AN ARCHAEOLOGICAL WATCHING BRIEF ON THE WEST HANDYSIDE CANOPY AREA, KING'S CROSS CENTRAL, LONDON BOROUGH OF CAMDEN

SITE CODE: KXI07

PCA REPORT NO. R11095

SEPTEMBER 2011

PRE-CONSTRUCT ARCHAEOLOGY

An Archaeological Watching Brief on the West Handyside Canopy Area, King's Cross Central, London Borough of Camden

Site Code: KXI07

Central National Grid Reference: TQ 3024 8356

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September 2011

PCA Report Number: R11095

DOCUMENT VERIFICATION

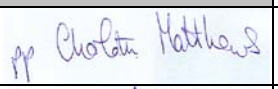
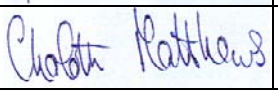
Site Name

West Handyside Canopy Area, Kings Cross Central,
London Borough of Camden

Type of Project

Archaeological Watching Brief

Quality Control

Pre-Construct Archaeology Limited Project Code			K2587
Pre-Construct Archaeology Limited Report Number			R11095
	Name & Title	Signature	Date
Text Prepared by:	Rebecca Haslam		13.09.11
Graphics Prepared by:	n/a		
Graphics Checked by:	n/a		
Project Manager Sign-off:	Charlotte Matthews		13.09.11

Revision No.	Date	Checked	Approved

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1 ABSTRACT

1.1 Pre-Construct Archaeology Ltd was commissioned by King's Cross Central General Partner Limited (representing the original applicants for the King's Cross Central Scheme) to undertake an archaeological watching brief on one trench and one open area situated in the former location of the West Handyside Canopy, King's Cross Central, London Borough of Camden, centred on Ordnance Survey National Grid Reference TQ 3024 8356 (Figure 1). The West Handyside Canopy was located between the Eastern Transit Shed and the Midland Goods Shed (Figure 2).

1.2 The East and West Handyside Canopies were constructed in the late 1880s in order to improve conditions for unloading the potatoes that were sold in the adjacent Potato Market. This took place in the open air prior to the erection of these roofs.

1.3 A yellowish brown silty clay was found at the base of the sequence in both trenches. This was interpreted as made ground, deposited as a levelling layer between 1850 and 1852 when the new King's Cross Goods Station was built.

1.4 The remains of two railway lines and two probable platforms were unearthed during the watching brief, as were numerous hydraulic pipes, ceramic service pipes, masonry inspection chambers, masonry footings and two capstans. These features post date 1850.

1.5 The above ground sections of the West Handyside Canopy were recorded during a built heritage undertaken by Pre-Construct Archaeology Ltd, and the results are detailed in a separate report (Thompson, Gould and O'Gorman 2011). This document therefore deals exclusively with the below ground remains.

2 INTRODUCTION

2.1 Pre-Construct Archaeology Limited was commissioned by Kings Cross Central General Partner Limited (representing the original applicants for the King's Cross Central Scheme) to undertake an archaeological watching brief on one trench and one open area situated in the former location of the West Handyside Canopy, King's Cross Central, London Borough of Camden, NW1, centred on Ordnance Survey National Grid Reference TQ 3024 8356 (Figures 1 and 2). It was carried out between 28th May 2008 and 13th June 2009.

2.2 The site was assigned the code KXI07.

2.3 A major regeneration development scheme has been proposed for this area, which is referred to in the planning applications as '*King's Cross Central*'. This site lies within the Regent's Canal Conservation Area.

2.4 The watching brief forms part of a wider programme of archaeological and built heritage recording that is being undertaken at the King's Cross Central development site. The archaeological phases that are used in this document therefore correspond to those that are defined in the main assessment report (Haslam, Thompson & Maher, 2011). This is necessary in order to facilitate integration at the publication stage.

Figure 1
Site Locations
1:10,000 at A4

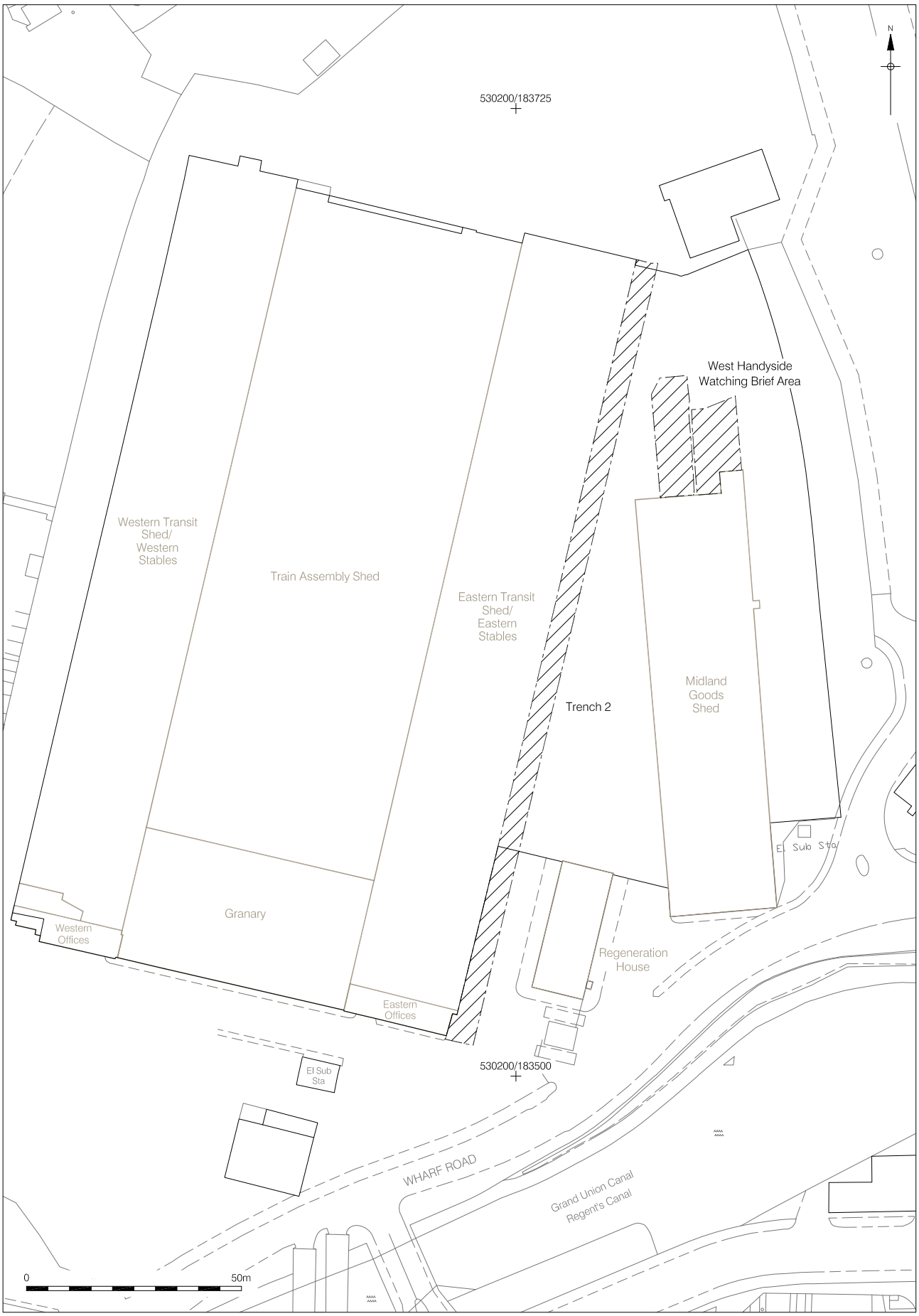

Figure 2
Detailed Site and Building Locations
1:1,250 at A4

3 GEOLOGY AND TOPOGRAPHY

3.1 The British Geological Survey of England and Wales (sheet 256) suggests that the site is underlain by London Clay, which overlies the Woolwich and Reading Formation, the Thanet Formation and Upper Chalk.

3.2 The area of study occupied a roughly triangular block of land that was located between the Midland Goods Shed and the Eastern Transit Shed. It was relatively flat with a variety of surface coverings including concrete slabs, tarmac and cobblestones. Ground levels in this area ranged from 24.18m OD (Ordnance Datum) at the southern end of Trench 2 to 24.26m OD at the northern end of the same trench. The ground surface in the West Handyside Watching Brief Area was at a height of 24.18m OD.

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 Prehistoric (*c.* 450,000 BC – AD 43)

4.1.1 The King's Cross Central site is not underlain by Pleistocene sediments. These deposits were eroded by the Thames and its tributaries in this location during the early Holocene. Consequently, no evidence of Palaeolithic activity has survived in the area.

4.1.2 The site is situated directly above the London Clay formation and is therefore poorly drained. This boggy environment was not ideal for later prehistoric settlement, which may explain why no Sites and Monuments Record (SMR) entries relating to this period have been found in the vicinity (Archer, 2011).

4.2 Roman (AD 43 – 410)

4.2.1 King's Cross is located approximately 2km to the northwest of the Roman town of *Londinium*. The city was founded within a decade of the arrival of the Romans in AD 43 and expanded throughout the 1st and early 2nd centuries. It contracted throughout the 3rd and 4th centuries before its eventual abandonment after the collapse of Roman rule in the early 5th century (*ibid*).

4.2.2 Several Roman find spots are recorded on the SMR in the vicinity of King's Cross, including an iron urn and a tombstone that were unearthed near Wharfdale Road to the south-east of the site. York Way, to the immediate east, follows the route of a former Roman road (*ibid*).

4.3 Saxon and medieval (AD 410 – AD 1485)

4.3.1 Little Early to Mid Saxon activity has so far been found in the area, the only possible exception being a settlement located close to the Old St Pancras graveyard. Evidence supporting the existence of this is scant, being limited to a 6th or 7th century altar that was unearthed in this location (*ibid*). The main Saxon settlement in the central London area was probably situated some considerable distance to the south near Aldwych in modern day Covent Garden.

4.3.2 The former Roman city was probably reoccupied during the 9th and 10th centuries. It has been suggested that farming expanded northwards at this time, probably into the King's Cross area. By the 13th century, rural villages had been established at St Pancras and Islington. The *Domesday* survey of 1086 suggests that the site lay within the Ossulstone Hundred, whilst the land to the immediate west of York Way formed part of the Prebendal Manor of St Pancras (*ibid*).

4.4 Post-Medieval (AD1485–1900)

4.4.1 Rapid population growth from the late 15th century to the mid 18th century dramatically changed the nature and scale of London. Neighbourhoods around Islington, Shoreditch and Clerkenwell grew in size and were occupied by the poorer classes as the population quadrupled in size (*ibid*). The King's Cross area was then known as Battle Bridge, after a small village situated on the border of the old boroughs of St Pancras and Islington (Thompson & Gould, 2010). It remained rural in character until the late 18th century, when Somers Town began to develop (*ibid*).

4.4.2 A small pox hospital was built to the south of the site in the late 18th century, followed by a fever hospital in the early 19th century (Archer, 2011). Their former locations are now occupied by the Great Northern Hotel (Thompson & Gould, 2010).

4.4.3 The area underwent further urbanisation during the early 19th century. Somers Town and Battle Bridge became increasingly impoverished, gradually morphing into slums surrounded by noxious industry (*ibid*). The former agricultural fields in and around King's Cross were extensively mined for clay, which was used to manufacture bricks and tiles (Archer, 2011).

4.4.4 The Regent's Canal, to the immediate south of the site, had opened by 1820 (Thompson & Gould, 2010). This dramatically improved transport links to this part of London, which aided the commercialisation and industrialisation of the area. Developments included the construction of a major gas works to the south of the Regents Canal as well as the growth of smaller commercial ventures and the erection of workers housing (Thompson & Gould, 2010; Archer, 2011).

4.4.5 King's Cross acquired its present name in 1830, when a monument to George IV was erected at the crossroads of the streets that are now known as York Way and Euston Road (*ibid*).

4.4.6 In the mid 19th century, the Great Northern Railway Company (GNR) proposed the construction of a new Goods Station in the Kings Cross area, which would serve as an interchange between the Regents Canal and the railway. Ground preparation for the construction of this began in 1849 and was completed the following year (*ibid*).

4.4.7 The Goods Yard buildings, including the Granary, the Train Assembly Shed and the Eastern and Western Transit Sheds, had been constructed by 1852 and the earliest road and railway infrastructure had been installed by this time (Haslam, Thompson & Maher, 2011). The Eastern and Western Transit Sheds respectively handled inwards and outwards goods traffic. As the name suggests, wagons were assembled into trains in the Train Assembly Shed (*ibid*).

4.4.8 A carriage shed was erected in 1850 to the west of York Way (then known as Maiden Lane). It was designed by the architect Lewis Cubitt and functioned as the GNR's Temporary Passenger Terminus. The Midland Railway Company negotiated a lease on the site in 1857 after the permanent GNR passenger station at Kings Cross was built and passenger services to Maiden Lane ceased (Thompson & Gould, 2010). Improvements to the existing structure were therefore made by the GNR in 1858 in order to make the building fit for this new purpose (*ibid*).

4.4.9 Use of the site reverted back to the GNR in 1868, after the Midland Railway built a dedicated freight-handling depot at Agar Town in 1862 and opened St Pancras Station to passenger traffic in October 1868 (*ibid*). It was henceforth used largely as a warehouse, much of which was leased to the Yorkshire-based bottle manufacturers Kilner Brothers, who instigated various structural changes throughout the late 19th and early 20th centuries.

4.4.10 The volume of inbound goods traffic to the King's Cross facilities grew throughout the 1850s and 1860s. This caused congestion in and around the Eastern Transit Shed, which handled the incoming trains. The construction of extra platform space in the southern end of the shed in 1871 did little to ease the problem. As a consequence, an inwards siding, roadway and paved unloading area were constructed in 1876 between the Eastern Transit Shed and the Midland Shed (Thompson, Gould & O'Gorman, 2011). This section of the site was later became part of the West Handyside Canopy.

4.4.11 After the Potato Market sidings were extended in the mid 1860s, it was necessary to increase the hydraulic power supply in order to feed the extra capstans and other apparatus that was required. Additional hydraulic machinery, most probably including an additional accumulator tower in the northeast corner of the Midland Shed, had therefore been installed in this area of the yard by 1878 (Thompson & Gould, 2010).

4.4.12 In August 1881, a proposal to introduce hydraulic capstan shunting in the Eastern and Western Transit Sheds, the Train Assembly Shed and the Granary was made by the GNR and an order worth £8,050 was subsequently placed with Tannett Walker. Additional hydraulic equipment, including an accumulator, a pumping engine, pipework, capstans and snatch heads, was henceforth supplied (Haslam, Thompson & Maher, 2011). This order was followed in October 1882 by an additional instruction worth £1,510 for more hydraulic machinery in order to decrease dependency on horses *(ibid*). Three months later, another capstan and five additional snatch heads were purchased from the same company for £167 *(ibid*).

4.4.13 In the years preceding 1888, the potato traders that frequented the GNR's Potato Market unloaded their goods in an unroofed area that was situated between the Potato Market and the Midland Goods Shed; the lack of cover meant that the merchants were entirely exposed to the elements in all weathers (Thompson & Gould, 2010). The GNR did little about this until the rival Midland Railway Company opened their own potato market at Somers Town Goods Depot in the mid 1880s. Facilities at York Way were improved after this event in order to avoid losing ground in the potato trade (Thompson, Gould & O'Gorman, 2011). The tender for the erection of the new roofs was awarded to Andrew Handyside & Company of Derby in May 1888 and construction of the East and West Handyside Canopies probably began shortly afterwards (*ibid*).

4.4.14 In late October 1889, a proposal to construct a two-track tunnel that ran below some of the Goods Yard buildings, including the Midland Shed and the Potato Market, was submitted to the GNR board. Express passenger, suburban and fast goods trains were to use the tunnel, enabling the GNR to run more efficient services into Kings Cross Passenger and Suburban Stations. Work had begun by September 1890, when the walls of the Midland Goods Shed were underpinned in advance of tunnelling (Thompson & Gould, 2010).

4.4.15 A new GNR goods depot, known as the "Western" or "Outwards" Goods Shed, was constructed to the west of the pre-existing site between 1897 and 1899. It handled outbound commodities that were destined for export to the north. The original depot therefore became known as the "Eastern" or "Inwards" Goods Yard from this point onwards and was henceforth dedicated exclusively to the handling of imported wares. These changes greatly improved the GNR's ability to handle the increased volume of goods traffic that passed through the yard (*ibid*).

4.5 **Modern (1900- Present)**

4.5.1 By 1915, the volume of goods traffic frequenting the Kings Cross depots had increased further and it had become apparent that additional facilities were required. As a consequence, the Midland Shed reverted back to its former use as a railway depot, this time handling inbound goods only. The various tenants that had previously rented warehousing space in the building were relocated and compensated (*ibid*).

4.5.2 The volume of fish traffic that entered the King's Cross Goods Yard also increased during the early 20th century to the extent that fish was delivered every day, including Sundays, by the 1930s (Thompson, Gould & O'Gorman, 2011). The Eastern Transit Shed received most, if not all, of this commodity during the mid 19th century. However, after the inward goods siding and roadway between the Eastern Transit Shed and the Midland Goods Shed was roofed, perishable goods including fish could be transferred directly into road vehicles for more efficient and rapid onward distribution. By the early 20th century the original 1870s siding and a later shorter line of track was sometimes referred to by railwaymen as the "Long and Short Fish Roads" (*ibid*).

4.5.3 The GNR became part of the newly created London and North Eastern Railway (LNER) in 1923 (Thompson & Gould, 2010).

4.5.4 A scheme to transpose the functions of the Inwards and Outwards Sheds was proposed in July 1935 and instigated soon afterwards; the Midland Goods Shed was omitted from this plan (*ibid*).

4.5.5 The southern end of the West Handyside Canopy was partially destroyed during an air raid on Saturday 9th November 1940. It may also have sustained further damage during the raid of 30th January 1941, when the Granary Basin car park and the surrounding buildings were hit. Whether any wartime repairs were undertaken is unknown and it remains possible that the canopy was left in a ruinous state until the end of the war (Thompson, Gould & O'Gorman, 2011).

4.5.6 After nationalisation in January 1948, ownership of the Kings Cross facilities passed to British Rail (Haslam, Thompson & Maher, 2011).

4.5.7 The East and West Handyside Canopies were refurbished in the mid 1950s, after the remit of a plan to replace the Transit and Train Assembly Shed roofs was extended to include them (Thompson, Gould & O'Gorman, 2011).

4.5.8 The former GNR Eastern Goods Yard became a parcels depot in the second half of the 1960s. It was used by various state owned delivery companies and subsidiaries of British Rail (*ibid*). Although state owned, it is not clear what the Midland Goods Shed was used for at this time; it could potentially have fallen into disuse (Thompson & Gould, 2010).

4.5.9 The volume of rail traffic entering the yard steadily decreased throughout the 1960s and 1970s, eventually ceasing in 1981 when British Rail stopped running a parcels service. From this point onwards, parcels were exclusively delivered and dispatched by privatised road haulage couriers and the remaining rail lines fell into disuse (Haslam, Thompson & Maher, 2011).

4.5.10 The parcel delivery companies vacated the yard in the late 1980s, after which parts of the complex were used as warehouses and stores. By the turn of the 21st century much of the complex was unoccupied (*ibid*).

5 METHODS

5.1 Introduction

5.1.1 The watching brief was carried out in accordance with IFA guidelines (2008) and the methodologies set out in English Heritage (GLAAS) Guidance Papers for standards and practices in archaeological fieldwork, watching briefs, assessments and evaluation (Greater London Archaeology Advisory Service, 1998).

5.2 Aims and Objectives

5.2.1 The aim of the watching brief was to record the location, extent, date nature, character and relationships of any archaeological evidence, particularly 19th century features and deposits, that were unearthed during the project.

5.3 Fieldwork Methods

5.3.1 The watching brief areas were excavated by BAM Nuttall Ltd with a 360 type mechanical excavator equipped with a toothless bucket under the supervision of the attendant archaeologists. Two interventions were monitored, which were termed Trench 2 and "West Handyside Canopy Watching Brief Area" as shown on Figure 2. Their dimensions were as follows:

Trench 2: 5.22m (E-W) x 186.86m (N-S) x 0.5 to 0.8m deep

West Handyside Watching Brief Area: 19.5m (E-W) x 27.8m (N-S) x 0.5m deep

5.3.2 All archaeological features and deposits (including layers, cuts, fills and structures) excavated and/or exposed were assigned individual context numbers and descriptions were entered onto *pro-forma* recording sheets following standard single context recording methods. All plans and sections of archaeological deposits were recorded on polyester based drawing film, the plans being drawn at a scale of 1:20 and the sections at 1:10.

5.4 Project Archive

5.4.1 The fieldwork produced: 7 multi-context plans at a scale of 1:20, 1 multi-context plan at a scale of 1:50, 1 multi-context plan at a scale of 1:100 and 79 context records. The project archive will be deposited under the site code KXI07 in the London Archaeological Archive and Research Centre (LAARC) in due course.

5.4.2 A phase summary of the Kings Cross Central site has been defined and a series of unique identifiers have been awarded to the buildings and landscape features that were encountered archaeologically in the "Eastern Goods Yard" area. These are detailed in the Phase I Assessment Report, "*Archaeological Excavations at "The Eastern Goods Yard", Kings Cross Part 1: The Hydraulic Station, Turntables A & B and an Interim Report on Kings Cross Central*" (Haslam, Thompson & Maher, 2011). The phasing and the terminology that was used in this document will form the basis for the publication. As a consequence, all future work undertaken in and around the Eastern Goods Yard, including the results of this study, will conform to this phasing and terminology in order to facilitate integration at the publication stage.

6 THE ARCHAEOLOGICAL SEQUENCE

6.1 PHASE 2B: 1850-1852

6.1.1 Made Ground

6.1.1.1 A thick deposit of mid grey blue to mid yellowish brown silty clay, [594] / [591], was found at the base of the archaeological sequence. It resembled redeposited, oxidised London Clay and was interpreted as a ground raising and levelling deposit, dumped during the construction of the Goods Yard complex and the GNR Temporary Passenger Terminus. The top of the layer was found at a height of 23.9m OD in the southern end of Trench 2, 23.8m OD in the northern end of Trench 2 and 23.8m OD in the West Handyside Watching Brief Area.

6.2 PHASE 2 TO 9: 1850 ONWARDS

6.2.1 Railway Infrastructure (Figures 10 & 11)

6.2.1.1 The remains of a railway line were found at the top of the sequence in Trench 2 (Figure 10). The rails were flush with the modern ground surface at a height of 24.15m OD at the southern end of the trench and 24.26m OD at the northern end. They were composed of metal rails, [354], which were bolted together with a series of wooden sleepers, collectively termed [355]. The latter were not visible until the modern tarmac and concrete had been removed, being 0.28m below the modern ground surface.

6.2.1.2 The track was orientated north northeast - south southwest and was over 5.84m long as seen within the confines of the trench. Each wooden sleeper was over 1.38m long, 0.28m wide and of unknown thickness. The rails were 1.44m apart, indicating that they were standard gauge (4 ft, 8½ in).

6.2.1.3 The track was located in the approximate predicted position of a railway line that is shown for the first time on the Humber plan of 1866 (Figure 5) which strongly suggests that it had been installed by this time. It does not appear on earlier maps of the site, including Lewis Cubitt's proposal plan of 1850 (not illustrated), Captain Gatton's sketch plan of 1852 (Figure 3) and the Stanford Map of 1862 (Figure 4). This may be because it had not been installed when these were created or, more probably, because these cartographic sources are not sufficiently detailed to show it. The line presumably formed part of the southern section of "Railway Line 16", as defined in the Phase I Assessment Report (Haslam, Thompson & Maher, 2011). It is likely that it connected with a turntable, previously termed "Turntable A" in the same report (*ibid*), which linked this artery with an east-west track, previously termed "Railway Line J" (*ibid*), that ran along the northern edge of the canal basin. This line was placed within Phase 2c to 3b (1850-1865) in the Assessment Report, based on the cartographic evidence detailed above. The section that is described in this document has been placed in a broader phase as it sealed the construction cuts and associated backfills of numerous hydraulic pipes, ceramic pipes and masonry inspection chambers, some of which could post date the 1850s and 1860s. It is therefore possible that this section of Line 16 was repaired or entirely replaced at a later date.

6.2.1.4 A bobbin shaped metal protrusion with a diameter of 0.31m was observed in the southern end of Trench 2, to the immediate west of the railway line (Plate 1). It was interpreted as a capstan that was used to shunt wagons along "Railway Line 16". The trench was not excavated to a sufficient depth to determine whether a below ground hydraulic mechanism was associated with the device. It therefore remains uncertain

as to whether this feature is a hydraulic or dummy capstan. If the latter is the case, it was likely installed in 1881 to 1882 when capstan shunting was extended to the Goods Yard (i.e. during Phase 4a, 1880-1882). If it is a dummy capstan, it could have been erected at some other point from Phase 2 onwards (1850 onwards).

6.2.1.5 A second railway line, [3314], was recorded at the top of the sequence in the West Handyside Watching Brief Area (Figure 11; Plate 2). Again, the tops of the rails were flush with the modern ground surface at a level of 24.18m OD. It was situated to the immediate north of the former location of the GNR's Temporary Passenger Terminus (later the Midland Goods Shed). The track closely resembled the others that have been unearthed on the site, being composed of metal rails and wooden sleepers, the dimensions of which indicated that it was also of standard gauge. It is probably depicted for the first time on Captain Gatton's Sketch Plan of 1852 (Figure 3), although this relatively rudimentary source is hard to interpret with certainty. The plan shows a line entering the Temporary Passenger Terminus in the approximate position of [3314], suggesting that this section of track had been installed by 1852. It may also appear on the similarly crude Stanford Map of 1862 (Figure 4) and is definitely shown on the relatively detailed Humber Plan of 1866 (Figure 5). This suggests that the line remained extant after the Midland Goods Shed replaced the GNR's Temporary Passenger Terminus, not only whilst it was tenanted by the Midland Railway Company from 1858 but also after it reverted back to the GNR in 1868.

6.2.1.6 The Humber Plan (Figure 5) suggests that [3314] represents the most westerly of four tracks that were associated with the Midland Goods Shed. The most westerly two (including [3314]) entered the shed whilst the most easterly two terminated to the immediate north of the building.

6.2.1.7 The most easterly three of these lines are shown with a different arrangement on the 1882 Great Northern Goods Station Plan (Figure 6) although they are shown as on the 1866 Humber Plan (Figure 5) on the Ordnance Survey Map of 1894 (Figure 7).

6.2.1.8 The Humber Plan (Figure 5) suggests that [3314] branched to the north of the Midland Shed, separating into two. No trace of this was uncovered during the excavation, presumably because the eastern branch had been removed by the time the Ordnance Survey Map of 1897 had been created (Figure 7).

6.2.1.9 The sections of the railway lines that were unearthed during this watching brief were roofed over in 1888 when the West Handyside Canopy was erected. They remained extant until the late 1970s to early 1980s, as demonstrated by the Ordnance Survey Maps of 1970/1975 (Figure 8) and 1982/1983 (Figure 9). The former depicts the lines for the final time whilst the latter does not show them, suggesting that they had fallen out of use by 1982/1983. This probably occurred around 1981 when the former Eastern Goods Yard was transformed from a road and rail parcels warehouse into a parcels depot for the exclusive use of road hauliers.

6.2.2 **Platforms (Figure 11, Plate 3)**

6.2.2.1 A rectangular masonry structure was unearthed in the West Handyside Watching Brief Area, 1.10m to the west of railway line [3314]. It was therefore interpreted as a probable platform that was associated with this track. The main body was orientated north-south, the top being situated just below the modern concrete ground surface at a height of 23.90m OD. It was 2.8m wide, over 24.1m long and survived to a height of 0.46m. The sides consisted of upstanding masonry plinths that were between one and two brick courses wide and five courses tall whilst the interior was hollow. Wooden

planks presumably once bridged the masonry plinths forming the working surface of the platform, none of which survived.

6.2.2.2 A similar, roughly "P" shaped masonry construction was unearthed 5.72m to the east of Railway Line [3314]. It was over 19.90m in length, continuing beyond the edge of the excavation to the north and south, and was 3.21m in width at the southern end, widening to 4.96m at the northern end. It closely resembled the structure to the west and was therefore also interpreted as a probable platform, perhaps associated with a second railway line to the east of [3314].

6.2.2.3 The western platform was probably constructed in order to load or unload the wagons that utilised railway line [3314], whilst the eastern platform may have handled goods that were brought in or despatched on an adjacent track. Although no archaeological evidence of a neighbouring line was found to the east of [3314] during the watching brief, the former existence of such a feature can be inferred from a series of historic maps dating from 1852 onwards (Figures 3 to 5). The most detailed and non-schematic of these is the Humber Plan of 1866 (Figure 5), which suggests that a second line, running parallel with [3314], entered the Midland Goods Shed at this time; earlier but relatively crude sources, including Captain Gatton's Sketch Plan of 1852 (Figure 3) and the Stanford Map of 1862 (Figure 4), tentatively suggest that this track may have been in existence from 1852 onwards.

6.2.2.4 Most probably, the platforms were erected when the earliest incarnation of track [3314] and its companion lines were installed between 1852 and 1866 (as demonstrated by the map regression, see Figure 3 to 5), although they could also represent later modifications to the railway infrastructure of the Handyside Canopy area.

6.2.3 Metal Pipes and Associated Inspection Chambers (Figure 10)

6.2.3.1 The pipes and masonry features that are detailed in this section were found within Trench 2, between 0.3m and 0.8m below modern ground level (c.23.38m OD to 23.96m OD).

6.2.3.2 Thirteen metal pipes were unearthed in Trench 2, the majority of which probably represent hydraulic pipes. An inventory of these, detailing their dimensions and orientations, is given in Table 1 and their locations are illustrated in Figure 10.

Table 1: An Inventory of Metal Pipes in Trench 2:

Context Number	N-S Dimensions (m)	E-W Dimensions (m)	Circumference (m)	Orientation
367	5.26	0.4	N/A	North-South
394	0.12	over 5	0.12	East-West
395	Over 3.8	0.12	0.12	North-South
396	Over 4.08	0.12	0.12	North-South
397	Over 4.66	0.1	0.1	North-South
398	2 as seen	0.14	0.14	North-South
463	0.3	over 5	0.3	East-West
511	0.1	3.8	0.1	East-West
512	Over 56.12	0.24	0.24	North-South
513	0.16	1.7	0.16	East-West
528	0.13	3.1	0.13	East-West
530	43.38	0.1	0.1	North-South
583	Over 4.6	over 3.8	0.14	North-South

6.2.3.3 A hollow, 1m², red and yellow brick structure, [527], was found in association with a probable hydraulic pipe, [512]. The latter had either been threaded through or sealed by the former. It is therefore likely that [527] represents an inspection chamber that was used to access the hydraulic pipe.

6.2.3.4 A rectangular chamber, [507], composed of yellow fabric bricks, was observed in the northern end of the trench. It was 1.4m in length, 1m wide and was orientated north-south. It was also interpreted as a probable inspection chamber associated with a pipe that was probably laid in the base of construction cut [525] (this feature appeared to run into the western face of the chamber but was not excavated to a sufficient depth to reveal the nature of the pipe that had probably been laid within it). The proximity of probable hydraulic pipe [524] to the immediate west and the orientation of construction cut [525] suggest that the latter could have contained a pipe that joined with the former. Whether construction cut [525] and inspection chamber [507] formed part of the hydraulic system remains speculative as the pipe that presumably lies within [525] was not revealed.

6.2.3.5 A hydraulic network had been installed in the Eastern Goods Yard from the early 1850s and it is likely that most if not all of these metal pipes and inspection chambers formed part of this system. It should also be remembered, however, that some could represent service pipes, for water or gas for example.

6.2.3.6 The hydraulic pipe network was extended in the early 1880s when hydraulic capstan shunting was introduced. Numerous repairs and extensions were also no doubt made throughout the life of the Goods Yard. As a consequence, it is hard to date these pipes accurately, hence their inclusion in this broad phase.

6.2.4 Ceramic Pipes and Associated Inspection Chambers (Figure 10)

6.2.4.1 The pipes and masonry features that are detailed in this section were also unearthed in Trench 2, between 0.3m and 0.8m below modern ground level (c.23.38m OD to 23.96m OD).

6.2.4.2 Nine ceramic pipes were also found near the base of the sequence in Trench 2. Their dimensions and orientations are given in Table 2 and their locations are shown in Figure 10.

Table 2: An Inventory of Ceramic Pipes in Trench 2:

Context Number	N-S Dimensions (m)	E-W Dimensions (m)	Circumference (m)	Orientation
358	Over 2.13 as seen	0.18	0.18	North-South
361	0.18	0.01 as seen	0.18	North-South
363	0.18	1.88	0.18	East-West
438	Over 0.6	0.18	0.18	North-South
439	Over 0.6	0.18	0.18	North-South
452	6.18	0.2	0.2	North-South
505	Over 41.3	0.18	0.18	North-South
529	0.18	2.8	0.18	East-West
586	0.17	1.39	0.17	East-West

6.2.4.3 A linear cut, [430], was observed in the southern end of Trench 2. It was 0.58m wide, 11.08m long, of unknown depth and was orientated north-south. A deposit of silty clay, [429], infilled the feature, sealing ceramic pipes [438] and [439]. The feature was therefore interpreted as a construction cut made during the installation of these pipes.

6.2.4.4 A series of virtually identical construction cuts were observed on the same alignment as [430] to the north of this feature, termed [459] and [598] (Figure 10). They were interspersed by brick inspection chambers [426], [431], [454] and [451] (described subsequently) and probably represent an effective continuation of [430]. The cuts were orientated north-south with the exception of the most northerly section of [598], which kinked towards the east before terminating at inspection chamber [451]. It is probable that these features also contained ceramic pipes, similar or identical in nature to [438] and [439], although these were not observed during the watching brief as the trench was not excavated to a sufficient depth, the only exception being pipe [452] within cut [598].

6.2.4.5 The most southerly inspection chamber, [426], was observed at the southern end of the pipe run. It was rectangular in plan with a hollow centre, was composed of red bricks and was 1m in length and 0.86m in width. Construction cut [430] branched to the east, 2.1m to the north of this, joining with a similar inspection chamber [428]. To the north of this, inspection chamber [431] was observed, which was also rectangular with a hollow centre; a mixture of red and yellow bricks had been used in its construction and its dimensions were 1.18m north-south by 1.1m east-west. Pipes [438] and [439] presumably ran up to it, within cut [430], before they or similar pipes continued northwards within cut [459]. A virtually identical inspection chamber, [454], was observed between cuts [459] and [598]. At the northern end of the pipe run, a smaller red and yellow brick inspection chamber, [451], was observed, the dimensions of which were 0.94m north-south by 0.76m east-west.

6.2.4.6 A fourth inspection chamber, [588], which appeared to be associated with a separate run of ceramic pipes, was observed to the north. It was composed of yellow fabric bricks and was 1.4m in length, 1.2m in width and of unknown thickness. Construction cut [587] for ceramic pipe [586] ran into the eastern face of the feature.

6.2.4.7 A similar, red brick chamber, [357], appeared to be situated at a probable join between ceramic pipes [361] (orientated east-west within concrete casing [360]) and [358] (aligned northeast-southwest within construction cut [359]). It was orientated east-west and was 0.9m in width, 1.2m in length and 0.78m tall. It was also interpreted as an inspection chamber.

6.2.4.8 The ceramic pipes and inspection chambers detailed above almost certainly formed service runs, perhaps for drainage or for removing waste water. The stratigraphy that was encountered was insufficient to refine their likely age, however, hence their inclusion in this broad phase.

6.2.5 Miscellaneous Inspection Chambers and Supports for Pipework (Figure 10)

6.2.5.1 Once again, the masonry features that are detailed in this section were found within Trench 2, between 0.3m and 0.8m below modern ground level (*c*.23.38m OD to 23.96m OD).

6.2.5.2 The remains of an additional three yellow brick chambers, [503], [506] and [508], two red brick chambers, [399] and [427] and three concrete chambers, [365], [366] and [453], were found in Trench 2 (the dimensions of these are detailed in Appendix 1). No pipes or construction cuts were observed leading up to them, although it is highly likely that this was once the case. They probably represent chambers for the inspection of services or hydraulics. The pipes that were once associated with them may have been removed or could be located below the vertical limit of the watching brief.

6.2.5.3 An enigmatic masonry structure, [400], was observed in the southern end of Trench 2. It was orientated east-west and was 0.6m in width, 1.1m in length and of unknown thickness. Remnants of a broken ceramic pipe appeared to be embedded in the top of the feature, suggesting that it could have functioned as a support for a service run, the bulk of which had presumably been removed in antiquity.

6.2.6 Probable Footings (Figure 10)

6.2.6.1 Inspection chamber [508] was butted by masonry structure [510] to the east. The latter was constructed of red bricks, which appeared to cap part of metal piping [512] (although this stretch of pipe could alternatively have been tunneled or threaded below this masonry). It was orientated east-west and was 0.6m in width, 1.4m in length and of unknown thickness. It may form part of a footing for an above ground structure of unknown function.

6.2.6.2 A concrete foundation, [584], was observed in the approximate centre of Trench 2. It was orientated north-south and was 2.78m in length, 1.4m in width and 0.3m thick. It abutted inspection chamber [588] to the north. Whilst the precise function of this feature remains uncertain it is likely that it supported an above ground structure.

6.2.6.3 The footings described above were unearthed between 0.3m and 0.8m below modern ground level (*c*.23.96m OD to 23.38m OD).

6.2.7 The Large Linear Cut (Figure 10)

6.2.7.1 A substantial cut, [590], was observed in the base of Trench 2 at a height of 23.42m OD. It was 2.34m wide, over 50m in length and over 0.5m deep. Metal pipe [530] had been placed within this cut and sealed by clay backfill [589]. As the cut was over 2m wide it is unlikely that it was dug for the sole purpose of laying a pipe with a circumference of just 10mm. It may therefore represent a construction cut for the adjacent outer wall of the Eastern Transit Shed. This interpretation is made less likely by the stratigraphy that was encountered elsewhere in the Goods Yard, where the foundations of the Transit Sheds appeared to have been laid before the ground was raised around them, which is why no construction cuts have been noted previously (Haslam, Thompson & Maher, 2011). It is therefore possible that this feature may have been dug in order to repair or repoint the foundations of the Eastern Transit Shed. Alternatively, a larger service pipe or collection of pipes could be located in the base, beyond the vertical limit of the watching brief.

6.3 PHASE 3D to 4A: 1871-1882

6.3.1 Hydraulic Capstan (Figure 11; Plate 2)

6.3.1.1 A hydraulic capstan, [3315], was found to the immediate east of Railway Line [3314] just below the modern ground surface. It was 1.64m in length and 1.02m in width and was found close to the top of the archaeological sequence. It consisted of a sunken, hollow, metal box, located just below ground level, which presumably once housed the hydraulic mechanism that powered the device. An upstanding, revolving capstan head was also found. The hydraulic mechanism had been removed from the sunken box and a deposit of concrete had been poured into it after it fell out of use. Power, which took the form of high pressure water, was probably supplied by one of the two hydraulic pipes that were seen protruding from the western outer face of the metal box; the other pipe presumably ferried waste water away. The capstan head, a bobbin shaped protrusion, formed the southeast corner of the structure. This was the main above-ground component of the device, which was capable of rotating. Chains anchored to this revolving mechanism were presumably used to shunt wagons along Railway Line [3314].

6.3.1.2 The capstan was most probably installed in 1878, when capstan shunting was expanded in the Potato Market, or in 1881 to 1882, when it was introduced to the Transit Sheds, the Train Assembly Shed and the Granary (Haslam, Thompson & Maher, 2011).

6.4 PHASE 9: 1958-PRESENT

6.4.1 Ground Surfaces

6.4.1.1 A 0.16m thick layer of concrete, [3313], sealed by a 0.12m thick deposit of tarmac, [3312], formed the modern ground surface. The top of the latter was found at heights of 24.15m OD at the southern end of Trench 2, 24.26m OD at the northern end of the

same trench and 24.18m OD in the West Handyside Watching Brief Area. It therefore formed a fairly level surface in this section of the Goods Yard. These deposits fully or partially sealed the railway lines and were therefore laid down after they fell out of use. This may have taken place in 1981 when train traffic finally ceased and the former Eastern Goods Yard was converted into a road haulage parcels depot.

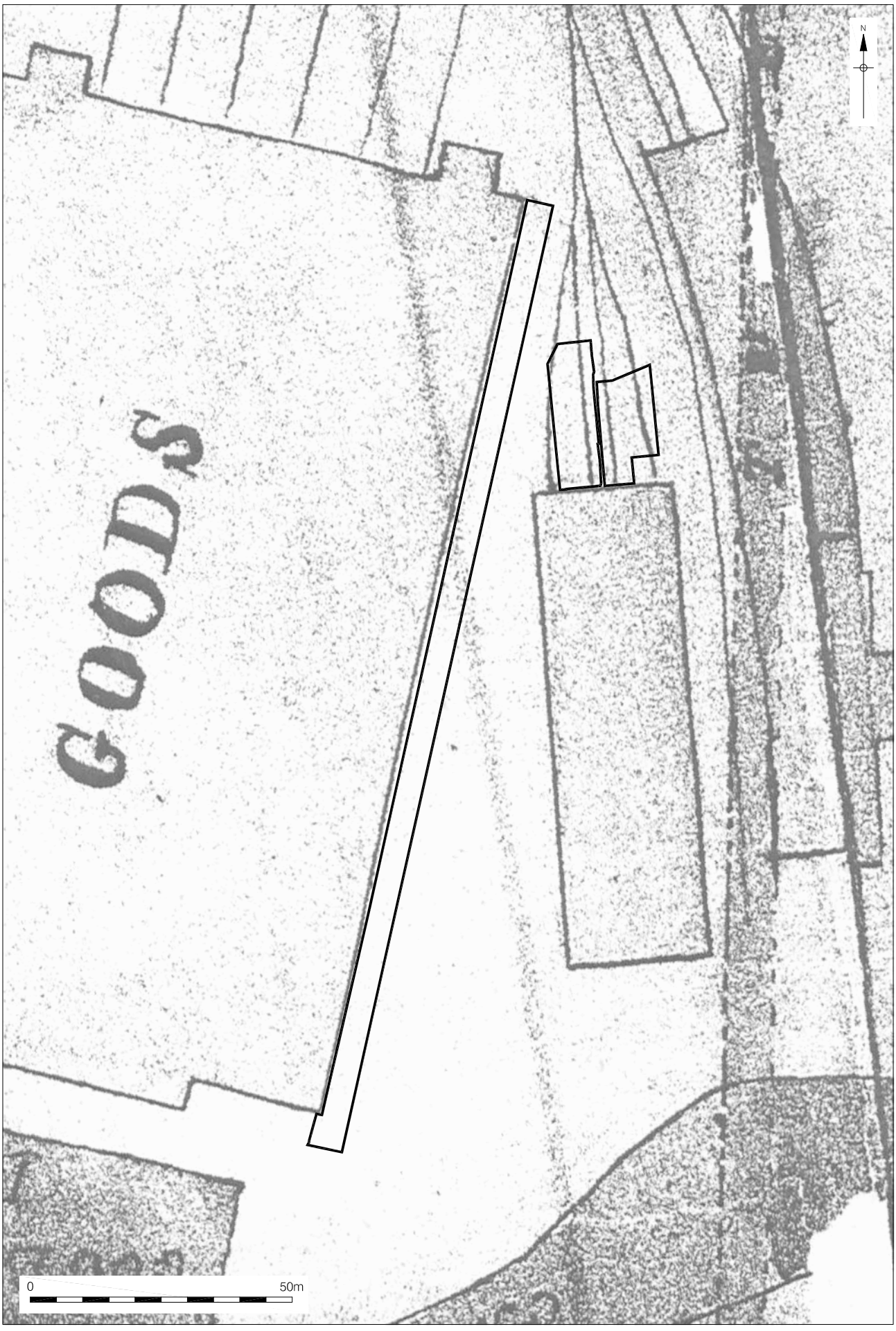

Figure 3
Captain Gatton's sketch plan of October 1852
1:1,000 at A4

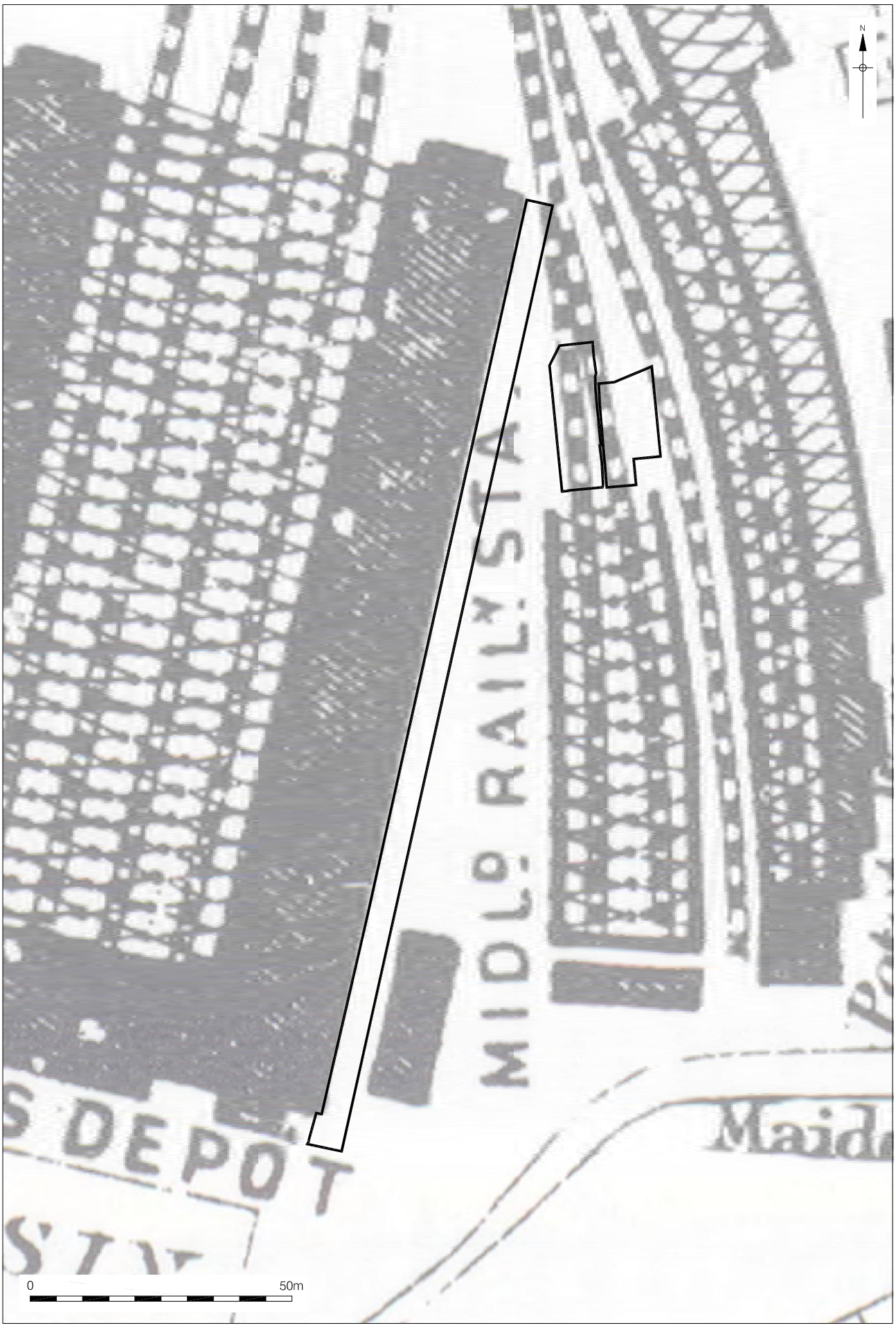

Figure 4
The Stanford map, 1862
1:1,000 at A4

Figure 5
The Humber plan, 1866
1:1,000 at A4

Figure 6
The Great Northern Goods Station plan of 1882
1:1,000 at A4

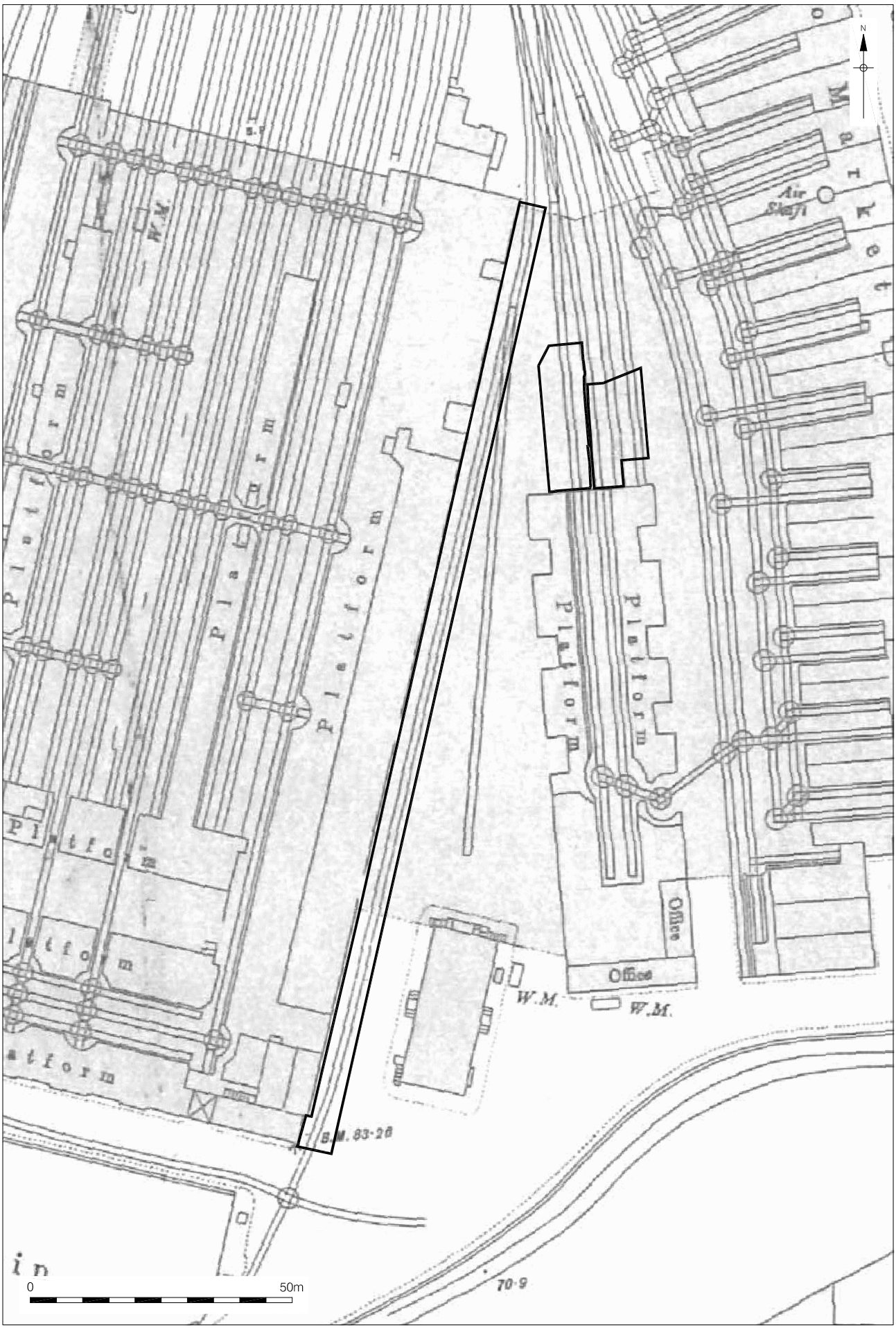

Figure 7
Ordnance Survey Map, 1894
1:1,000 at A4

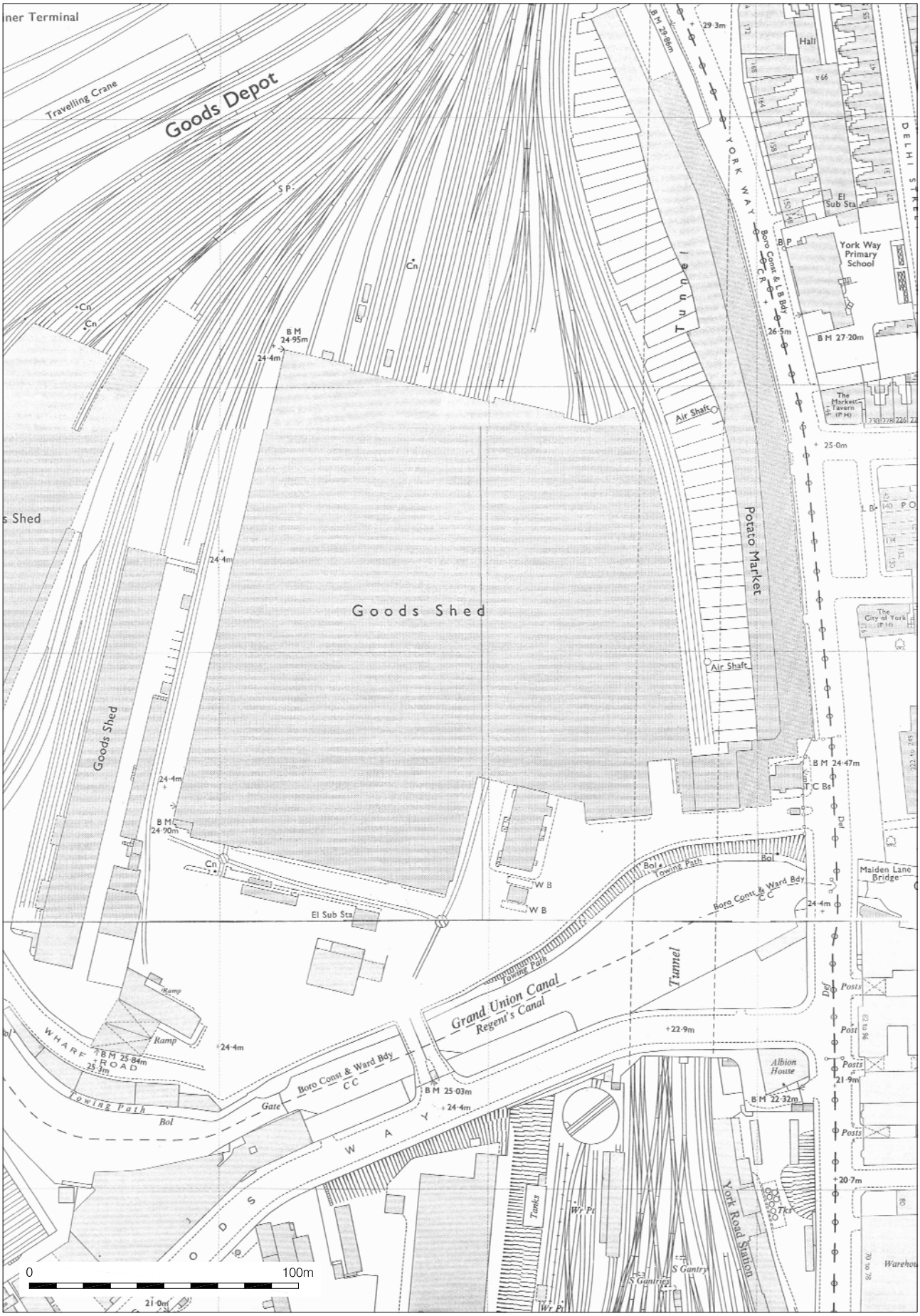

Figure 8
Ordnance Survey map, 1970/1975
1:2,000 at A4

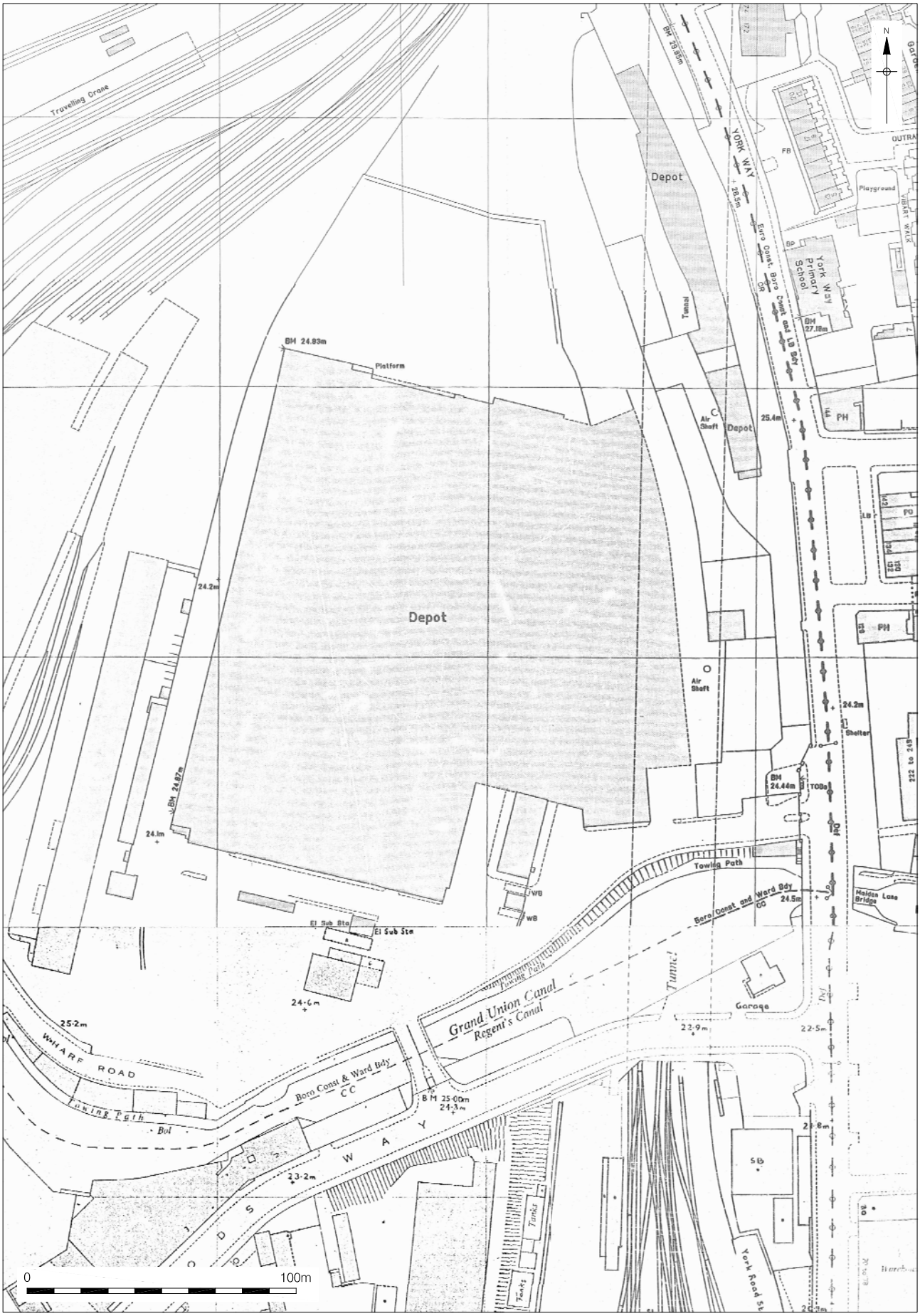

Figure 9
Ordnance Survey map, 1982/1983
1:2,000 at A4

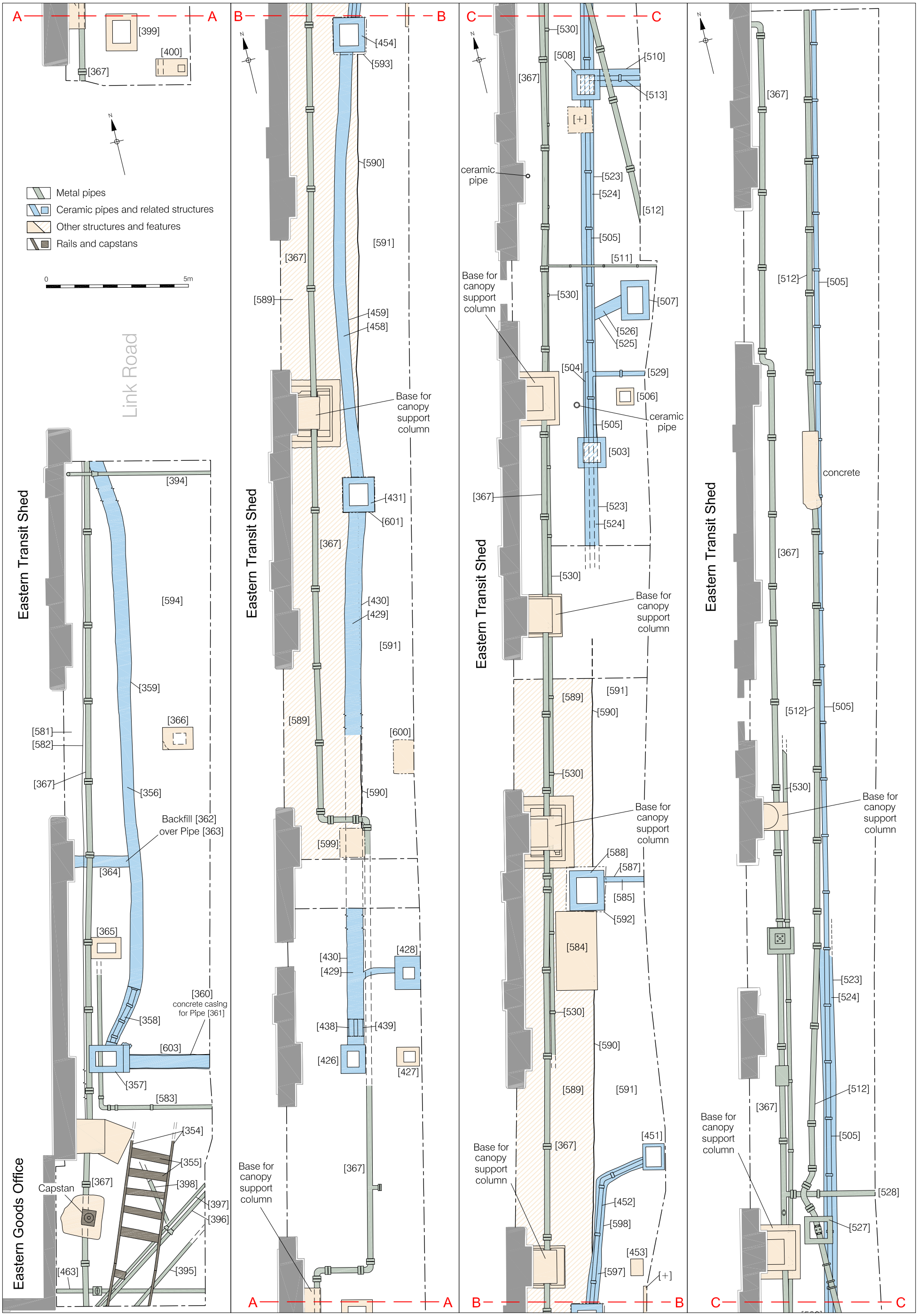

Figure 10
Plan of Trench 2
1:125 at A3

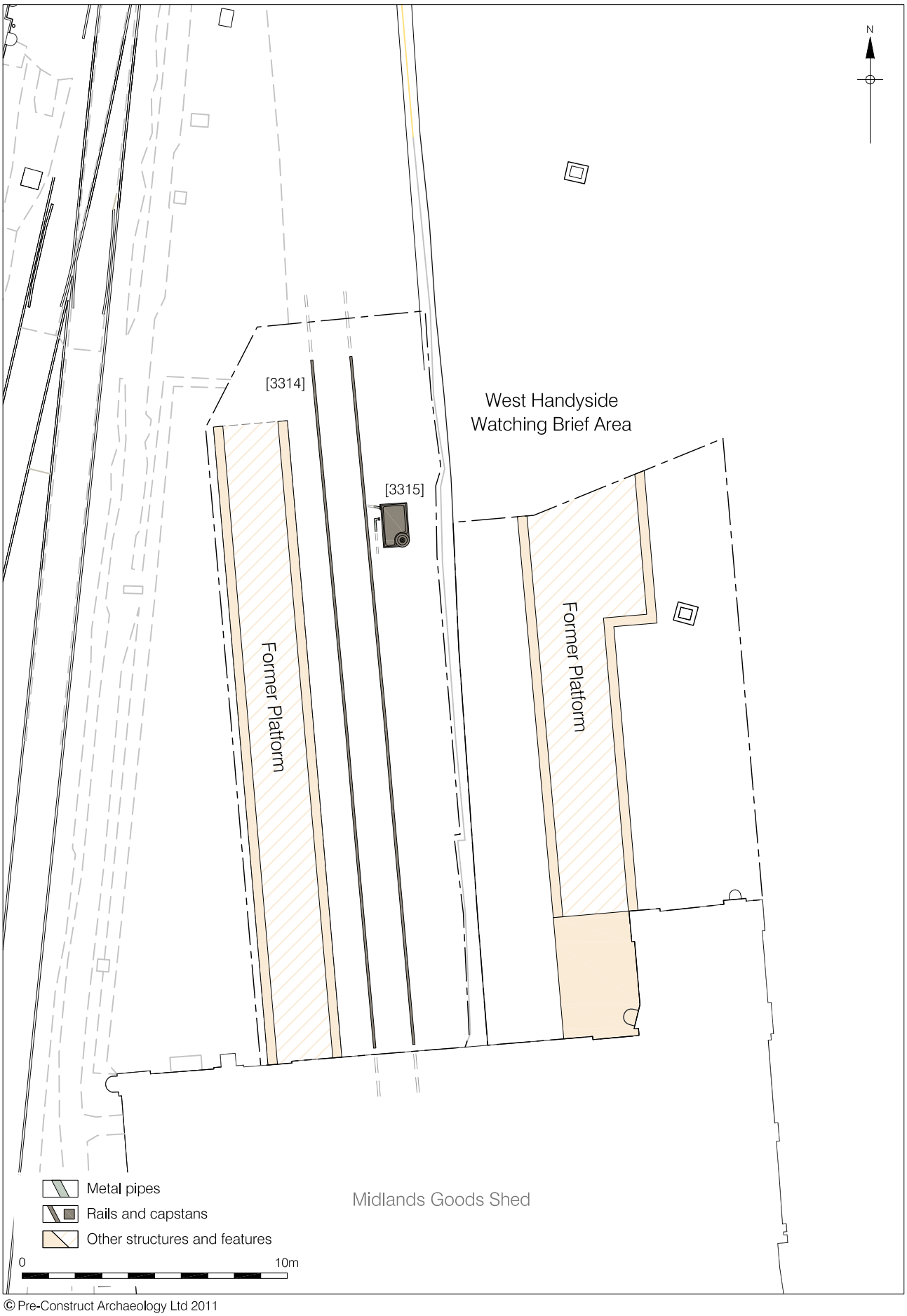

Figure 11
Plan of West Handyside Watching Brief Area
1:200 at A4

Plate 1: South end of Trench 2 looking north

Plate 2: West Handyside Watching Brief Area looking south

Plate 3: Remains of platforms in the West Handyside Watching Brief Area, looking south

7 INTERPRETATIONS AND CONCLUSIONS

7.1 Natural geological deposits were not reached during the watching brief.

7.2 The earliest deposit that was encountered consisted of a thick layer of redeposited London clay, which was probably deposited during a ground levelling episode that took place when the earliest phase of the Goods Yard was built between 1850 and1852.

7.3 Two sets of railway lines, the original versions of which were probably installed early in the life of the Goods Yard, were unearthed during the watching brief. Whilst these lines were probably originally laid in the early 1850s, they could have been repaired or replaced on one or more occasions during their life span. The cumulative archaeological, historical and cartographic evidence suggests that they fell out of use and were covered over in the late 1970s or early 1980s, perhaps when the former GNR Goods Yard became a road haulage parcels depot in 1981.

7.4 The partial remains of two platforms were unearthed in the West Handyside Canopy Watching Brief Area. It is likely that the most westerly of these was associated with railway line [3314], whilst the most easterly was associated with an adjacent, undiscovered line that is depicted on a series of historic maps.

7.5 Thirteen metal pipes, some or all of which may represent hydraulic pipes, and nine ceramic pipes, which probably represent service pipes, were found during the watching brief. Seventeen probable inspection chambers were also revealed, which were composed of red brick, yellow brick or concrete; the majority were found in association with metal or ceramic pipes. A concrete support for a ceramic pipe was also unearthed. The relative ages of these features could not be deduced from the available information, although they were certainly all associated with the GNR Goods Yard and therefore post-date 1850.

7.6 Two masonry features, composed of either brick or concrete, were found in Trench 2. They probably represent footings of some description, which once supported above ground structures.

7.7 A hydraulic capstan was found in the Handyside Canopy Watching Brief Area. It was most probably installed in 1878, when capstan shunting was expanded in the Potato Market, or 1880-1882, when it was introduced to the Goods Yard. A second capstan, located to the immediate east of the East Transit Shed, may date to 1880-1882, when capstan shunting was introduced to this area of the site. However, if it is a dummy rather than a hydraulic capstan it could have been installed at some other point.

7.8 A layer of concrete capped by tarmac was found at the top of the sequence. This formed the modern ground surface, which was still extant at the start of this project. It was most likely deposited around 1981, when the railway lines fell out of use and the yard was converted to a road haulage depot.

7.9 No other significant archaeological finds, features or deposits were identified during the watching brief.

8 ACKNOWLEDGEMENTS

8.1 Pre-Construct Archaeology Limited would like to thank King's Cross Central General Partner Limited for commissioning the work. Richard Hughes of IHCM (International Conservation and Management Limited) is thanked for his help and advice. BAM Nuttalls Ltd are also thanked for their on-site assistance.

8.2 The author would like to thank the site staff, Amelia Fairman, Iain Bright, Sandy Pullen, Paul McGarrity and Tommy Mazurkiewicz for undertaking the watching brief and the site supervisors, Shane Maher and Tommy Mazurkiewicz, for co-ordinating the work. Thanks also to Helen Hawkins and Charlotte Matthews for their project management and editing and to Mark Roughly for producing the illustrations. Special thanks to Guy Thompson for his meticulous background research; his contribution to this project was invaluable.

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The Humber plan, 1866

The Great Northern Goods Station plan of 1882

Ordnance Survey Map, 1894

Ordnance Survey Map, 1970/1975

Ordnance Survey Map, 1982/1983

APPENDIX 1: CONTEXT INDEX

Context No	Type	Area	Plan	Section / Elevation	Description	Period	Phase	Highest Level (m OD)	Lowest Level (m OD)	N-S Dimensions (m)	E-W Dimensions (m)	Depth / Thickness (m)
354	Rail	Trench 2	354	N/A	Twin tracks of iron rails to the east of the Eastern Transit Shed	1850 onwards	2c to 9	24.26	24.15	5.84	1.56	N/A
355	Sleepers	Trench 2	354	N/A	Six wooden sleepers straddled by rails [354]	1850 onwards	2c to 9	23.98	23.87	over 1.38m (individual sleeper)	0.28 (individual sleeper)	N/A
356	Fill	Trench 2	359	N/A	Backfill of pipe trench	1852	2 to 9	N/A	N/A	20.56	0.45	over 0.18
357	Masonry	Trench 2	359	N/A	Red brick manhole or inspection pit	1850 onwards	2 to 9	N/A	N/A	0.9	1.2	0.78
358	Pipe	Trench 2	359	N/A	Ceramic pipe in 0.6m lengths	1850 onwards	2 to 9	N/A	N/A	over 2.13 as seen	0.18	0.18
359	Cut	Trench 2	359	N/A	Construction cut for ceramic pipe [358]	1850 onwards	2 to 9	N/A	N/A	20.64	0.45	over 0.18
360	Layer	Trench 2	359	N/A	Concrete poured over ceramic pipe [361]	1850 onwards	2 to 9	N/A	N/A	0.45	2.8	0.3
361	Pipe	Trench 2	359	N/A	Ceramic pipe encased in concrete	1850 onwards	2 to 9	N/A	N/A	0.18	0.01 as seen	0.18
362	Fill	Trench 2	359	N/A	Backfill of pipe trench [364]	1850 onwards	2 to 9	N/A	N/A	0.4	1.92	N/A
363	Pipe	Trench 2	N/A	N/A	Ceramic pipe	1850 onwards	2 to 9	N/A	N/A	0.18	1.88	0.18

Context No	Type	Area	Plan	Section / Elevation	Description	Period	Phase	Highest Level (m OD)	Lowest Level (m OD)	N-S Dimensions (m)	E-W Dimensions (m)	Depth / Thickness (m)
364	Cut	Trench 2	359	N/A	Construction cut for [363]	1850 onwards	2 to 9	N/A	N/A	0.4	1.92	N/A
365	Masonry	Trench 2	359	N/A	Concrete inspection chamber	1850 onwards	2 to 9	N/A	N/A	0.74	1.06	0.74
366	Masonry	Trench 2	359	N/A	Concrete inspection chamber	1850 onwards	2 to 9	N/A	N/A	0.78	1.06	0.7
367	Pipe	Trench 2	367	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	5.26	0.4	N/A
394	Pipe	Trench 2	394	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	0.12	over 5	0.12
395	Pipe	Trench 2	367	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	over 3.8	0.12	0.12
396	Pipe	Trench 2	367	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	over 4.08	0.12	0.12
397	Pipe	Trench 2	367	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	over 4.66	0.1	0.1
398	Pipe	Trench 2	367	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	2 as seen	0.14	0.14
399	Masonry	Trench 2	367	N/A	Red brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.3	1.08	0.78
400	Masonry	Trench 2	367	N/A	Concrete "gully"	1850 onwards	2 to 9	N/A	N/A	0.6	1.1	N/A
426	Masonry	Trench 2	367	N/A	Red brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1	0.86	N/A

Context No	Type	Area	Plan	Section / Elevation	Description	Period	Phase	Highest Level (m OD)	Lowest Level (m OD)	N-S Dimensions (m)	E-W Dimensions (m)	Depth / Thickness (m)
427	Masonry	Trench 2	367	N/A	Red brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	0.66	0.8	0.8
428	Masonry	Trench 2	367	N/A	Red brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.18	0.9	N/A
429	Fill	Trench 2	367	N/A	Backfill of [430]	1850 onwards	2 to 9	N/A	N/A	11.08	0.58	N/A
430	Cut	Trench 2	367	N/A	Construction cut for N-S aligned pipes [438] and [439]	1850 onwards	2 to 9	N/A	N/A	11.08	0.58	N/A
431	Masonry	Trench 2	367	N/A	Red and yellow brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.18	1.1	0.78
438	Pipe	Trench 2	367	N/A	Ceramic Pipe	1850 onwards	2 to 9	N/A	N/A	over 0.6m	0.18	0.18
439	Pipe	Trench 2	367	N/A	Ceramic Pipe	1850 onwards	2 to 9	N/A	N/A	over 0.6m	0.18	0.18
451	Masonry	Trench 2	N/A	N/A	Red and yellow brick inspection chamber within construction cut [602]. Not planned.	1850 onwards	2 to 9	N/A	N/A	0.94	0.76	N/A
452	Pipe	Trench 2	367	N/A	Ceramic pipe	1850 onwards	2 to 9	N/A	N/A	6.18	0.2	0.2
453	Masonry	Trench 2	367	N/A	Concrete inspection chamber	1850 onwards	2 to 9	N/A	N/A	0.58	0.44	N/A

Context No	Type	Area	Plan	Section / Elevation	Description	Period	Phase	Highest Level (m OD)	Lowest Level (m OD)	N-S Dimensions (m)	E-W Dimensions (m)	Depth / Thickness (m)
454	Masonry	Trench 2	367	N/A	Brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.2	1.08	N/A
458	Fill	Trench 2	367	N/A	Fill of [459]	1850 onwards	2 to 9	N/A	N/A	14.14	0.45	N/A
459	Cut	Trench 2	367	N/A	Construction cut for pipes	1850 onwards	2 to 9	N/A	N/A	14.14	0.45	N/A
463	Pipe	Trench 2	367	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	0.3	over 5	0.3
503	Masonry	Trench 2	367	N/A	Yellow brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.1	1	N/A
504	Masonry	Trench 2	Tr.2 Post Ex	N/A	Masonry lining for ceramic pipe [505]	1850 onwards	2 to 9	N/A	N/A	over 2m	0.4	N/A
505	Pipe	Trench 2	Tr.2 Post Ex	N/A	Ceramic pipe	1850 onwards	2 to 9	N/A	N/A	over 41.3	0.18	0.18
506	Masonry	Trench 2	Tr.2 Post Ex	N/A	Yellow brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	0.6	0.6	N/A
507	Masonry	Trench 2	Tr.2 Post Ex	N/A	Yellow brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.4	1	N/A
508	Masonry	Trench 2	367	N/A	Yellow brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.1	1	N/A

Context No	Type	Area	Plan	Section / Elevation	Description	Period	Phase	Highest Level (m OD)	Lowest Level (m OD)	N-S Dimensions (m)	E-W Dimensions (m)	Depth / Thickness (m)
510	Masonry	Trench 2	367	N/A	Red brick capping sealing pipe [513]	1850 onwards	2 to 9	N/A	N/A	0.6	1.4	N/A
511	Pipe	Trench 2	Tr.2 Post Ex	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	0.1	3.8	0.1
512	Pipe	Trench 2	367	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	over 56.12	0.24	0.24
513	Pipe	Trench 2	Tr.2 Post Ex	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	0.16	1.7	0.16
523	Cut	Trench 2	Tr.2 Post Ex	N/A	Construction cut for ceramic pipe [505]	1850 onwards	2 to 9	N/A	N/A	over 41.3	0.3	N/A
524	Fill	Trench 2	Tr.2 Post Ex	N/A	Fill of pipe trench [523]	1850 onwards	2 to 9	N/A	N/A	over 3.7	0.3	N/A
525	Cut	Trench 2	367	N/A	Cut for probable pipe	1850 onwards	2 to 9	N/A	N/A	0.4	0.9	N/A
526	Fill	Trench 2	Tr.2 Post Ex	N/A	Backfill of probable pipe trench [525]	1850 onwards	2 to 9	N/A	N/A	0.4	0.9	N/A
527	Masonry	Trench 2	367	N/A	Red and yellow brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1	1	N/A
528	Pipe	Trench 2	367	N/A	Cast iron pipe. Probably predates pipe [528] / [367] although this cannot	1850 onwards	2 to 9	N/A	N/A	0.13	3.1	0.13

Context No	Type	Area	Plan	Section / Elevation	Description	Period	Phase	Highest Level (m OD)	Lowest Level (m OD)	N-S Dimensions (m)	E-W Dimensions (m)	Depth / Thickness (m)
					be proven stratigraphically							
529	Pipe	Trench 2	367	N/A	Ceramic pipe, same as [505]	1850 onwards	2 to 9	N/A	N/A	0.18	2.8	0.18-
530	Pipe	Trench 2	Tr.2 Post Ex	N/A	Cast iron pipe	1850 onwards	2 to 9	N/A	N/A	43.38	0.1	0.1
581	Fill	Trench 2	Tr.2 Post Ex	N/A	Backfill of pipe trench [582]	1850 onwards	2 to 9	N/A	N/A	over 23	0.6	N/A
582	Cut	Trench 2	Tr.2 Post Ex	N/A	Cut for probable pipe	1850 onwards	2 to 9	N/A	N/A	over 23	0.6	N/A
583	Pipe	Trench 2	367	N/A	"L" shaped cast iron pipe	1850 onwards	2 to 9	N/A	N/A	over 4.86m	over 3.8	0.14
584	Masonry	Trench 2	367	N/A	Concrete footing	1850 onwards	2 to 9	N/A	N/A	2.78	1.4	0.3
585	Fill	Trench 2	367	N/A	Backfill of pipe trench [587]	1850 onwards	2 to 9	N/A	N/A	0.2	1.4	0.2
586	Pipe	Trench 2	367	N/A	Ceramic pipe	1850 onwards	2 to 9	N/A	N/A	0.17	1.39	0.17
587	Cut	Trench 2	367	N/A	Construction cut for pipe [586]	1850 onwards	2 to 9	N/A	N/A	0.2	1.4	0.2
588	Masonry	Trench 2	367	N/A	Yellow brick inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.4	1.2	N/A

Context No	Type	Area	Plan	Section / Elevation	Description	Period	Phase	Highest Level (m OD)	Lowest Level (m OD)	N-S Dimensions (m)	E-W Dimensions (m)	Depth / Thickness (m)
589	Fill	Trench 2	Tr.2 Post Ex	N/A	Backfill of linear cut [590]	1850 onwards	2 to 9	23.42	23.42	over 50	2.34	over 0.5
590	Cut	Trench 2	Tr.2 Post Ex	N/A	Extensive linear cut running parallel with Eastern Transit Shed. Pipe [530] supposedly within this cut	1850 onwards	2 to 9	23.42	23.42	over 50	2.34	over 0.5
591	Layer	Trench 2	Tr.2 Post Ex	N/A	Redeposited clay; probable levelling layer	1850-1852	2b	23.8	23.8	over 50	1.86	over 0.05
592	Cut	Trench 2	Tr.2 Post Ex	N/A	Construction cut for inspection chamber [588]	1850 onwards	2 to 9	N/A	N/A	1.4	1.2	N/A
593	Cut	Trench 2	367	N/A	Construction cut for [454]	1850 onwards	2 to 9	N/A	N/A	1.2	1.08	N/A
594	Layer	Trench 2	Tr.2 Post Ex	N/A	Redeposited clay; probable levelling layer	1850-1852	2b	23.9	23.8		5	over 1.5
597	Fill	Trench 2	367	N/A	Backfill of pipe trench [452]	1850 onwards	2 to 9	N/A	N/A	6.98	0.4	0.4
598	Cut	Trench 2	367	N/A	Construction cut for pipe [452]	1850 onwards	2 to 9	N/A	N/A	6.98	0.4	0.4
599	Cut	Trench 2	367	N/A	Construction cut for [426]	1850 onwards	2 to 9	N/A	N/A	1	0.86	N/A

Context No	Type	Area	Plan	Section / Elevation	Description	Period	Phase	Highest Level (m OD)	Lowest Level (m OD)	N-S Dimensions (m)	E-W Dimensions (m)	Depth / Thickness (m)
600	Cut	Trench 2	Tr.2 Post Ex	N/A	Construction cut for inspection chamber	1850 onwards	2 to 9	N/A	N/A	1.2	0.9	N/A
601	Cut	Trench 2	Tr.2 Post Ex	N/A	Construction cut for inspection chamber [431]	1850 onwards	2 to 9	N/A	N/A	1.2	1.1	N/A
602	Cut	Trench 2	Tr.2 Post Ex	N/A	Construction cut for inspection chamber [451]	1850 onwards	2 to 9	N/A	N/A	0.94	0.76	N/A
603	Cut	Trench 2	359	N/A	Construction cut for pipe [361]	1850 onwards	2 to 9	N/A	N/A	0.5	2.8	over 0.18
3312	Layer	Handysid e Canopy	N/A	N/A	Modern tarmac road	1850 onwards	2 to 9	24.26	24.18	26.35	over 3	0.12
3313	Layer	Handysid e Canopy	3314	N/A	Concrete poured between rails [3313]	1850 onwards	2 to 9	24.14	24.06	26.35	1.435	0.16
3314	Rail	Handysid e Canopy	3314	N/A	Standard gauge rail track	1850 onwards	2 to 9	24.18	24.18	26.35	0.07 (individual rail); 1.56m (entire track)	0.13
3315	Capstan	Handysid e Canopy	3315	N/A	Capstan	1871-1882	3d-4a	24.18	N/A	1.64	1.02	N/A

APPENDIX 2: SITE MATRIX

WEST HANDYSIDE WATCHING BRIEF AREA

TRENCH 2 SOUTH
(Trench 2 North forms part of the KXI07 Assessment Report: Phase I)

Phase 9: 1958-Present

3312 tarmac

concrete poured between rails 3313

Phase 2-9: 1850-Present

354 rails

355 sleepers

356 b/f

358 ceramic pipe

359 conc. cut for pipe

362 b/f

363 ceramic pipe

364 conc. cut

357 inspection chamber

360 concrete poured over pipe

361 ceramic pipe

603 conc. cut for pipe

396 pipe

463 pipe

398 pipe

581 b/f

583 pipe

582 cut

365 inspection chamber

366 inspection chamber

394 pipe

399 inspection chamber

400 concrete "gully"

inspection chamber 426

431 inspection chamber

454 inspection chamber

584 concrete footing

599 conc. cut

601 conc. cut

593 conc. cut

589 b/f

530 pipe

590 cut

3314 rails

367 pipe

Phase 3d-4a: 1871-1882

capstan 3315

Phase 2b: 1850-1852

594 redeposited clay

591 redeposited clay

NFE

NFE

TRENCH 2 SOUTH

(Trench 2 North forms part of the KXI07 Assessment Report: Phase I)

+

Phase 9:
1958-Present

Phase 2-9:
1850-Present

584 concrete footing

588 inspection chamber

592 conc. cut

597 b/f

452 pipe

598 conc. cut

586

587

429 b/f

438 pipe

439 pipe

430 cut

inspection chamber 428

conc. cut 600

427 inspection chamber

458 b/f

459 conc. cut for pipes

453 inspection chamber

451 inspection chamber

602 conc. cut

503 inspection chamber

524 b/f

505 = 529 pipe

506 inspection chamber

504 masonry lining

conc. cut 523

b/f 526

conc. cut of probable pipe trench 525

masonry cap 510

511 pipe

512 pipe

513 pipe

508 inspection chamber

527 inspection chamber

528 pipe

589 b/f

530 pipe

590 cut

Phase 3d-4a:
1871-1882

Phase 2b:
1850-1852

APPENDIX 3: OASIS DATA COLLECTION FORM

OASIS ID: preconst1-108612

Project details

Project name	An Archaeological Watching Brief on the West Handyside Canopy Area, King's Cross Central, London Borough of Camden.
Short description of the project	Pre-Construct Archaeology Ltd was commissioned by Kings Cross Central General Partner Limited to undertake an archaeological watching brief on one trench and one open area in the West Handyside Canopy, King's Cross Central, London Borough of Camden, centred on Ordnance Survey National Grid Reference TQ 3024 8356. The West Handyside Canopy was located between the Eastern Goods Shed and the former Potato Market. The East and West Handyside Canopies were constructed in the late 1880s in order to improve conditions for unloading the potatoes that were sold in the adjacent Potato Market. Prior to the construction of these buildings, this had taken place in the open air. A yellowish brown silty clay was found at the base of the sequence in both trenches. This was interpreted as made ground, deposited as a levelling layer between 1850 and 1852 when the new King's Cross Goods Station was built. The remains of two railway lines were unearthed during the watching brief, as were numerous hydraulic pipes, ceramic service pipes, masonry inspection chambers, masonry footings and a capstan. These features post date 1850. The above ground sections of the West Handyside Canopy were recorded during a built heritage and a hard landscaping survey, undertaken by Pre-Construct Archaeology. These results are detailed in a separate report. This document therefore deals exclusively with the below ground remains.
Project dates	Start: 28-05-2008 End: 13-06-2009
Previous/future work	Yes / Yes
Any associated project reference codes	KXI07 - Sitecode
Type of project	Recording project
Site status	Conservation Area
Current Land use	Industry and Commerce 1 - Industrial
Current Land use	Industry and Commerce 4 - Storage and warehousing
Current Land use	Other 13 - Waste ground
Current Land use	Other 2 - In use as a building
Current Land use	Vacant Land 1 - Vacant land previously developed
Monument type	HYDRAULIC PIPE Post Medieval
Monument type	CAPSTAN Post Medieval

Monument type	RAILWAY Post Medieval
Monument type	WATER PIPE Post Medieval
Monument type	MANHOLE Post Medieval
Significant Finds	RAILWAY TRACK Post Medieval
Investigation type	'Watching Brief'
Prompt	Direction from Local Planning Authority - PPG16

Project location

Country	England
Site location	GREATER LONDON CAMDEN HOLBORN Kings Cross Central
Postcode	NW1 0XX
Study area	1240.00 Square metres
Site coordinates	TQ 3024 8356 51.5354059462 -0.121974853181 51 32 07 N 000 07 19 W Point

Project creators

Name of Organisation	Pre-Construct Archaeology Ltd.
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Type of sponsor/funding body	Developer
Name of sponsor/funding body	Kings Cross Central General Partner Ltd

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	An Archaeological Watching Brief on the West Handyside Canopy

	Area, King's Cross Central, London Borough of Camden
Author(s)/Editor(s)	Gould, M. and Haslam, R.
Date	2011
Issuer or publisher	Pre-Construct Archaeology Ltd.
Place of issue or publication	Brockley, London
Description	A4 document with a blue cover and white spiral binding
Entered by	Rebecca Haslam (rhaslam@pre-construct.com)
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