use of other examples of goods sheds from outside the survey area as supporting evidence and comparative data.

The context of each site will be examined by carrying out a visual assessment of the sheds' surroundings and their remaining railway-related elements, as well as any modern additions or buildings that may have been affected or their plans informed by the shed and its railway past. In particular it will be noted if the sheds are currently used as part of a larger area devoted to heritage, or whether their current uses are informed by, or inform, their modern-day surroundings. It is hoped that a study of the surroundings of each building will bring to light future possibilities for their use, and will potentially shed light on the reasons why some sheds may have been better preserved than others, or may have survived in use. In the same way, those sheds which may be disused or in states of disrepair may be better explained and understood through looking at how their immediate environs have changed since their construction. For example, a modern shopping development nearby might have a negative impact on the building's use, whilst a sympathetic opening up of its surroundings may have made the shed more appealing and accessible to local people.

Further to a photographic survey, there will be a survey sheet with various criteria on it to assess the quality of each building. An example of this sheet can be found in the

appendices to this dissertation. The criteria on the sheets are as follows: location and build date; surviving original features/fabric; new features/fabric; context; listing status; and overall condition. These will allow each building to be approached with the same kind of attention, and each section of assessment is broad enough to allow a full picture to be built up of each shed. The surviving fabric will include any architecture, decorative and functional features of the buildings as they were when built and first used, including such items as loading platforms and cranes. Additional features will include any later additions to the above, including those added after the closure of the shed by the railways. Context will allow the local area and immediate surroundings of the sheds to be examined, in order to assess whether the sheds have had a long-lasting impact on their surroundings, or vice versa.

The desk-based aspect of this assessment will include looking at any illustrations or photographs of the original buildings, various publications which mention the sheds, and assessing whether they are considered to be of any value through looking at those which have been listed or are scheduled to be looked at further by heritage resource management organisations like English Heritage or local authorities. The historical impact of the sheds in a broader context, and regionally has already been described in previous chapters, but there will be some mention of the broader importance of the sheds as part of their individual treatments, in order for a full picture of each to be created.

These methods will be used throughout the survey and each shed will be approached in the same manner, with the same criteria, to make the survey as complete and methodologically sound as possible. It is hoped that this will allow a solid, clear picture of each shed and its development over the long term to be constructed, and a better understanding of them to be developed. The survey itself will focus on the exteriors of the buildings, their contexts, and will assess their potential value as archaeological resources and as spaces for reuse in themselves.

Chapter 5. The Survey.

This chapter will provide details of the findings from each shed. The data from the sheets used are provided in the appendix, and this section will present the synthesised physical assessment data from each section of the sheet with the evidential and communal value of each site included for each shed. This section will allow a full picture of each shed to be built in terms of data and importance, with the particularly noteworthy aspects of each remarked upon, as well as any points of interest discovered during fieldwork. Every shed's contribution to evidential and historical value will be noted, as well as any potential or current communal value, which the shed possesses.

York to Scarborough.

Ganton.

Ganton, the only remaining shed on the line, is now located on private ground adjacent to the railway, on its south side. As there was no way to contact the current owner, and permission was not granted, an internal examination of this shed was not possible, though it appears to be used as a storage building, possibly for a local farmer (RailScot 2013).

The shed was the only one on the line to have been built of brick and its use in such a remote location is intriguing (Chapman 2008, 47). Ganton is a small village, and the station itself is located some distance from a community of any size. The nearest houses are the former station building and two later houses, just over the road.

Ganton's shed has now lost its typical Andrews hipped roof, its lean-to shelters for the cart bays and its link to the railway. Its windows and end doors remain evident, and from an external examination it appears to be in a sound condition. It also retains the small awnings over its roadside doors, which are also a feature at Cottingham, further adding to the original features present and thus its historical and illustrative value. Its value as an Andrews design is compromised to a degree by the loss of its hipped roof, which is a highly indicative feature of the YNM buildings designed by Andrews. However, the solidity of its structure, its apparently sound state, and due to its solitary nature in the local landscape, it is a characterful feature in the local area, and serves as a reminder of the railway's history, and as such has a degree of historical and evidential value.

The local community at Ganton appear to have used the shed only for its intended railway purpose, as it now appears disused. Thus its communal value is currently low, but has the potential to be increased through creative reuse and preservation.



Figure 4. Ganton goods shed, showing the awning on the roadside. Courtesy of John Furnevel.

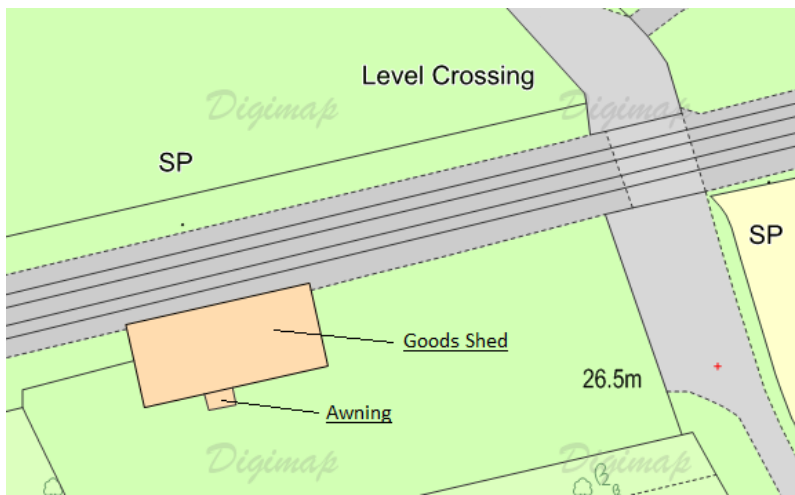


Figure 5. Map showing Ganton shed in its isolated position. Crown copyright, courtesy of Edina.ac.uk.

Wetherby-York-Beverley.

Thorp Arch.

This shed is one of only three known survivors of its type in the United Kingdom to still have a specific original Andrews feature: together with Pocklington and Nafferton it is in the exceptionally lucky position of having its loading bay preserved and in situ. The shed at Thorp Arch once served the line to Wetherby, and is now in private hands and in use as a garden shed. The station building and platforms are now also preserved as a private residence.

After the Second World War, the Royal Ordnance Factory at Thorp Arch was located near the station, and a siding nearby was used for munitions. Despite the medium-sized factory's proximity and traffic, the small goods shed has survived in very good condition since its decommissioning in 1964 (Disused Stations 2013). The Andrews hipped roof is extant, and the fabric of the building overall appears to be in good condition, though some damp and moisture retention seems to be affecting the stonework. It has many of its original external features including the loading bay, the unique open-capital columns, the cut out for tall wagons in the weatherboards, and its window frames. The end doors are all still present, and one of the side doors, the roadside one, is now used for access, whilst the other has been blocked with concrete blocks. Internally, the original roof beams and 10t-crane fixing points are present in the shed and loading bay. The shed office is still extant to the rear of the shed, located centrally between the doors, but it now lacks a roof.

The fact that this shed is an extremely rare example of Andrews's once common loading bay design means the evidential value of this particular shed is high, as it is one of the only opportunities we now have to see how the original buildings may have looked when complete.

Despite its isolated location in a back garden, this shed has the potential to be of great use in investigating the early network of Britain's railways, as it allows the work of one of Britain's earliest influential railway architects to be fully appreciated. It also has the potential to be reused in future and therefore increase its value to the local and national community. According to the current owner, it is to be used as housing, but is to retain as many features as its Grade II listing warrants.



Figure 6. The road side of Thorp Arch goods shed as it stands today. Note the roofless office to the left of the picture.



Figure 7. The loading bay at Thorp Arch. Note the columns and cut out compared to the picture below.



Figure 8. Thorp Arch goods shed in the 1970s. The concrete plant pot is still extant. Picture courtesy of Matt Higgins.

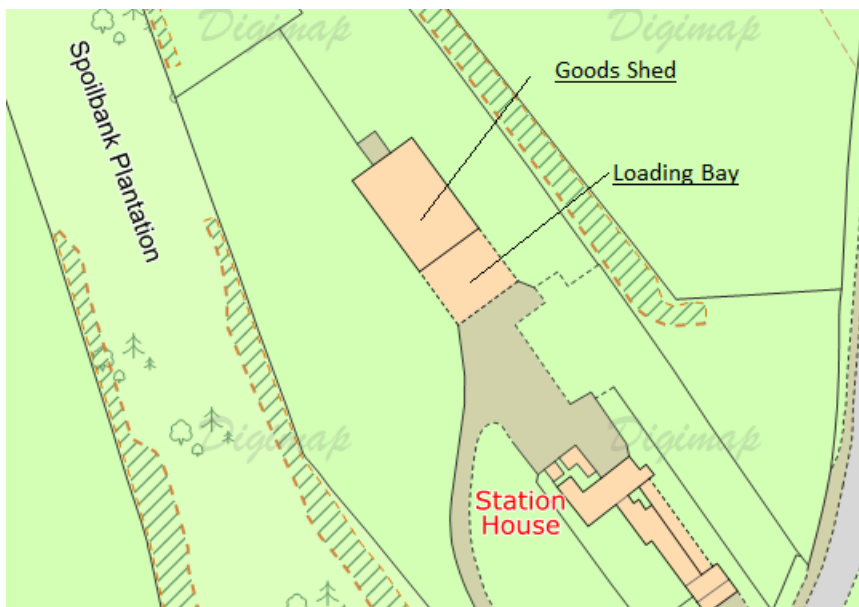


Figure 9. Thorp Arch shed in its current context. Crown copyright, courtesy of Edina.ac.uk.

Stamford Bridge.

OS Grid Reference: SE712552

A later building, the 1846 shed at Stamford Bridge is now owned and operated by the Stamford Bridge Parish Council as a community hall. Its location on the Selby branch was once relatively well-served, but the line has since been mostly preserved as a cycle and foot path. The rest of Stamford Bridge's station has also been preserved, and the station building itself is now a club.

The shed itself has been altered internally, but the exterior bears many clues to its past. There is a small brick extension to the rear and road side of the shed, which does not appear to have caused much damage to the structure of the shed itself. Despite an alteration to the roof (it is now pitched with a flat end at the loading bay end, whilst the other end remains hipped), it is still obvious where the original doors and windows were located, as the different brick type has provided a useful change of colour. The loading bay is not present, and has not been for many decades, having been removed by the time of Fawcett's 1970s survey but the semilunar windows and doors at the sides are evident, though they are bricked up, and it is still clearly an Andrews design (Fawcett 2011, 214).

In terms of evidential and historical value, the shed is moderately useful, but does provide an excellent example of the potential for adaptive reuse of Andrews's sheds, and also shows the simple and unobtrusive external changes required for such an adaption. Communal value is high inasmuch as its impact has increased since its ownership by the council. The building is now a valued part of the local community, and forms part of a recognised heritage trail in the area. Its railway character has even been preserved through its context being respected, and such features as platforms and level crossing gates being preserved.



Figure 10. The roadside and extension on Stamford Bridge goods shed.



Figure 11. View showing the former loading bay and rail entrance at Stamford Bridge.



Figure 12. View of the rail side of Stamford Bridge showing preserved platforms.

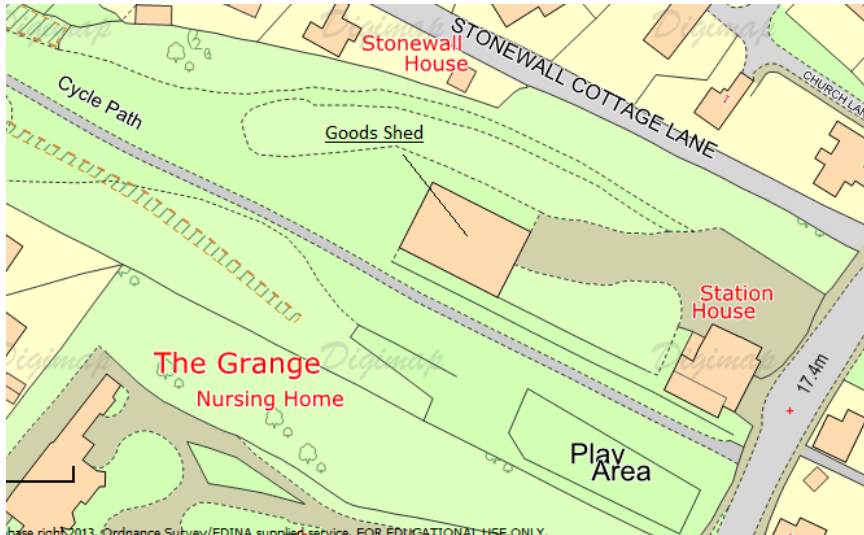


Figure 13. The whole Stamford Bridge site showing preserved structures.
 Crown copyright, courtesy of Edina.ac.uk.

Pocklington.

OS Grid reference: SE800488.

A great deal of effort has gone into the preservation of Pocklington’s early railway history, as Fawcett (2011) writes in his biography of Andrews. The local grammar school has taken possession of the former railway station, and now uses the trainshed as a sports hall (Fawcett 2011, 161). The ticket office and offices are now a private residence, and the whole building is Grade II listed.

The goods shed itself is preserved in surprisingly good original condition, and is now used as a warehouse for a building supplies wholesaler. Aside from a small access door on the railway side of the shed, very little additions have appeared since the closure of the line in the 1960s. The roof is still slated and appears to have its original rafters internally. There is also evidence of the side doorways at either side, and those on the railway side with 1847 sliding doors are still in use. As well as the brick structure, the loading bay is present and in excellent condition. The cast iron columns, now painted black, are present and appear well cared-for. This is exceptional, and is to be commended considering Andrews’s pioneering use of cast iron columns in railway architecture (Palmer, Newell and Sissons 2012, 256). The wooden boards at the top of the loading bay are also preserved, though the sides are now fully enclosed with boards.

Internally, there is no evidence of the original platform or cart bays. The crane is also long-gone, but the overall shed structure has not been altered greatly. According to the current occupier, there are also pulleys in the rafters, presumably installed to lift goods from inbound trains at one point (Personal Correspondence 2013). The area around the station also has a strong historical railway atmosphere. Andrews's crossing keeper's cottage is preserved and in use as a private home, and there is even a length of preserved trackbed leading from the station across the main road into the town centre.

In terms of evidential value, the shed is very useful. It allows the study of an original Andrews design which is almost complete, even to the extent of having original iron and timber work present. It is also in a preserved context, with railway station buildings, trackbed and ancillary structures all in situ and in good condition.

Historical and communal value come together in Pocklington, as the preservation and restoration of the railway station have become well known locally, and the trainshed is now regularly used by the local school for a variety of sporting events and lessons. The shed itself is used by a business, and appears to be busy, and employs a number of local people, who seem to be interested in the history of their workplace. This all allows the site as a whole to preserve a sense of place, and to contribute greatly to the character of Pocklington, and the sense of individuality that the preservation of older buildings can confer on a town (Latham 2000, 5).

All in all, Pocklington is a very valuable and useful goods shed, which is interestingly used for a similar purpose to that for which it was originally designed. It also demonstrates, as does Stamford Bridge, the versatility of these buildings, and the relative ease with which they can be adapted for modern-day use.



Figure 14. A view of Pocklington goods shed in 1965 showing the weather-boarded loading bay and railway side rounded door. Copyright of William Fawcett and courtesy of www.railwayarchitecture.org.uk.



Figure 15. The original railway side door at Pocklington.



Figure 16. Pocklington goods shed showing the loading bay and extent of the original fabric of the shed.



Figure 17. One of the cast iron columns at Pocklington.

Hull to Scarborough.

Cottingham.

OS Grid Reference: TA051328.

The goods shed at Cottingham was once at the heart of the town's railway economy. Now it is being redeveloped as part of a large shopping complex to be built on adjacent land (Aspect Planning 2013). The shed is some distance from the railway station itself, and is currently disused, but despite this is still in very good condition.

The majority of the shed's original architectural features are present. The fixtures for the awning over the central roadside cart bay entrance have been preserved, potentially reinforcing the thought that awnings were indeed an original feature, despite the doubt thrown on the idea by Fawcett, citing the lack of evidence for them at Nafferton (Fawcett 2011, 214). The roof is still hipped and slated in original Andrews style. The shed's windows and doors are all present, and there appears to have been relatively little change made to the external aspect of the building. The office at the station end has however, been demolished, though several examples of this feature are preserved elsewhere at Thorp Arch, Hutton Cranswick and Nafferton.

The evidential value of this building is fairly high, as it features a majority of the external architecture of the original design. There is also the potential for it to be sympathetically restored as part of the development near the railway station. It is hoped that the Grade II listing of the building will be considered during its adaption for new purposes. Current plans suggest it will be used as a restaurant or as commercial units, but appears to allow for the building's significance as a heritage resource and seem sympathetic (Cottingham Parish Council 2013, 2). The communal value of the building as it stands is negligible, but its reuse would increase this greatly, as it would be serving a purpose within its community.

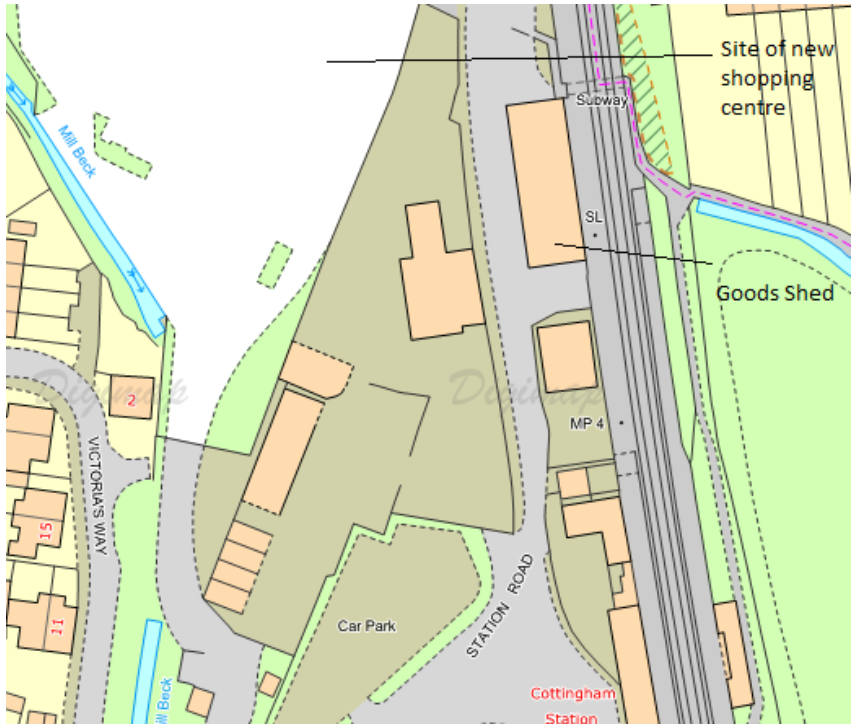


Figure 18. Cottingham station and the goods yard development site.
Crown copyright, courtesy of Edina.ac.uk.



Figure 19. The road side of Cottingham goods shed, showing the surviving doors and windows.
Courtesy of Jonathan Thacker.



**Figure 20. The outline of the demolished office is clearly visible at Cottingham.
Courtesy of George Robinson.**

Hutton Cranswick.

OS Grid reference: TA0280452225.

The station at Hutton Cranswick is still open and has an hourly passenger service serving the small village in which it is located. The station has been in service since the line opened in 1847, and possesses an original Andrews designed station building and goods shed.

The shed at Hutton Cranswick is now converted to private housing. It is similar to that of Nafferton and Pocklington in that it has an office at one end and it once possessed a loading bay, which is evidenced by the pitched roof at the northern end, as opposed to its original hipped southern roof.

The interior has been heavily altered to allow it to be converted into three separate dwellings. It has survived well externally however, and has only a few small additions to the outside fabric, such as a box for an electric meter built in sympathetically worn red brick, and ventilation outlets for extractor fans and appliances. The original windows have been replaced with uPVC window frames, but their locations have been retained. The end doors are in use, and are fully glazed in a similar fashion to those at Nafferton. Despite its conversion and the loss of its loading bay, it has survived in good condition, and preserves many of its original features, such as the stone coursing, the semilunar windows, and its rounded end and side doors. The evidential value of this shed lies in its survival externally

with no apparent extensions, and its location behind its station building, providing an example of a site containing all its original Andrews-designed 1847 structures.

Communally it is valuable as a private residence, but also as a part of the Yorkshire Coast Line Heritage Trail, which is advertised on the station platform. The purpose of the trail is to educate local residents on the history of the railway line, and it is operated by volunteers from the Yorkshire Coast Community Rail Partnership (YCCRP). As such, the survival of both the station house and goods shed at Hutton Cranswick provide an example of an original station complex, which helps the objectives of the YCCRP.

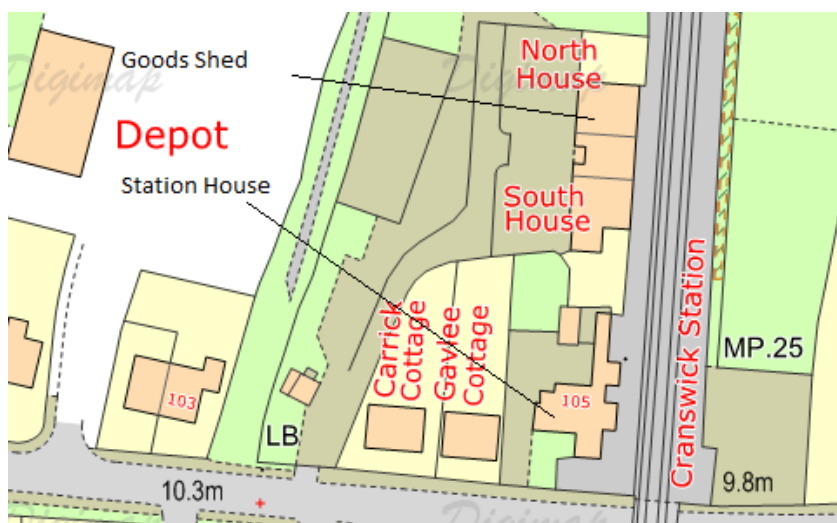


Figure 21. Hutton Cranswick, showing the goods shed now split into three homes. Crown copyright, courtesy of Edina.ac.uk.



Figure 22. Hutton Cranswick goods shed viewed from the Up platform.



Figure 23. The road side of hutton Cranswick goods shed, with new meter box visible.



Figure 24. The road side door, with new metal brackets beneath the original stone course.

Driffield.

OS Grid reference: TA027573.

The station at Driffield is still open and surprisingly for the lines in this survey, still staffed as well. It serves a well-to-do and bustling town, and is located fairly centrally, also a rarity for the YNM! The goods shed however, has been demolished, and there is no trace of it left. The original building was looked after by a local business, and was in excellent condition until its demolition in the mid-1990s, along with the unique 'gate box' used to control one of the two level crossings south of the platforms (Fawcett 2011, 214). The design of the shed was very similar to that of Nafferton, but with a larger office extending north from the roadside, evidenced in figure 10. Originally it was part of a goods station, with extensive sidings and goods stabling capacity, including coal drops.

The loss of this shed precludes its survey, however it still serves to educate. The demise of this shed shows that despite its communal value, the building was owned by a popular local business for decades, and its condition made it a perfectly good candidate for listing, if not more so than other sheds on the line that have been protected since it was demolished. This only serves to further illustrate the fact that these buildings are in danger, in some cases imminent and urgent danger.

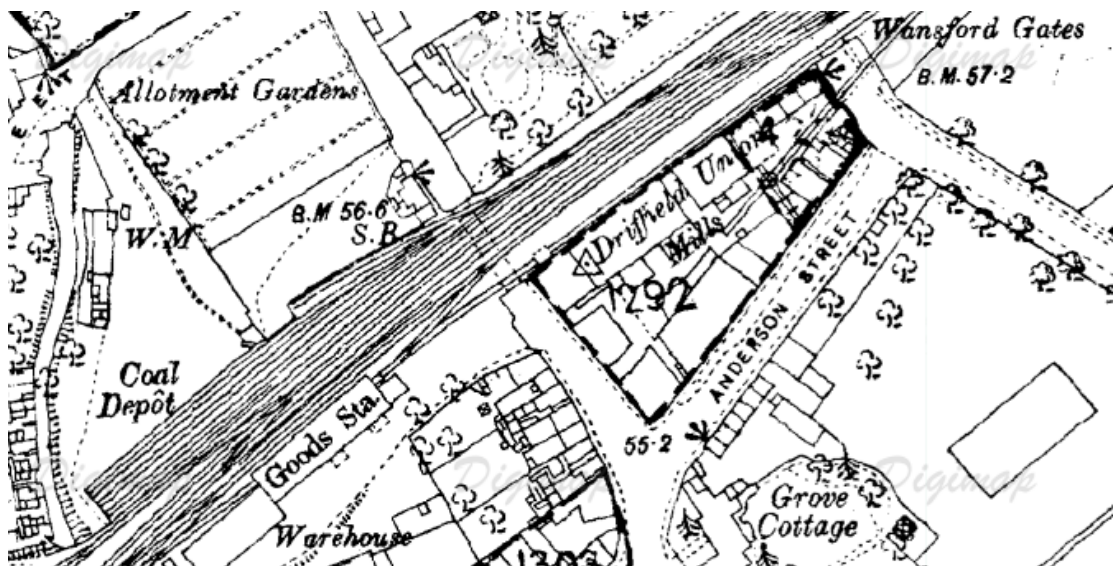


Figure 25. An Ordnance Survey map of Driffield Goods Station in the 1910s.

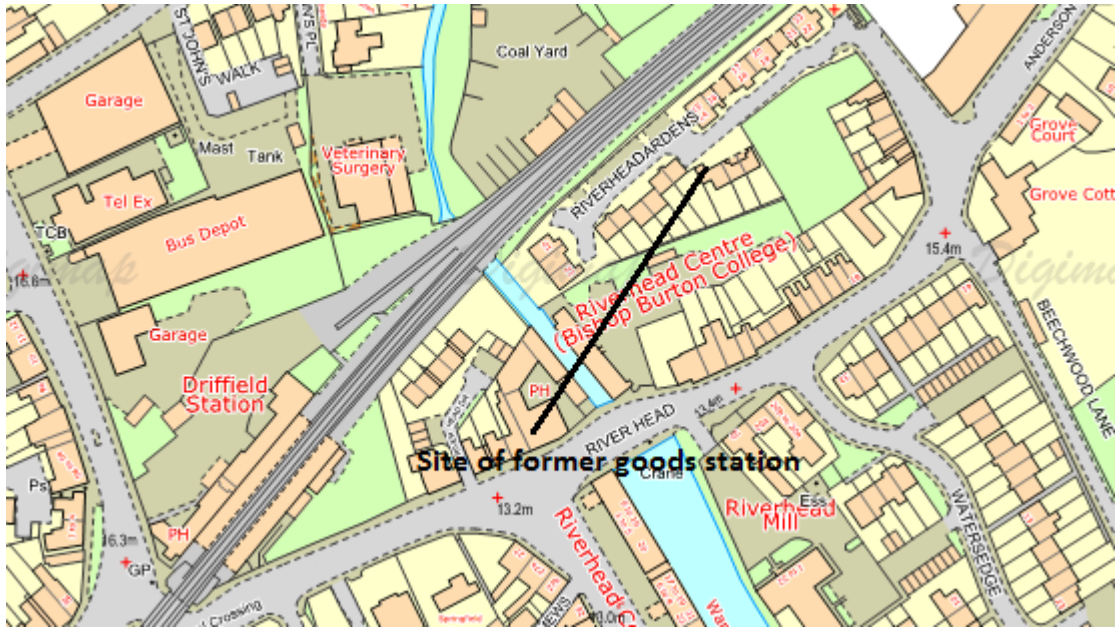


Figure 26. Driffield station as it appears now. Crown copyright, courtesy of Edina.ac.uk.



Figure 27. The site of Driffield Goods Station (left of foreground) to the north of the station itself.



Figure 28. Drifffield Goods Station from the same location in September of 1973. Photograph copyright M A King, courtesy of disused-stations.org.uk.

Nafferton.

OS Grid Reference: TA058584.

The village of Nafferton is a fairly busy place today, and has almost grown to the proportions of a medium sized town. Nevertheless, its station is now an unmanned halt, and lies at the very edge of the village, with the goods shed now used as a private home. However, this site is a very interesting one, as it is surprisingly sympathetic.

The shed at Nafferton is one of the most complete to be surveyed for this study. Not only is it in better condition than many of the others in terms of the building's fabric, its treatment serves as an excellent example of the non-invasive and sympathetic ways which can be used to open up the possibilities these sheds hold. The original roof is present, as are the end office and doors and windows. Each side door has been tastefully replaced with window panes to match the semilunar windows already present. The end door is also treated this way. The loading bay is present, along with the weatherboarding at the top. On the railway side, this has been extended sympathetically with wooden planking to ground level as it was in railway use whilst the roadside part is now used as a conservatory, and is

very well preserved as a result (Fawcett 2011, 214). Internally, the roofing and beams appear original, although nothing now remains of the cart bays or crane.

This shed is a private home, and as such contributes little to the community, but in terms of education it is remarkable. The fact that so little damage to the original fabric of the building has been necessary to create such an apparently luxurious dwelling goes to show that sympathetic restoration and adaptive reuse of Andrews's sheds is not only possible, but has precedent.

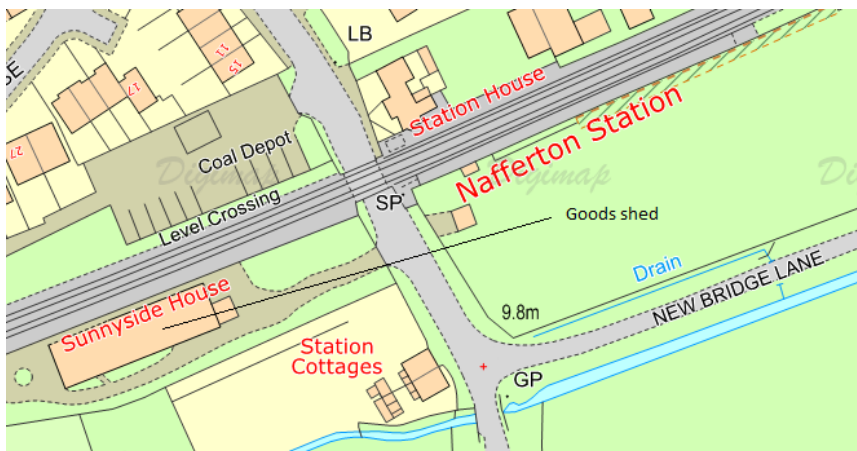


Figure 29. Nafferton station and goods shed.
Crown copyright, courtesy of Edina.ac.uk.



Figure 30. The original Andrews designed station house at Nafferton.



Figure 31. Nafferton goods shed road side view with the office and loading bay visible.



Figure 32. The loading bay at Nafferton, with weatherboarding and new entrance in the glazed side.



Figure 33. The new side entrance in the loading bay.



Figure 34. One of the well-preserved columns at Nafferton.

Burton Agnes.

OS Grid Reference: TA108624.

The railway station at Burton Agnes is one of those which is located a distance from the settlement it served as it is actually about a mile from the village itself. It is understandable that this shed closed, as even today Burton Agnes is a sleepy place, only a few streets make it up, and the majority of the land surrounding the station site is farmland.

The shed is in poor condition here. In fact it is almost unrecognisable as an Andrews structure, but for the single surviving sliding door, now used as a window, on the railway side of the building. The end doors have been bricked up, and all the windows and walls appear to have been rebuilt at some point. The roof is flat-ended but is still slated. It retains almost none of its character or original fabric.

What purpose does this shed serve, then? It has little outward value from an archaeological perspective, but it allows us to see how a site can develop and only be partially preserved in terms of its heritage. The long term development of the station site at Burton Agnes has resulted in a well preserved and looked-after station house and workers' cottages, but an unrecognisable remodelling of the goods shed site. The site has developed into a holiday home complex and private house. This serves to illustrate one of the ways in which these sheds might be poorly preserved from an archaeological point of view, but can still show us the complex nature of the development of a site like Burton Agnes.



Figure 35. Cottage built on the site of Burton Agnes goods shed.

Bridlington.

OS Grid Reference: TA178668.

Bridlington has a long railway history. It was once a junction station with a large freight capacity. The original station was several yards to the west of the current building, which is Grade II listed, and is famed for its refreshment room, one of the longest running in the country. The first station was designed by Andrews, and was replaced by the North Eastern Railway to allow a larger passenger capacity. Bridlington was originally the YNM terminus from Hull in 1846, before the extension of the line to Seamer junction in 1847 (Ross 2011). The shed itself is relatively well preserved. The hipped roof survives though, as with most of the others, the loading bay's removal has resulted in that end being rebuilt as a flat gable. All of the rounded and flat sliding doors at the roadside are present, as are the large rounded windows. Some brick replacement has been carried out which does little to affect the character of the building. The door at the northern end of the shed is still used as the main entrance, though the southern door is now blocked off. A small office is present at this end, in similar brick, and with a slate roof. This office was an addition made in the early 20th century. The exterior of the building is therefore well-preserved, but the interior has been altered significantly to accommodate the building's use as a bed warehouse.



Figure 36. Bridlington goods shed as it stands today.
Picture courtesy of Chris Tommis.

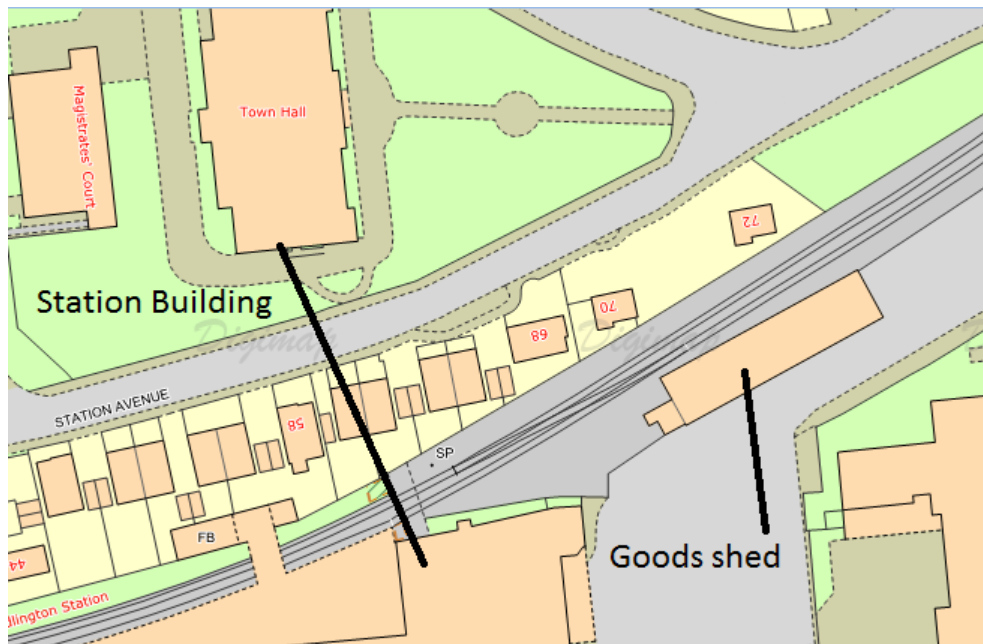


Figure 37. Bridlington Railway Station with the former goods shed across the approach road.

Hunmanby.

OS Grid Reference: TA101766.

The shed has been converted to a private dwelling, and has undergone significant change to allow this conversion, and as a result much of the original character of the building has been lost. There is only one sliding door remaining at the roadside, and two on the railway side. All the other doors appear to have been removed, as have the original windows, which have been replaced with five small, square windows. The roof, although still slated, has been rebuilt as a flat-ended pitched roof. The loading bay has been removed, and the building has been extended in a similar style to the main shed.

As a result of the conversion, there is now very little left externally of the original shed or its character. The building's evidential and historical values are negligible due to the lack of original fabric still present. The shed's context has also been compromised as the land around the shed is in use as a private yard. The railway station itself is well preserved however, and it is unfortunate that the shed has not survived well. The communal value of the shed is presumably quite low, as being a private home, it is not used by the local community.

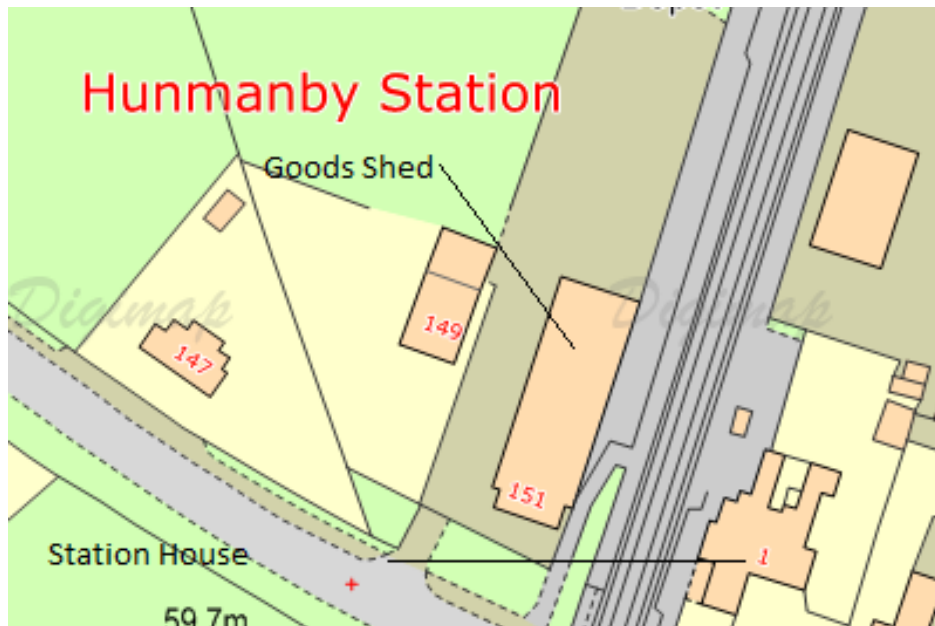


Figure 38. Hunmanby with the former goods shed.
Crown copyright, courtesy of Edina.ac.uk.

Discussion.

In this chapter we have seen that the sheds surveyed vary widely in the quality of their fabric, the use to which they have been put, the importance they have in terms of archaeology and heritage, and their value to the wider community and their local areas. Of particular interest during the field survey was the adaptive reuse of those sheds that still have their loading bays. The quality of preservation in these buildings whilst in modern use has done much to show that the reuse of these sheds is entirely possible whilst maintaining their significance as heritage assets and part of the historical material culture of Great Britain. Other examples that support this idea include those at Prestatyn and Wareham to be looked at in more detail in the next chapter.

It would appear that whilst some of the sheds, such as those in use as commercial properties and Nafferton and Thorp Arch as houses, have been listed and preserved with great care and attention, others such as Hunmanby and Driffield have been allowed to fall into disrepair, be converted very unsympathetically, or even suffer demolition. This may be due to a lack of support from lobbying or special interest groups. It may also be the result of a location's potential redevelopment rather than renovation. The shed at Cottingham appears to have a secure future as the plans for the development of the land around it appears to appreciate the archaeological importance and heritage value of the goods shed, and seems to allow for a sympathetic approach to its adaptive reuse in the future.

Chapter 6. Analysis.

We have seen that the sheds which survive on the former York and North Midland Railway have been put to a multitude of different uses. We have also seen that there are many different aspects of their survival and reuse which can inform us about their potential, their histories, and the failures and successes of adaptive reuse. Now we will look at what we have learned from this study. We shall see the reasons why the sheds surveyed survived, and what uses they now serve. The levels of damage relative to each form of use will be examined, and the relative quality of survival investigated. There will also be conclusions drawn on what could be done to limit the damage and demolition of such buildings in future, and how this preservation can be of benefit not only to the archaeological record, but also to the communities these goods sheds serve.

The sheds which were surveyed have survived for a number of reasons. Some, such as Hutton Cranswick and Nafferton, have been transformed into houses. This has allowed them to survive in very good external condition in a new use, altogether removed from their original purpose. The phasing in these buildings is less obvious externally, the exception being at Burton Agnes where new metal fixtures and meter boxes have been added, as mentioned earlier in the survey. Considering the aim is to maintain the building's value as part of the industrial heritage, this level of preservation and sympathetic restoration seems to be acceptable. Nafferton seems to be the most well-preserved and complete example of an Andrews shed to have survived. The external preservation of this shed, and the success of its adaptive reuse, shows that creating a house from an Andrews goods shed is indeed a viable option for conserving the buildings and allowing reuse, as long as it is done with sufficient care and attention to detail (Eley and Worthington 1984, 21). Thus, reuse as a private dwelling is a potential option for the successful adaption of a goods shed of this type.

The Sheds and Their Potential.

Some, such as Pocklington and Bridlington, have been used by local businesses as storage and sales locations. This option has proven one of the least destructive, and involves very little external alteration of the buildings and their fabric. Indeed, the Pocklington goods shed combined with the other railway buildings in the area forms an excellent railway heritage zone, with three examples of Andrews's railway building types all preserved and in

close proximity in their original locations. These buildings are the shed, the station buildings, and the level crossing cottages nearby. The minimal interior alterations at Pocklington also illustrate the level of non-invasive conversion that is possible in these buildings whilst allowing their successful further use. The inherently adaptable nature of a goods shed lies in its original purpose: storage. This requires only one feature in a building, which is space. Thus the large, empty space made available by a goods shed allows almost any kind of retail storage facility to develop from the original building with very little required in the way of alteration (Orbasli 2008, 192).

The rural sheds in the survey, notably Burton Agnes and Ganton, provide a strange result. Burton Agnes has now been transformed completely and is no longer recognisable as an Andrews design, whilst Ganton remains virtually unchanged. How has this come to be? It would appear that, as noted in the CBA's guide to industrial archaeology, 'Rural stations and goods sheds are well suited to adaptive reuse as houses' (Palmer, Newell and Sissons 2012, 262). This is shown in Burton Agnes where no demand from the burgeoning urban light industrial sector has required the rapid reuse of the shed, and it has been allowed to redevelop and evolve into the building we now see. In Ganton, however, this has not happened. The shed, whilst unoccupied, has survived almost intact. This may be because one aspect of preservation has been overlooked: neglect. Whilst a far from ideal solution, this seems to have allowed the shed to remain in fairly original condition and has also allowed us to see what sort of resilience and longevity these buildings have when not continuously occupied. Ganton has proven that the buildings of Andrews design are resilient enough to last at least in semi-acceptable condition without being occupied or regularly maintained.

The use of goods sheds for community use is exemplified by Stamford Bridge. This scheme allowed the relatively whole preservation of the goods shed, whilst also converting it to community use as a sports hall. This has made a new, well-patronised public building available to the local community, almost certainly at a lower cost than that of building anew (Latham 2000, 7). The limited external alterations required to bring the building up to the required standard show that although some loss of character has been necessary, within its context the shed has stayed in relatively good condition. Particularly from the railway side, the building appears to be in an excellent state of preservation, adding to the local area's character, along with the preserved platforms and station buildings.

Further to this is the possibility of area development, beyond the scope of simply preserving one building. The idea of preserving the setting of a building is supported by Orbasli, who argues that such a setting must be in scale (Orbasli 2008, 200). This is the case in Pocklington, where as described, a kind of railway heritage area has been preserved, complete with cast iron signage and trackbed section. Cottingham's goods shed now forms part of a local area development. The shed's former yard and sidings will be transformed into a large shopping complex, with the shed being converted to use as a restaurant. There will be a small single storey extension to the rear of the shed, believed to be in a similar vein to that at Stamford Bridge (Cottingham Parish Council 2013, 2). The potential for this kind of development is great, as a similar case in Prestatyn, North Wales, has shown. This example shows an 1870s goods shed and 1840s station building preserved almost entirely intact, whilst allowing a local business to operate within the goods shed. If a similar level of care and attention is paid in Cottingham it would seem this is an excellent way of preserving the building's fabric externally and potentially internally, and also allowing the building to live on, and to work for its living (Latham 2000, 5).

These examples all show that there is no necessary benefit to a goods shed such as those included in this study being in the care of a private individual, a business, or a local authority. Pocklington, Stamford Bridge and Nafferton will provide our reasoning in this case. These three sheds have all been taken over by the types of owner just mentioned, and have all survived relatively well in preservation and use into the 21st century. As long as a sufficient degree of sympathetic care and attention is used in the altering and adaption of these buildings, they need not be solely the preserve of a local government and can therefore be enjoyed, used and cared for by anyone, so long as they are aware of the resource under their charge. Conversely, the privately owned shed at Hunmanby has lost almost all of its character and original fabric, and is almost of no value in evidential and communal terms. One example from outside this study of relatively poor management by a public body is the original Andrews passenger station at York itself. This building has been converted to use by the City of York Council as offices. There is very little remaining of the interior, the train shed, or the exterior of the building on the railway end. Granted the roadside is well preserved and retains the majority of its original fabric, the building itself offers no information to the general public who see it daily, has no commemoration of its railway history, and does very little in its surrounding area which contributes to its educational potential as a former railway structure.

It has also become apparent that listing has proven an effective method of encouraging the preservation and sympathetic adaption of the goods sheds in this survey. Those sheds which have been listed by English Heritage or local authorities appear to have survived in better condition, with more of their original fabric intact, and with a better evidential and historical value. This has not necessarily provided a better situation for their communal value to increase, but a building with a more tangible history may well have more to offer a community. Its practical use can then be further enhanced through its historical value, allowing a community to interact with its past whilst also using the building, with Stamford Bridge for example, for community activities (Orbasli 2008, 192). It is believed that this better quality is due to the presumed additional responsibility of the buildings' owners, as many members of the public are very cautious of interfering with the fabric of a listed building, making them more likely to take precautions and seek advice prior to any modification. The two exceptions are Stamford Bridge and Ganton. Ganton's situation has been described before, and Stamford Bridge is owned and operated by a local authority, partly explaining its good condition, as it is part of an area devoted to the town's railway heritage.

So it has been shown that although there is no single reason these sheds have survived, listing has proven a useful and effective tool based on the difference in condition between those sheds which have been listed and those that have not. It would seem that careful supervision of adaption would be a practical and commendable method for ensuring that future reuse is done with sufficient care. Ensuring the careful adaption of buildings to encourage sympathetic reuse is also a contributing factor in allowing their future reuse and preservation. It is possible that inclusion in a conservation area, rather than simply listing, may also be an effective method of acknowledging the value of the buildings, as is the case in Shildon with their former shed, as we will see in the next chapter. The restrictions of listing on the modifications which can be made do to an extent, limit the reuse potential of a building. However, as mentioned, the versatility of these sheds means that, as we have seen at Nafferton and Cottingham, reuse in a variety of ways is still possible.

The use of goods sheds as houses, though potentially highly destructive to the original fabric of the building, has been shown to be a possibility if done properly. The due care and attention shown at Nafferton is a good example of this. The adaptive reuse of Stamford

Bridge as a community sports hall is also an encouragingly successful example, and shows the versatility of these buildings away from their original purposes. The Pocklington and Ganton examples show that these sheds can be used with very little adaption or change, and can simply continue to work and stand as structures with a fairly *laissez faire* attitude being shown to them.

These sheds have allowed a group of buildings by a single architect to be assessed and potentially preserved for the future. Those with their loading bays provide an important and rare opportunity to see very early use of cast iron columns in a railway freight context, being used by a pioneer of cast iron railway architecture. This means that these sheds have historical value according to the regulations set out by major heritage management organisations (CADW 2011, 16). They tell us that the rapid developments of the railway boom years extend not only to locomotives and railway track evolution, but to the buildings of the railways themselves, and the transhipment of freight. The lack of formal written records on the sheds also means their significance as evidential value is crucial (English Heritage 2008, 28). Original metalwork and windows in this sort of goods context is a fascinating insight into the materials used in railway building construction and design. The fact that these sheds were designed by Andrews allows the work of an almost forgotten architect to be seen in depth and in a variety of modern day uses.

These buildings, though used in many different ways, and standing in many different states of preservation, all have the potential to teach us about the history of railway freight, the pioneering architecture of Britain's railways, and the modern needs and demands placed on industrial buildings. Their significance as a group lies, as we have seen, in the fact that Andrews's designs have contributed significantly to the railway landscape of the North East of England, and went on to influence it for many years to come. Through looking at the many different buildings and their many different contexts, we have seen that the options available for the adaptive reuse of a goods shed are many and varied; from houses to warehouses, they are a versatile, simple and easily maintained structure, and form a significant part of the industrial archaeology of North and East Yorkshire.

Chapter 7. Comparisons.

This chapter will look at different goods sheds that have been preserved or listed in other parts of Britain: one in Wales, one in County Durham, and one on the south coast of England. It will then compare them with the sheds of George Andrews included in the area of study. This is intended to further support the argument that Andrews's designed sheds are worthy of special attention, study and protection. Several sheds from around the country will be presented, and compared with Andrews sheds in terms of design, survival and potential for reuse. After this, the various reasons detailed in previous chapters for the study and conservation of Andrews's goods sheds will be presented alongside those for other buildings, to see if the sheds in this study can be compared in their significance to buildings of a similar type already considered important enough for listing and preservation.

There are a number of goods sheds across Britain which have been listed and preserved in recognition of their historical or architectural importance. Many of these buildings are large, urban goods depots serving major cities and stations. Others, those which concern this chapter, are smaller, rural goods sheds, nonetheless important as we have seen in earlier chapters. Three of these sheds will be presented below

Chester to Holyhead Line: Mostyn.

OS Grid Reference: 315293, 381075.

The first shed to be used as a comparison will be Mostyn, on the North Wales coast. The line through the town opened in 1848 for the Chester and Holyhead Railway and the size of the complex at this station is similar to many of those served by the York and North Midland (Anderson and Fox 1984, 40). The line's original buildings were designed by Francis Thompson in Italianate style, and Mostyn's original station is no exception. The station's goods shed is original and was built for the station in Thompson's style. The station building is now a private residence, and has been restored and preserved exceptionally well by the current occupiers. The goods shed is also almost entirely extant, with few external alterations, and was listed at Grade II by CADW in 1984 (British Listed Buildings 2013).

The goods shed itself bears some design resemblances to those of Andrews's, which is possibly unsurprising as it dates from the same period; that is the mid-late 1840s railway

boom era. The building is rectangular, and built in red brick. The sides feature four blind arches set into the brick walls, and each end comprises a central arch, with a blind arch and rounded door, one to either side of the central arch. The doors are now blocked with concrete blocks. The gables are flat with pediments inset in the brickwork. A stone course runs around the entire building above the doors, with another intersecting them at around two-thirds their height. The roof is a modern replacement, and aside from the doors there is no obvious form of ventilation or exterior light source. The wall runs somewhat higher than the original height of the roof, giving a false sense of height. This technique was used by Andrews in some of his designs in York, such as St John's College.

The shed is currently used for storage. In terms of evidential value, the building is quite important as it is an original Chester and Holyhead goods shed, of a unique design. No other 1840s goods shed has survived on the line, and none of Thompson's other sheds survive. A lack of drawings for Thompson's original designs means that this unique survival is potentially critical to our understanding of his work in the goods department of the Chester and Holyhead line.

Its potential communal value is not especially high, as the context of the building has changed so that it is now within a private business's land, next to a private residence, and is still hard up against the railway and the docks at Mostyn. Its preservation would further enhance the quality of Mostyn as a surviving Chester and Holyhead station, and would also further increase the potential for the site to be used for further and future study of the designs of Francis Thompson for the railway.



Figure 39. Mostyn goods shed in the 1990s, with stone course and rounded doors an obvious stylistic link to the sheds of Andrews. Courtesy of disused-stations.org.uk.

London to Weymouth Branch: Wareham.

OS Grid Reference: SY9209988218.

Our next comparison is Wareham. Wareham's goods shed dates to 1847, when it was built for the Southampton and Dorchester Railway, and is currently Grade II listed. The shed was derelict until the later 2000s and in 2003 suffered severe damage through fire (Jackson 2008, 284). It is now the headquarters building of an architectural firm. The company carried out the renovation of the building themselves, and externally it appears to have been done very sympathetically.

Once again, Wareham shared several design features with the sheds of George Andrews. It is constructed from red brick, and has two arches at each end, one of which was originally the doorway for goods train entry. The roof is hipped, and there are blind arches on either side: the roadside features four, the railway side three. The arches on the railway side contain rounded windows and the central one is now a doorway. On the former railway side, one of the arches has been glazed to form a large window. The shed was originally accessed by one of the four arches on the road side.

Internally, there have been many alterations to accommodate the needs of the firm who now use the building, but the roof, rafters and exterior all appear to have been very sympathetically restored. In terms of the evidential value of the building, its fine preservation, interesting location at an extreme angle to the current through line near Wareham new station, and its survival where the original station has disappeared, make the goods shed an interesting and informative survivor of the early railways in the south of England. The shed was originally accessed by wagon turntables from the mainline, and was only directly connected to the railway in 1886, when the site of the station itself was shifted to the west (Jackson 2008, 157).

Communal value of the site is already relatively high, as a local firm are using the building to facilitate their business. This means that the shed is not only a surviving building, it is a thriving building. This exemplifies the argument made in the previous chapter on the use of industrial buildings for modern business use, and their potential is seen here for use by businesses with minimal exterior alterations required.

The shed was listed in 1976 and this shows that it has been considered of importance for a significant period of time (British Listed Buildings, 2013). Most of the Andrews goods sheds were not listed until the 1980s or 1990s, suggesting that other factors may have informed the decision to list Wareham; possibly the presence of the Swanage Railway's preservation society nearby since the 1960s. This shed's long-term listed status shows that early goods sheds of similar designs to those of Andrews are already seen to be deserving of preservation efforts and further investigation and protection. The similar date, unusual location, and shared features, mean that the shed at Wareham and the designs of Andrews are comparable aesthetically, historically and evidentially.



Figure 40. The goods shed at Wareham, showing arches and hipped roof. Courtesy of Morgan Carey Architects.

Stockton to Darlington Line: Shildon.

The final comparison for this chapter is the former Stockton and Darlington Railway goods shed at Shildon. This shed, though currently not listed, is now a part of the Conservation Area imposed by Durham County Council on Shildon in recognition of its pioneering railway heritage status (Durham County Council 2011, 1). The goods shed at Shildon was one of the first railway goods sheds to be built, as the Stockton and Darlington was the world's first publically subscribed, passenger-hauling railway, built in 1825. Shildon was, in fact, the station from which the railway's first public passenger train left (Holmes 1975, 13).

The shed is built of local coursed rubble, with a simple pitched Welsh slate roof and one square door at each end for train entrance. There is a small office at one end, similar to

that at Nafferton, and one large arched doorway at the roadside for transshipment of goods (County Durham 2011, 29).

This shed is not listed, but it has an exceptional position in the railway heritage world, as it is now a part of the National Railway Museum's Locomotion Museum in Shildon. Through its inclusion in the national collection, the shed has been sympathetically restored, and is still occasionally used for train operation displays involving trains entering the building. The exterior condition of the building is excellent, and many of its original features have been preserved, such as the office, and many of the windows.

As a result of its preservation by the National Railway Museum, the shed's historical and evidential values are high, and it remains one of the very few Stockton and Darlington Railway buildings to have survived into this century. It also has a very high communal value, providing a service to not only the local community, but the nation as a whole, as it is part of a national museum's permanent display. The shed's communal value is recognised by the local authority. In 2011 it was decided that the building was 'a prominent building because of its design and location' (County Durham 2011, 15). This is a part of the conservation area appraisal published by the county council in 2011, noting that the many railway sites and buildings in and around the locomotion site were of particular significance to the history and industrial heritage of Shildon.

Conclusions.

We have seen in this chapter that, as well as being interesting archaeological resources in their own rights, the sheds designed by George Townsend Andrews are part of a larger architectural history. The sheds that we have looked at here have all been preserved or given listed status in order to highlight their significance as resources for the preservation of our railway history. The railway heritage forms a very large part of our more recent archaeological remains, and the goods sheds of Britain are not only numerous, but characteristic of their regions and the influences of the players involved in railway development throughout the 19th and 20th centuries.

The use of these sheds in the examples given has shown that although preserving their fabric for posterity should and can be a priority, there is also ample opportunity to give such buildings a new lease of life and to allow them to work for their living. The shed at

Wareham, as it is comparable stylistically and historically to those designed for the YNM by Andrews, is most valuable in our chapter here. This building shows us that the sheds of the 1840s can be repurposed successfully, can serve to educate on our railway heritage, and have the potential to provide evidential value for the investigation of our early railway history.

The sheds of George Andrews are no different in these respects. Their architectural significance has already been established, as has their fulfilment of the criteria for listing. This chapter has solidified the argument for their significance in the railway heritage, and has shown that they are equally deserving of preservation and protection through listing as the other railway buildings presented. Their potential for reuse and further development has also been described, and the continued use of the shed at Wareham after its sympathetic restoration shows that even a heavily damaged shed has the potential for future useful life.

Chapter 8. Conclusions.

What have we learned from this study? While it may seem that the goods sheds designed by George Andrews are in precarious and patchy states of preservation, it must be remembered that a considerable number of facts have come to light to provide some more information on their condition, their value, and their futures, and that the majority of those studied are in a condition which is of use in terms of research. We have seen how the sheds were used originally, how their designs influenced later sheds, and how they have and should be preserved and reused.

As noted earlier, the goods shed was once central to the railway freight network, and therefore economy, of Great Britain. As the twentieth century's various financial and operational constraints took hold, they became less and less a source of railway revenue, and more and more a new opportunity for development and light industrial use. Their potential in urban contexts, mentioned in the CBA's handbook on industrial archaeology, is well known through the regenerative projects mentioned, and has been taken advantage of in many places, not least of which is the National Railway Museum in York. The rural goods shed, however, has been seen as a threatened species. This study has shown that rather than the demand placed on urban space being the major factor in their survival, a goods shed may be destroyed or irrevocably altered from its original state if the demand for storage, business premises or domestic use calls for it. Thus, it could be argued that the fate of a goods shed depends as much on the use to which it can be put by its owner, as much as the urban or rural context in which it finds itself.

It has been illustrated that the uses to which these buildings can be varied and the sheds are versatile due both to their design and their locations near to road and rail links. The different uses to which these structures have been put encompass private residences, commercial, and community uses. Despite the obvious issues inherent in repurposing a building and adapting it to modern use, many of the sheds surveyed have been successfully adapted with little external damage to their character or fabric. The sheds at Nafferton and Pocklington show that further use after their original industry has lost use for them is entirely possible, with very little in terms of destructive alteration. This study has, then, shown that a variety of future uses are possible for a seemingly outdated and outmoded

industrial building, particularly if adequate consultation on the versatility of the building is sought prior to adaptive reuse.

This study has also shown, however, that without adequate protection afforded by listing and careful inspection, these buildings are in danger. As noted at Driffield and Burton Agnes, a very well maintained example of this design was demolished in the 1990s, two decades after the listing of Andrews goods sheds began. At Burton Agnes a shed in a rural location has been completely destroyed and rebuilt, because the demand for its original form was not present. With listing such occurrences might be prevented in future, as described earlier, because of the caution often displayed by developers when dealing with such 'protected' structures. The lack of knowledge on the designs and their significance is obvious when talking to the current owners and operators of the sheds. No one who was asked knew the original purpose or design significance of their buildings. Therefore, for future preservation, these goods sheds ought to be listed, published upon, and shown to the public as the important pioneering designs they are, and their significance as a railway archaeological resource appreciated to a higher and broader degree.

These goods sheds have taught us much about the architecture, use, and economics of the early Victorian railway system of Britain. We have seen the pioneering use of cast iron columns in support of roof trusses, and unique loading bay designs of George Andrews. This man is an under-rated and often forgotten trailblazer in railway architecture. His designs influenced the designs of North Eastern Railway goods sheds, becoming a standard for three-quarters of a century after his original designs were built. The sheds also show that such designs have great longevity, despite the neglect or alteration that they might suffer post-railway use. With Ganton as an example, as well as Pocklington, the original fabrics of which have survived virtually intact for a century and a half, these sheds are hardy examples of relatively early railway buildings. Thus these buildings serve as testament to the quality of the early Victorian builder and the successful designs of George Townsend Andrews.

This survey originally aimed to show that the goods sheds of George Townsend Andrews are a valuable and under-appreciated aspect of railway archaeology, and can illustrate the unique character of the early Victorian railways of Yorkshire. By looking at the designs of these buildings and their influence on later railway goods shed designs, this has been

accomplished. The influence of his sheds on later North Eastern Railway designs is only one aspect of their value. His unique loading bay design, so often lost to development, shows that an aspect of railway operation and its architectural representation has been all but lost, and ought to be preserved as far as possible, not only due to its rarity, but also because it illustrates the transshipment methods used on the early railways. The shed at Nafferton exemplifies their character. Its Andrews design is undisputable from first looking at it, and its potential to contribute to the railway heritage lies in its link to an all but forgotten and yet pioneering and influential railway architect. The links described earlier to George Hudson, Robert Stephenson and the early boom in railways also provides another reason for the preservation and further study of these goods sheds. It should now be clear that these sheds, rather than simply anachronisms, are a valuable, versatile and significantly influential part of the industrial heritage. The conservation and adaptive possibilities of these buildings have been discussed at length and have shown that they are capable of serving purposes far beyond those for which they were originally designed. But they can also play a part in economic and community contexts as they were originally intended to do. The comparison with other goods sheds nationwide has shown that these buildings have a wide appeal in terms of their reuse, and that they have the potential to be used in a wide range of ways, by a wide range of organisations and individuals. The ownership of Shildon by a national museum, whilst also being recognised by its local authority for its significance as a part of the conservation area there, is a particularly pertinent case in point. The use of Wareham by an architecture firm and their sympathetic treatment of the structure shows that these sheds, whilst understudied, have an undeniable value and aesthetic appeal. Goods sheds are considered a threatened building type by English Heritage which, combined with their potential in evidential terms, cannot but confirm that they are a significant and threatened part of the industrial archaeological heritage of Britain.

It is hoped that this study will bring these buildings and others in former and current railway and industrial use, into the light of more mainstream study. The industrial archaeology of Britain is often under-appreciated and forgotten, though it is becoming more and more a valid part of published and research archaeology. This dissertation hopes to correct this through presenting a beginning to the further in-depth study of these buildings. While not an exhaustive survey of all the goods shed designs in Britain, it provides an opportunity to examine the work of one of Britain's earliest major railway

architects. It is also hoped that this study has shown that with some care, attention and adequate study, these structures can still work for their livings, and educate us on the past that brought us to where we are today. One of the more important lessons to be learned from these buildings is that former industrial buildings, while they may no longer be in use for their original purposes, can still serve a purpose and provide a service in the modern, post-industrial world.

Appendix.

The next pages contain additional information and evidence gathered in the field as part of this dissertation. There are digital word-processed copies of each survey sheet included for reference and for clarity, as many of the original hand-written sheets have been damaged. The English Heritage listing entries for those sheds which have been listed are included for reference purposes as well.

Original Features	New features and Context	Listing Status	Overall Condition
<p>Semilunar windows.</p> <p>Awnings.</p> <p>Brick structure.</p> <p>End door on railway side.</p>	<p>Now apparently disused in a field next to the railway.</p> <p>Loss of loading bay, but retention of awning.</p>	<p>Not listed.</p>	<p>Good, but somewhat neglected.</p>

Original Features	New features and Context	Listing Status	Overall Condition
<p>Office at roadside and station end.</p> <p>Most of the brickwork and stone courses.</p> <p>End doors, central side door and semilunar windows to a degree.</p>	<p>Now a private house with adjacent parking.</p> <p>Semilunar windows extended downwards.</p> <p>External fuse box.</p> <p>End doors have been glazed to form new windows.</p>	<p>Grade II.</p>	<p>Very good, many internal modifications but still an identifiable Andrews goods shed.</p>

Thorp Arch. 1847.

Original Features	New features and Context	Listing Status	Overall Condition
<p>Loading bay, columns and boarding. Hipped roof at both ends. Office present but lacking roof.</p>	<p>New glazing, some repairs to pointing and brick, now used as an outbuilding for a private dwelling. Coal staithe, platforms and station buildings all still present.</p>	<p>Grade II.</p>	<p>Very good. A number of original features with informative potential.</p>

Stamford Bridge. 1847.

Original Features	New features and Context	Listing Status	Overall Condition
<p>Hipped roof at road end.</p> <p>Semilunar window outlines on railway side.</p>	<p>Extension at rear on roadside.</p> <p>Original doors and windows bricked up, though emergency exit door has been inserted into original railway entrance.</p> <p>New roofing material.</p> <p>Now within a railway trail area. The original station buildings and platforms are still present and the area has been preserved for posterity.</p>	<p>Not listed.</p>	<p>Good. Some original features have been lost with the extensive addition, but the context and associated buildings provide more information.</p>

Nafferton. 1846.

Original Features	New features and Context	Listing Status	Overall Condition
Loading bay, with columns and weather boarding. Hipped roof, doors and windows.	Loading bay sides and doors have been glazed to provide extra windows for lighting.	Grade II.	Excellent. Very informative due to original features, and very clearly an evocative example of Andrews's designs.

Cottingham. 1846.

Original Features	New features and Context	Listing Status	Overall Condition
<p>Hipped roof still present, original windows and doors still apparently useable.</p> <p>Small fixing panels for awnings over the roadside doors still present.</p>	<p>Now located within the site of a re-development project on the old goods yard. It will be preserved in situ according to the plans.</p>	<p>Grade II.</p>	<p>Quite good, with many original features, though it seems somewhat neglected.</p>

Pocklington. 1847.

Original Features	New features and Context	Listing Status	Overall Condition
<p>Loading bay with columns.</p> <p>Semilunar windows (boarded up).</p> <p>Side doors, and sliding door on railway side.</p> <p>Original roof beams.</p>	<p>Boarding to the ground on loading bay, windows boarded up.</p> <p>Station building, crossing keeper's cottage and trainshed all listed and preserved to provide a strong railway history related local context.</p>	<p>Grade II.</p>	<p>Very good. Many original features and associated buildings provide a strong sense of place and historical context.</p>

Burton Agnes. 1846.

Original Features	New features and Context	Listing Status	Overall Condition
<p>None that can be discerned.</p>	<p>Entirely rebuilt as house. New windows, doors and roof.</p>	<p>Not listed.</p>	<p>Not recognisable as an Andrews goods shed.</p>

Bridlington. 1846.

Original Features	New features and Context	Listing Status	Overall Condition
<p>End doors, brickwork and windows all appear to be original and present.</p>	<p>Roof is no longer hipped, now used as a bed warehouse. Still adjacent to railway.</p> <p>Station end rail entrance now blocked.</p>	<p>Not listed.</p>	<p>Quite good, forms part of a complex of buildings along with Grade II listed railway station building.</p>

English Heritage Listing Entries.

The following are the listing entries for the goods sheds in the survey currently listed. All entries courtesy of English Heritage.

Thorp Arch.

SE44NW THORP ARCH LS23

2/106 Engine shed at Thorp Arch Station

GV II

Railway engine shed, now disused. Probably c1850 for the York and North Midland Railway Company. Ashlar gritstone dressings to coursed, squared magnesian limestone walling; Welsh slate roof. 1 storey; 3 x 2-bay shed extended to south-east by an open-sided 2 x 2-bay canopy and with a small, lower projection at north-west end. Side facing line (now removed) has an infilled round archway with impost band forming sill to lunette on each side; canopy on left has cast-iron columns with fretted braces beneath a boarded frieze; hipped roof. Rear: shed has boarded round-arched opening flanked by bricked-up, round-arched openings. Left return: boarded doors to round-arched train openings with lunette between. Right return: central projection has door and sash and has hipped roof flanked by blocked round archways. Situated on the Church Fenton to Spofforth line opened 1847 and linked to Harrogate the following year. A similar engine shed survives incomplete at Wetherby (see under York Road).

Listing NGR: SE4383046561

<http://list.english-heritage.org.uk/resultsingle.aspx?uid=1319986>

Cottingham.

COTTIINGHAM STATION ROAD TA 03 SE (east side) 8/31 Goods Shed at Cottingham Station

GV II

Goods shed. 1846, probably by G T Andrews for York and North Midland Rai1way. Brown brick with stone dressings, slate roofs. Single storey with loft, 4 bays. 4 large loading arches, each with double-leaf boarded doors and heavy stone sills under round gauged brick arch with impost band. Between each is a smaller round-headed opening with louvres. To loft, 2 boarded taking-in doors with sills under segmental brick arches. Hipped roof on oversailing eaves.

Listing NGR: TA0508432960

<http://list.english-heritage.org.uk/resultsingle.aspx?uid=1103399>

Nafferton.

TA 05 NE NAFFERTON STATION ROAD (west side)

7/102 Goods Shed at Nafferton Station

GV II

Goods shed. 1846 with later additions. Built for the Yorkshire and North Midland Railway Company. Red brick with stone dressings. Hipped slate roof with overhanging eaves. East front has low office attached to left with single plank door, and a single glazing bar sash. To the right a large round headed engine opening with sand stone impost band. South front has central double doors, in round headed engine opening with continuous impost band forming cills to Diocletion windows either side. Attached to the west a 3 bay addition faced with weather boarding and supported on iron columns with ornate brackets.

Listing NGR: TA0579258405

<http://list.english-heritage.org.uk/resultsingle.aspx?uid=1261824>

Pocklington.

SE 84 NW POCKLINGTON RAILWAY STREET (east side, off)

16/34 Former Goods Shed

GV II

Goods shed, now disused. Mid C19, possibly by G T Andrews. Red brick with stone dressings, weatherboarded timber, slate roof. 1 storey, 5 bays, 1:1:3. Left bay (probably originally open) underbuilt in C20. 2nd bay has C20 door with louvre over flanked by C20 windows in original openings under round gauged brick arches. Remaining bays have large, blocked, openings with round gauged-brick heads with raised keyblocks. Hipped roof. Included for group considerations.

Listing NGR: SE8028648738

<http://list.english-heritage.org.uk/resultsingle.aspx?uid=1162031>

Source

<http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

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