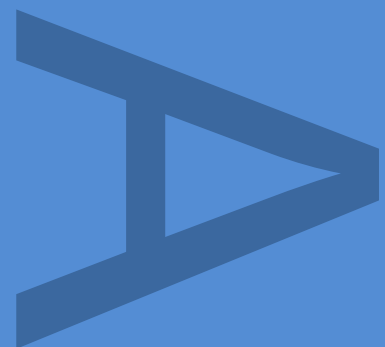


**AN ARCHAEOLOGICAL
WATCHING BRIEF ON TWO
TRENCHES IN THE
MIDLAND GOODS SHED,
KING'S CROSS CENTRAL,
LONDON BOROUGH OF
CAMDEN**

SITE CODE: KXM08

PCA REPORT NO. R11195

MARCH 2012



**An Archaeological Watching Brief on two trenches in the Midland Goods
Shed, King's Cross Central, London Borough of Camden**

Site Code: KXM08

Central National Grid Reference: TQ 3024 8356

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March 2012**

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DOCUMENT VERIFICATION

Site Name

Two trenches in the Midland Goods Shed, King's Cross Central,
London Borough of Camden

Type of project

Archaeological Watching Brief

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1 SUMMARY

- 1.1 Pre-Construct Archaeology Limited was commissioned by Kings Cross Central General Partner Limited to undertake an archaeological watching brief on two trenches inside the Midland Goods Shed, King's Cross Central, London Borough of Camden, centred on Ordnance Survey National Grid Reference TQ 3024 8356. The trenches were excavated by groundworks contractors in order to determine the nature and depth of deposits, check for any possible contamination and confirm the location of any structures below the present raised floor level.
- 1.2 The Midland Goods Shed is one of a number of historic buildings in the vicinity of King's Cross and St Pancras Stations and the former King's Cross Station Goods Yard. A major regeneration development scheme has been proposed for this area, which is referred to in the planning applications as 'King's Cross Central'. Although within the curtilage of the Grade II listed Granary, the Midland Goods Shed is not described in the listing citation. It does however lie in the Regent's Canal Conservation Area. As part of the suite of permissions for the King's Cross Central scheme granted by the London Borough of Camden, outline planning consent has been agreed for the refurbishment and reuse of the Midland Goods Shed. The watching brief forms part of a wider programme of archaeological and recording work taking place as part of the King's Cross Central development. It was carried out on 23rd and 24th August 2011.
- 1.3 The Midland Goods Shed is a large two-storey brick building originally built by the GNR (Great Northern Railway) in 1850 as a carriage shed for the adjacent temporary passenger terminus, providing accommodation for up to 80 carriages. In 1858 the GNR converted the building into a goods shed for Midland Railway use. In 1869 the GNR granted a lease to the Yorkshire bottle manufacturers Kilner Brothers, who subsequently used the southern part of the shed as a bottle warehouse.
- 1.4 Two north-south timber platforms were found on each side of the Midland Goods Shed in the two watching brief trenches. Both platforms were formed of low east-west brick walls laid in English bond. A timber beam on top of these supported north-south timber floor joists and across these were laid timber floor boards forming the platform surface. Platforms were first inserted into the shed in 1858 when the building was converted by the GNR into a goods shed for Midland Railway use. Platforms would have been unnecessary when the shed was originally built in 1850 as a carriage shed, nor would they have been necessary when the shed was used as offices and blacksmiths' workshops after the temporary terminus ceased operations when King's Cross Station opened in 1852. The two platforms found during the watching brief are likely to have been built in 1858.
- 1.5 The watching brief established that the two railway tracks between the platforms did not go out of use at the same time. Initially, the eastern track was removed and the platform on the east side was extended. A later phase then saw the western track removed and the void between the platforms infilled with sandy brick rubble. This was then capped by a concrete layer with reinforcing bars that also extended over the timber deck of the original platform.
- 1.6 Both of these phases of track removal and platform extension appear to date to the late twentieth century. By this time, the Midland Goods Shed had become part of the holdings of the British Railways owned Freightliners Limited, though it is not clear to what use the building was put during this period. By the early 1970s the focus of activity at King's Cross had shifted from the old Great Northern Goods Yard towards the new Freightliner terminal to the north. Although several of the old buildings continued to be used by various state-owned road and rail freight concerns during the 1970s and 1980s, the history of the Midland Goods Shed during this period is somewhat opaque. It is understood that the remaining tracks were removed during the early 1980s, and it is likely that the platform was extended in stages at this time.

2 INTRODUCTION

- 2.1 Pre-Construct Archaeology Limited was commissioned by Kings Cross Central General Partner Limited to undertake an archaeological watching brief on two trenches inside the Midland Goods Shed, King's Cross Central, London Borough of Camden, centred on Ordnance Survey National Grid Reference TQ 3024 8356 (**Figures 1 and 2**). The trenches were excavated by groundworks contractors in order to determine the nature and depth of deposits, check for any possible contamination and confirm the location of any structures below the present raised floor level.
- 2.2 The Midland Goods Shed is one of a number of historic buildings in the vicinity of King's Cross and St Pancras Stations and the former King's Cross Station Goods Yard. A major regeneration development scheme has been proposed for this area, which is referred to in the planning applications as 'King's Cross Central'. Although within the curtilage of the Grade II listed Granary, the Midland Goods Shed is not described in the listing citation. It does however lie in the Regent's Canal Conservation Area. As part of the suite of permissions for the King's Cross Central scheme granted by the London Borough of Camden, outline planning consent has been agreed for the refurbishment and reuse of the Midland Goods Shed. The watching brief forms part of a wider programme of archaeological and recording work taking place as part of the King's Cross Central development. It was carried out on 23rd and 24th August 2011.
- 2.3 The site was assigned the code KXM08.

3 GEOLOGY AND TOPOGRAPHY

- 3.1 The British Geological Survey map for the area (sheet 256) shows that 'King's Cross Central' lies on London Clay, which in turn overlies the Woolwich and Reading Formation, the Thanet Formation and Upper Chalk.
- 3.2 The two trenches were situated in the Midland Goods Shed, a large mid 19th century two-storey multicoloured stock brick building located within the King's Cross Goods Yard.
- 3.3 The Midland Goods Shed is approximately 97.4m north to south and 24.5m east to west. The area around the Shed is relatively flat and ranges from 23.75m above Ordnance Datum (aOD) just to the west of the building to 24.33m aOD at the south-east corner. Inside the building, the raised concrete surface varies from 24.91m aOD at the south-east corner to 25.28m aOD towards the centre.

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 Introduction

4.1.1 The following archaeological and historical background to the site is mainly taken from IHCM 2004a, IHCM 2004b and documentary research by Guy Thompson, Pre-Construct Archaeology Limited.

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

4.2.1 The King's Cross Central site lies on London Clay, which was not conducive to occupation by early settlers because of its poor drainage. Furthermore, any gravel deposits likely to yield material such as flint axes of this date, as have been produced elsewhere in London, have eroded away. No Historic Environment Record (HER) entries relating to this period have been noted in the vicinity.

4.3 Roman (AD 43 – 410)

4.3.1 King's Cross lies approximately 2km north-west of *Londinium*, the Roman town of London, which was founded within a decade of the arrival of the Romans in AD 43. The town flourished during the 1st and early 2nd centuries, but contracted in the 3rd and 4th centuries. During this period it became much less densely populated, inhabited by the wealthy and influential, and was finally abandoned in the early 5th century following the Roman withdrawal from Britain.

4.3.2 A number of finds relating to this period are noted in the vicinity of King's Cross. These include a Roman road along York Way, the eastern boundary of the King's Cross Central site; an iron urn and a tombstone, which was found near Wharfdale Road to the south-east of the King's Cross Central site.

4.4 Saxon and medieval (AD 410 – AD 1485)

4.4.1 Little Early and Mid Saxon evidence is known from the area, apart from a possible settlement near the Old St Pancras graveyard and a 6th or 7th century altar from the same location. This area lies some distance to the south of the King's Cross Central site.

4.4.2 The 9th and 10th centuries saw the city becoming increasingly reoccupied, with a presumed farming expansion in north London and therefore most probably into the King's Cross area. Such activities however, may only leave ephemeral traces in the landscape. The present boundaries of the London boroughs were virtually reached by the 13th century, with rural villages existing at St Pancras and Islington. The King's Cross Central site, according to *Domesday*, lay within the Ossulstone Hundred; with the land to the west of York Way being in the Prebendal Manor of St Pancras. The medieval settlement around St Pancras Church lay to the south of the King's Cross Central site. The former manorial and parish boundaries correspond with the present York Way, a portion of the King's Cross Central site lay within the manor of Barnsbury, a property held by Hugh de Berners, from the Bishop of London.

4.5 Post-Medieval (AD1485–1900)

4.5.1 The general layout of London significantly changed from the late 15th century to the mid 18th century and its population quadrupled in size. Neighbourhoods around Islington, Shoreditch and Clerkenwell began to be occupied by the poor, as the suburbs began to consume districts between the commercial areas and those beyond the city walls.

- 4.5.2 A small pox hospital and a fever hospital were built in the late 18th century and early 19th century respectively in the area which was later built on by the Great Northern Hotel. The fields of the King's Cross area began to be utilised for quarrying and the manufacture of brick and tile, while the construction of the Regent's Canal in 1820 facilitated further commercial development. A major gas manufacturing works was constructed to the south of the canal, with additional terraced housing and smaller commercial properties.
- 4.5.3 In 1849, work began on ground preparation for the new King's Cross Goods Station. Previous quarrying on the site and the slope of the natural topography necessitated the removal of material from higher ground to the north and its deposition upon lower lying areas in order to create a terraced platform suitable for building on. This levelling was completed by March 1850.
- 4.5.4 In September 1849 Joseph Cubitt, the Chief Engineer of the GNR (Great Northern Railway) submitted plans for the Temporary Passenger Station at Maiden Lane (now York Way) to the company's Board of Directors. In addition to the platforms and booking offices, Cubitt announced that he planned to build "a carriage shed capable of containing eighty carriages". Though Cubitt had intended only to build a temporary structure, a report published in *The Observer* in April 1851 stated that the single-storey shed measured 300 feet (91m) by 80 feet (24m), and reported that the Company hoped to retain it for use as workshops and for accommodating goods traffic following the eventual completion of the permanent passenger terminus south of the Regent's Canal. The shed appears to have accommodated six tracks entering at the north end. The railway termini at King's Cross was completed in 1852.
- 4.5.5 A specification for the conversion of the shed dated 1858 (**Appendix 1**) shows that the GNR adapted the building for use by the Midland Railway as a goods shed. Improvements to the structure included the insertion of new doorways and iron girders, the removal and refixing of down pipes and the provision of fire hydrants and new gas fittings, while new facilities for the Midland company included the building of platform floors and the installation of ten new hand-operated cranes. In 1862 the Midland company vacated its premises at King's Cross Goods Yard, and the Great Northern resumed use of what had become known as the Midland Goods Shed.
- 4.5.6 Humber's plan of 1866 (**Figure 3**) shows the Midland Goods Shed with two train tracks entering the building from the north, with doorways for carts to enter through the side walls and offices at its south end. Three wagon turntables inside the shed connected the sidings with a transverse track, which passed through an opening in the east wall to join with tracks in the Potato Market.
- 4.5.7 The Midland company railway termini at St Pancras was completed c.1868, and resulted in the construction of associated hotels, sidings, maintenance depots and goods handling shed.
- 4.5.8 In 1869 Kilner Brothers were granted a 21-year lease for the southern part of the Midland Goods Shed, which they used as a bottle warehouse. By 1872 a new first floor had been added to the shed for Kilners' use. A brick-built range of offices was attached to the south front of the shed in c. 1872. This appears to have been added to in 1875 and altered further in 1882.
- 4.5.9 A brick accumulator tower to augment the hydraulic power supply in the Goods Yard was added to the east end of the north elevation of the shed, probably in 1878 when additional hydraulic apparatus was installed in the Potato Market to the east of the building. The tower was first shown on the Great Northern plan of 1882, although it was not shown on the 1871 and 1894-96 Ordnance Survey maps (**Figures 4 to 6**).
- 4.5.10 In 1888 the open yards on the west, north and east sides of the Midland Goods Shed and the accumulator tower were roofed over with the East and West Handyside Canopies to provide improved handling facilities in all weathers for perishable traffic,

especially potatoes. The East Canopy roof trusses were supported on the east wall of the shed, whereas the heavier lattice girders of the West Canopy roof were supported on new cast iron columns tied into the west wall of the shed.

- 4.5.11 In 1915 it was recommended that the Midland Goods Shed be "utilised for the reception of general Inwards Traffic" and Kilners should be compensated for the relocation of their Bottle Warehouse to premises at the Eastern Coal Drops. Drawings of the alterations to convert the southern end of the shed back to goods use included new cart entrances in the southern end of the east and west elevations. By the mid-1930s the roof of the building was in a poor state of repair. Plans to refurbish the roof were shelved for the duration of the Second World War. During the War the building was spared any structural damage inflicted by enemy bombing.
- 4.5.12 The pre-war refurbishment programme was delayed after the war. However by the mid-1950s the period of post-war austerity was over, and the roof was replaced with clear-span steel roof trusses manufactured by Colville's Steel in 1957. The cessation of rail-borne traffic led to the removal c.1982 of railway tracks from the Shed and the infilling of their footprints, resulting in the current raised floor surface.

5 METHODS

5.1 Aims and Objectives

- 5.1.1 The aim of the watching brief was to record the location, extent, character and relationships of any archaeological evidence, particularly 19th century features and deposits, observed.

5.2 Fieldwork Methods

- 5.2.1 Two trenches (**Figure 2**) were excavated by BAM Nuttall Limited with a JCB equipped with a pecker (to break the 1980s' concrete surface) and toothless bucket. The removal of the floor covering, the excavation of the present floor structure and the excavation of dumped material beneath was observed by an archaeologist. The trenches were both aligned east-west which provided a cross section from the raised platform on the west side of the building through the infilled central area where two north-south railway tracks had been positioned to the raised platform on the east side of the building.

- 5.2.2 Trench 1 at the northern end of the building was 11.25m in length and 1m wide while Trench 2, which lay nearer the centre of the building, was 11.6m long and 1.2m wide (**Plate 1**). Both trenches revealed features to a depth of 1.6m below the raised floor level inside the shed. All plans and sections of archaeological features were recorded on polyester based drawing film with plans being drawn at a scale of 1:50 and sections at 1:50.

5.3 Project Archive

- 5.3.1 The fieldwork produced two plans of the exposed features at a scale of 1:50 and two cross sections at a scale of 1:50. Nineteen digital photographs were taken of the exposed features, these were accompanied by a photographic register and each photograph was given an individual reference number (namely, site code, film number and frame number e.g. KXM08 BHD1 5). The project archive will be deposited under the site code KXM08 in the LAARC (London Archaeological Archive and Research Centre) in due course.

6 RESULTS

6.1 Trench 1

6.1.1 Trench 1 was located towards the northern end of the Midland Goods Shed (**Figure 2; Plate 1**). Starting at the east end of the trench, a thin layer of asphalt was removed from approximately half the length of the trench. This exposed an area of timber platform at the east end with a linear western edge aligned north-south (**Figure 7; Plate 2**). This was composed of a number of boards for a visible length of 1.75m. Most of these were approximately 0.25m (9") wide, 0.025m (1") thick and aligned east-west. At the western edge of this platform were three narrower boards aligned north-south presumably to strengthen the edge of the raised platform. Removing all the boards showed that they were supported by north-south timber joists on average 0.6m (2') apart. These in turn rested upon an east-west beam that sat upon a low wall of a slightly wider width. The wall was constructed from red bricks laid in an English bond with a light coloured lime mortar and was between 0.25m and 0.5m above ground level.

6.1.2 Below the asphalt was also an area of late twentieth century concrete, abutting the edge of the platform and extending across half the length of the trench to the same point as the asphalt. The alignment of the concrete and the asphalt suggested that both were contemporary and post-date the construction of the timber platform. The concrete was started to be broken and it was revealed that it was formed of a concrete screed over a series of seven reinforced concrete beams aligned north-south. These spanned a void that had been the location of a north-south aligned railway track. The removal of the concrete also revealed a late twentieth century north-south aligned brick wall supporting the western edge of this concrete.

6.1.3 Removing the modern concrete that covered the western half of the trench soon exposed a small area of timber platform approximately 1.5m in width just below the surface. The rest of this concrete was considerably thicker being up to 0.25m thick with an irregular base and reinforced with steel bars (**Figure 7**). The timber platform was very similar to that observed at the eastern end of the trench with east-west boards reinforced at their eastern edge with two boards align north-south. Removing the boards exposed the same platform construction as at the east end with a number of north-south timber joists resting upon an east-west timber beam over a low brick wall. The void beneath the platform was separated from the area to the east by a single skin brick wall at the eastern end of the platform.

6.1.4 Below the thicker section of concrete was a single deposit of sandy brick rubble that filled the space between the brick wall edging the timber platform to the west and the brick wall edging the later concrete platform to the east (**Plate 3**). The complete infilling of this space with rubble shows that both structures had to be in place before this action and the subsequent capping of the rubble with the concrete layer.

6.1.5 The same method of construction strongly suggests that the two timber platforms were constructed at the same time with an open area between. This was partially enclosed when a concrete platform was added on the east side, before the remaining open space was backfilled and capped to continue the raised floor level between both timber platforms.

6.2 Trench 2

6.2.1 Trench 2 was located to the south of Trench 1 and towards the centre of the building (**Figure 2; Plate 1**).

6.2.2 The eastern half of the Trench 2 was covered by a thin layer of asphalt and as this was removed it exposed an area of timber platform approximately 1.5m in width. This was formed of horizontal east-west boards 0.25m (9") wide and 0.025m (1") thick.

These were removed to reveal the platform structure below, formed of north-south timber joists, supported by a timber beam resting upon a low wall. This was built of bricks laid in English bond that extended no further west than the edge of the timber platform above. Unlike the east platform observed in Trench 1, in Trench 2 there was no north-south wall dividing the voids beneath the timber platform and the later concrete platform.

- 6.2.3 To the west of this timber platform was a modern concrete screed laid across a series of north-south aligned reinforced concrete beams approximately 0.2m in depth (**Plate 1**). The western edge of this concrete platform was supported by a north-south brick wall laid in English bond. There must also have been structures, presumably a number of similar east-west brick walls, to support the ends of the concrete beams, but these were not visible as the beams themselves were not removed. Removing the upper concrete screed revealed the existence of the beams and a void beneath, so it was considered the purpose of the exercise had been fulfilled and the beams were left in situ.
- 6.2.4 The western half of Trench 2 was covered by a modern concrete screed. Removing the western end of this quickly exposed a timber platform just below the surface, while the remaining area of concrete was thicker, up to 0.25m, with an irregular base; this abutted the edge of the timber platform to the west and the concrete platform to the east, showing it was a later insertion (**Figure 8**). The timber platform was the same as that on the east side with east-west boards laid over north-south joists, on a timber beam that sat along the top of an east-west brick wall (**Plate 4**). The only difference being that the edge of the platform was reinforced with two north-south boards on the upper surface, like those observed on the edge of the platform in Trench 1. The void beneath this platform was enclosed at the edge of the platform with a vertical panel made from a sheet of corrugated metal held in position by a timber post.
- 6.2.5 Between the corrugated panel and the central north-south brick wall supporting the edge of the concrete platform, the space had been backfilled with a sandy brick rubble deposit (**Plate 5**). This contained items of modern plastic proving it was a modern deposition. The irregular base of the concrete covering this deposit showed that it had been laid directly on top.

7 CONCLUSION

- 7.1 Two north-south timber platforms were found on each side of the Midland Goods Shed. Both were formed of low east-west brick walls laid in English bond. A timber beam on top of these supported north-south sawn cut timber floor joists, each approximately 0.6m apart. Across these at 90° were laid timber floor boards approximately 0.025m (1") thick and 0.25m (9") wide. The only difference between the two trenches was that in Trench 2, below the platform edge, there was no evidence of a dividing brick wall. Here on the east side, the space between the track and below platform areas was completely undivided while on the west side a sheet of corrugated iron had been inserted.
- 7.2 Platforms were first inserted in the shed in 1858 when the building was converted by the Great Northern Railway into a goods shed for Midland Railway use. Platforms would have been unnecessary when the shed was originally built in 1850 as a carriage shed for the adjacent temporary passenger terminus, providing accommodation for up to 80 carriages. Nor would they have been necessary when the shed was used as offices and blacksmiths' workshops after the temporary terminus ceased operations when King's Cross Station opened in 1852. The 1858 specification (**Appendix 1**) for the conversion details the taking up of wood paving from the shed floor, the fixing of hand cranes to platforms and the laying of 3" rough plank flooring. The two platforms found during the watching brief are likely to have been built in 1858 although 9" floor boards may be later replacements. Although the two platforms are not shown on the 1866 Humber plan, they are shown on the 1871 Ordnance Survey map, 1882 GNR plan and 1894-96 Ordnance Survey map (**Figures 3 to 6**).
- 7.3 The watching brief established that the two railway tracks between the platforms did not go out of use at the same time. Initially, the eastern track was removed and the platform on the east side was extended using a series of north-south reinforced concrete beams, leaving a void beneath. A brick wall supported the new platform edge. A concrete screed was then laid across and an asphalt layer subsequently covered both the timber deck of the original platform and the inserted concrete platform. A later phase then saw the western track removed and the void between the platforms infilled with sandy brick rubble. This was then capped by a concrete layer with reinforcing bars that also extended over the timber deck of the original platform.
- 7.4 Both of these phases of track removal and platform extension appear to date to the late twentieth century. By this time, the Midland Goods Shed had become part of the holdings of the British Railways owned Freightliners Limited, though it is not clear to what use the building was put during this period. By the early 1970s the focus of activity at King's Cross had shifted from the old Great Northern Goods Yard towards the new Freightliner terminal to the north. Although several of the old buildings continued to be used by various state-owned road and rail freight concerns during the 1970s and 1980s, the history of the Midland Goods Shed during this period is somewhat opaque. It is understood that the remaining tracks were removed during the early 1980s, and it is likely that the platform was extended in stages at this time.

7 ACKNOWLEDGEMENTS

- 7.1 Pre-Construct Archaeology Limited would like to thank King's Cross Central General Partner Limited for commissioning the work. The assistance of Phil Sullivan of Argent Group Plc is gratefully acknowledged. BAM Nuttall Limited are also thanked for their assistance on-site. The collaborative role of Kim Stabler, English Heritage Greater London Archaeological Advisor is also acknowledged.
- 7.2 The project was managed for Pre-Construct Archaeology Limited by Charlotte Matthews. Malcolm Gould carried out the watching brief onsite and wrote this report. Jennifer Simonson prepared the illustrations.

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APPENDIX 1: 1858 GOODS SHED SPECIFICATION

Excavation					
	Task	Rate	£	s	d
-	Dig, wheel, remove	n/a	20	1	-
Brickwork					
625	Brickwork in mortar	@12/6	573	2	6
24	Brickwork in mortar build up one large Door way		22	4	-
315	Break thru' Brickwork, cut for five (?) Iron Girders, & shore up Roof over opening	6/-	94	10	-
No. 2	Door Openings, broke thru' wall at end of these to communicate with present Engineers Offices, 9'0" x 4'0", complete	1/7(?)	3	-	-
12	Down Water Pipes removed refix in angles, cut chase in Brickwork & make good to ditto; [?] of 4" Lead-[?] To each and Bends to Drains		30	-	-
No. 6	Water Cocks (for Brigade hoses) removed & refixed recesses built up under platform, complete	2/-/-	12	-	-
160	Holes Drilled thru' 2 feet wall & make good for bearers to large Doors	1/6	12	-	-
Stone Work &c					
1,466	Wood paving taken up and removed from floor of shed, complete	3	18	6	6
No. 22	Granite Spur Stones fixed to corners of openings, complete.	2/-/-	44	-	-
632	Taking up pitching for bedding timber bearers for large doors & make good	4	10	10	8
Wood Work					
2,363	Rough Framed Fir in wall plates, joists &c.	3/-	354	9	-
694	Rough Framed Fir Longitudinal X tie beams for cranes		104	2	-
137/35	3" Rough Plank flooring laid, complete	70/-	482	9	6
No. 10	Hand Cranes fixed on the platforms. Complete	38/-/-	380	-	-
No. 2	Doors fixed complete to opening communicating with present Engr. Offices	3/10/-	7	-	-
No. 4	Buffer Stops taken up & removed	15/-	3	-	-
No. 2	Buffer Stops replaced in altered	30/-	33	6	-

	position, complete				
316	Wrot & framed Timber bearers & sills for Door runners	3/6	55	6	-
3,795	3" Framed & braced, [?] & filled in with 1¼ ploughed [?] & tongued threaded fixed to Hide (?). Iron work to Ditto, painted & fixed complete per foot	2/6	474	7	6
330	Wrought Iron in Straps to crane tie beams	5	11	9	2
106/6	Wrought Iron in tie bolts for runner bearers to Doors	"	22	-	-
113	Wrought Iron plate girders over Door openings, fixed, complete	20/-	153	4	-
[?]	Cast Iron Runner Rail, fixed complete	15/-	59	5	-
50 (?)	Alterations of and additions to Gas fittings, complete		72	-	-
Removal of Engineers Smithys					
7	Remove smithys, take down chimneys & clear away hearths, take down & remove benches, bellows and all other interior fittings, taking up & clearing away where paved, per square	2/0/-	74	-	-
Pitching up on site of Smithys					
1248	Dig thru' Mcadamized road, remove ground to an average depth of 1'6".	Per Yard:1 /-	62	8	-
1248	Concrete spread & levelled on ground average depth 9"	Per Yard: 2/-	124	16	-
1248	6"x3" Markfield Granite pitching laid complete & grouted	9/6	592	16	-
			3,884	12	4
Contingency 10%			388	9	2
Total			4,237	-	-

(Source: TNA RAIL 236/280 Board Reports & Papers, 1857-1869. Correspondence relating to Traffic Agreement (Contract), 1st June 1858)

APPENDIX 2: OASIS FORM

OASIS ID: preconst1-122199

Project details

Project name Watching Brief on two trenches in Midland Goods Shed, King's Cross

Short description of the project Pre-Construct Archaeology Limited was commissioned by Kings Cross Central General Partner Limited to undertake an archaeological watching brief on two trenches inside the Midland Goods Shed, King's Cross Central, London Borough of Camden, centred on OS NGR TQ 3024 8356. Although the shed is not listed, it lies within a Conservation Area. It is a large two-storey brick building originally built by the GNR (Great Northern Railway) in 1850 as a carriage shed. A major regeneration scheme has been proposed for the King's Cross area. Outline planning consent has been agreed for the refurbishment and reuse of the Midland Goods Shed. The watching brief forms part of a wider programme of archaeological and recording work taking place as part of the King's Cross Central development. It was carried out on 23rd and 24th August 2011. Two timber platforms were found on each side of the Midland Goods Shed in the two watching brief trenches. They are likely to have been built in 1858 when the building was converted by the GNR into a goods shed for Midland Railway use. The two railway tracks between the platforms did not go out of use at the same time. Initially, the eastern track was removed and the platform on the east side was extended. Then the western track was removed and the void between the platforms was infilled. It is likely that the platform was extended in stages during the early 1980s when it is understood the tracks were removed.

Project dates Start: 23-08-2011 End: 29-03-2012

Previous/future work Yes / Not known

Any associated project reference codes KXM08 - Sitecode

Any associated project reference codes K1993 - Contracting Unit No.

Type of project Recording project

Site status Conservation Area

Current Land use Industry and Commerce 4 - Storage and warehousing

Monument type RAILWAY PLATFORM Post Medieval

Significant Finds NONE None

Investigation type 'Watching Brief'

Prompt Planning condition

Project location

Country England
Site location GREATER LONDON CAMDEN CAMDEN Midland Goods Shed
Postcode N1C 4UZ
Study area 25.00 Square metres
Site coordinates TQ 30240 83560 51.5354059462 -0.121974853181 51 32 07 N
000 07 19 W Point

Project creators

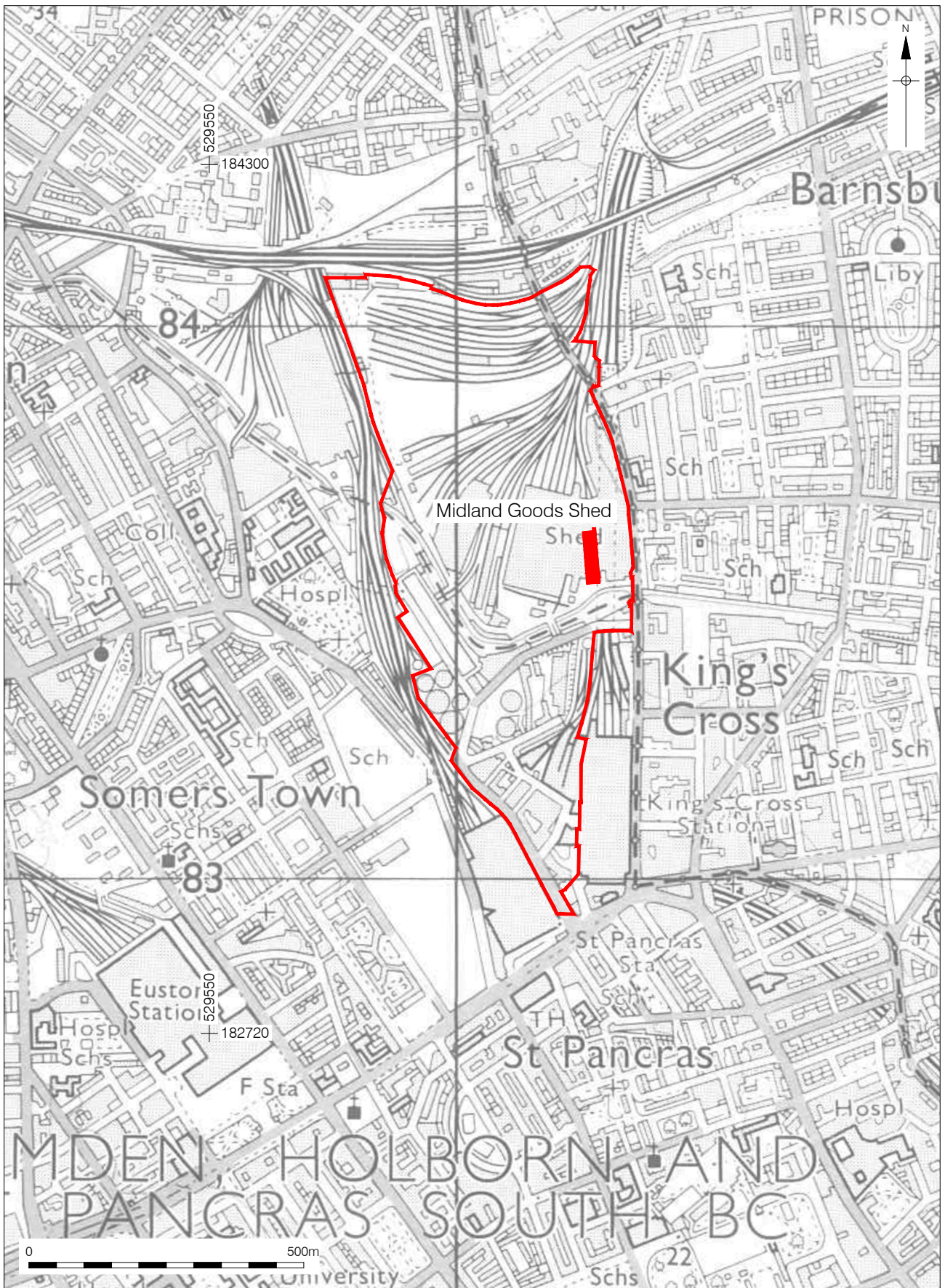
Name of Pre-Construct Archaeology Limited
Organisation
Project originator brief Greater London Archaeological Advisory Service
Project originator design Charlotte Matthews
Project director/manager Charlotte Matthews
Project supervisor Malcolm Gould
Type of Developer
sponsor/funding body
Name of King's Cross Central General Partner Limited
sponsor/funding body

Project archives

Physical Archive No
Exists?
Digital Archive LAARC
recipient
Digital Archive ID KXM08
Digital available Media 'Images raster / digital photography','Text'
Paper Archive LAARC
recipient
Paper Archive ID KXM08
Paper Contents 'Survey'
Paper available Media 'Drawing','Notebook - Excavation',' Research',' General
Notes','Plan','Report','Survey '

**Project
bibliography 1**

Publication type	Grey literature (unpublished document/manuscript)
Title	An Archaeological Watching Brief on two trenches in the Midland Goods Shed, King's Cross Central, London Borough of Camden
Author(s)/Editor(s)	Gould, M.
Other bibliographic details	PCA Report No: R11195
Date	2012
Issuer or publisher	Pre-Construct Archaeology Limited
Place of issue or publication	London
Description	A4 report
<hr/>	
Entered by	Charlotte Matthews (cmatthews@pre-construct.com)
Entered on	29 March 2012



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 29/03/12 JS

Figure 1
 Site Location
 1:10,000 at A4

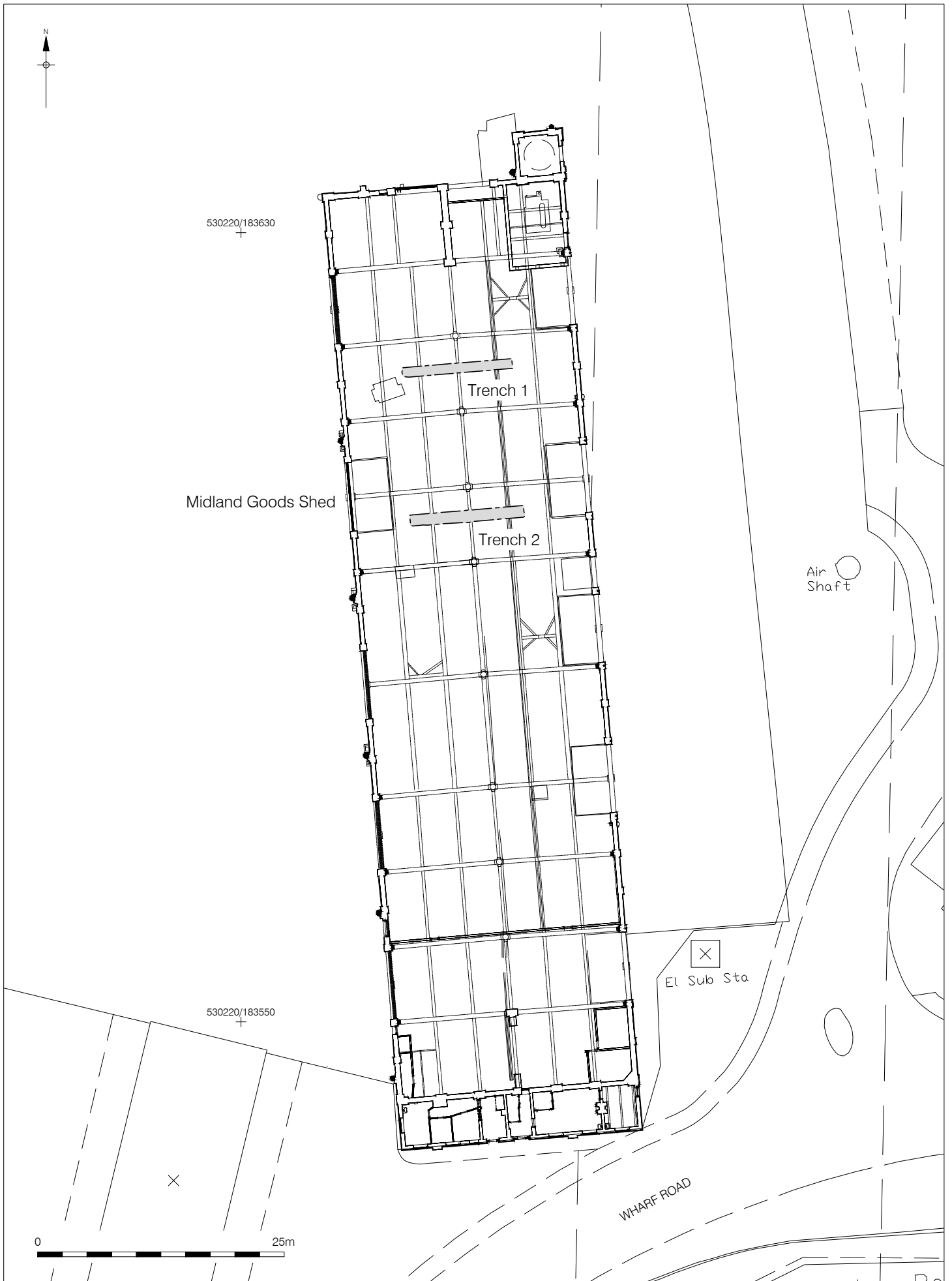


Figure 2
 Trench Location
 1:500 at A4

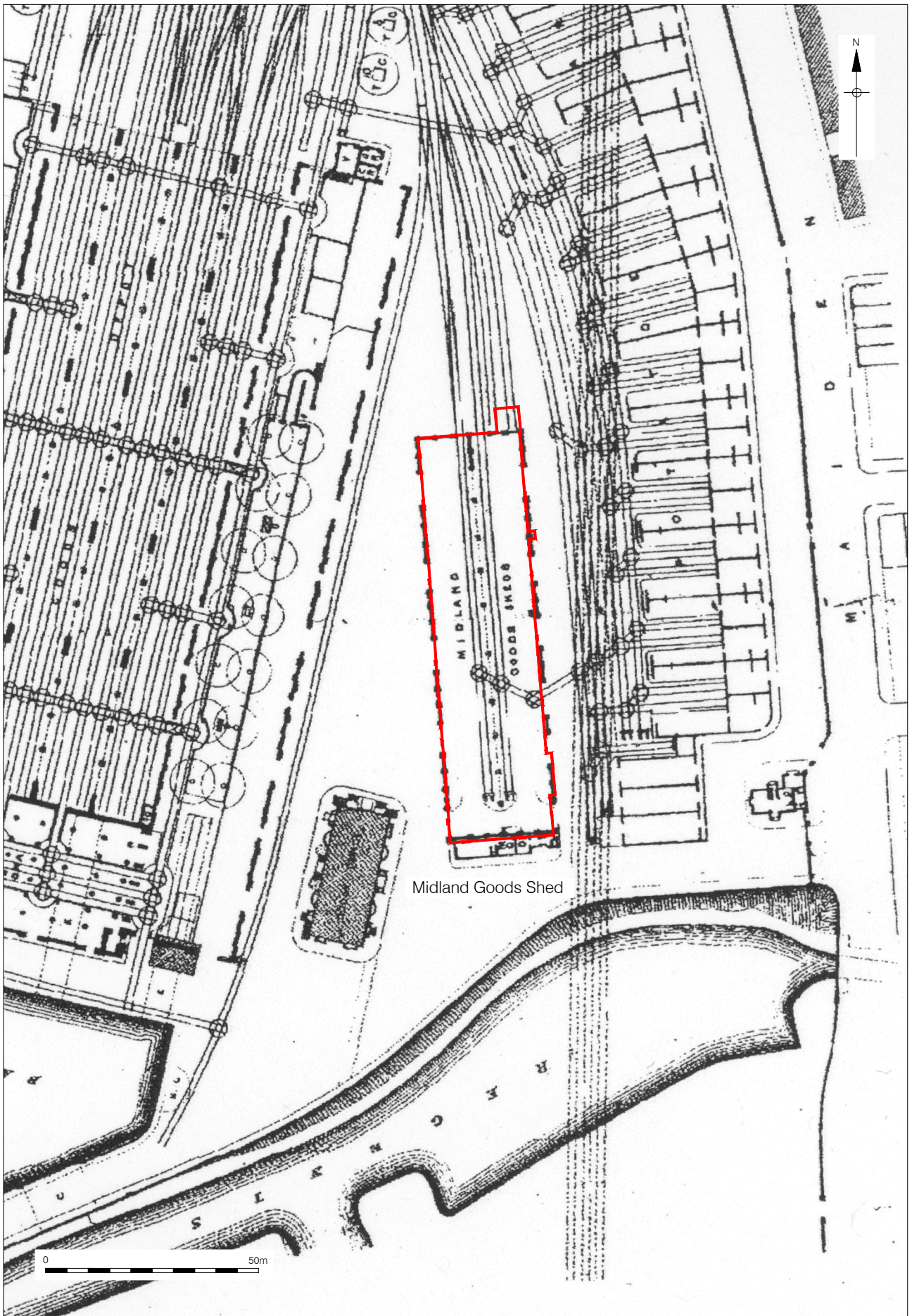


Figure 3
Humber's Plan of 1866
1:1,250 at A4

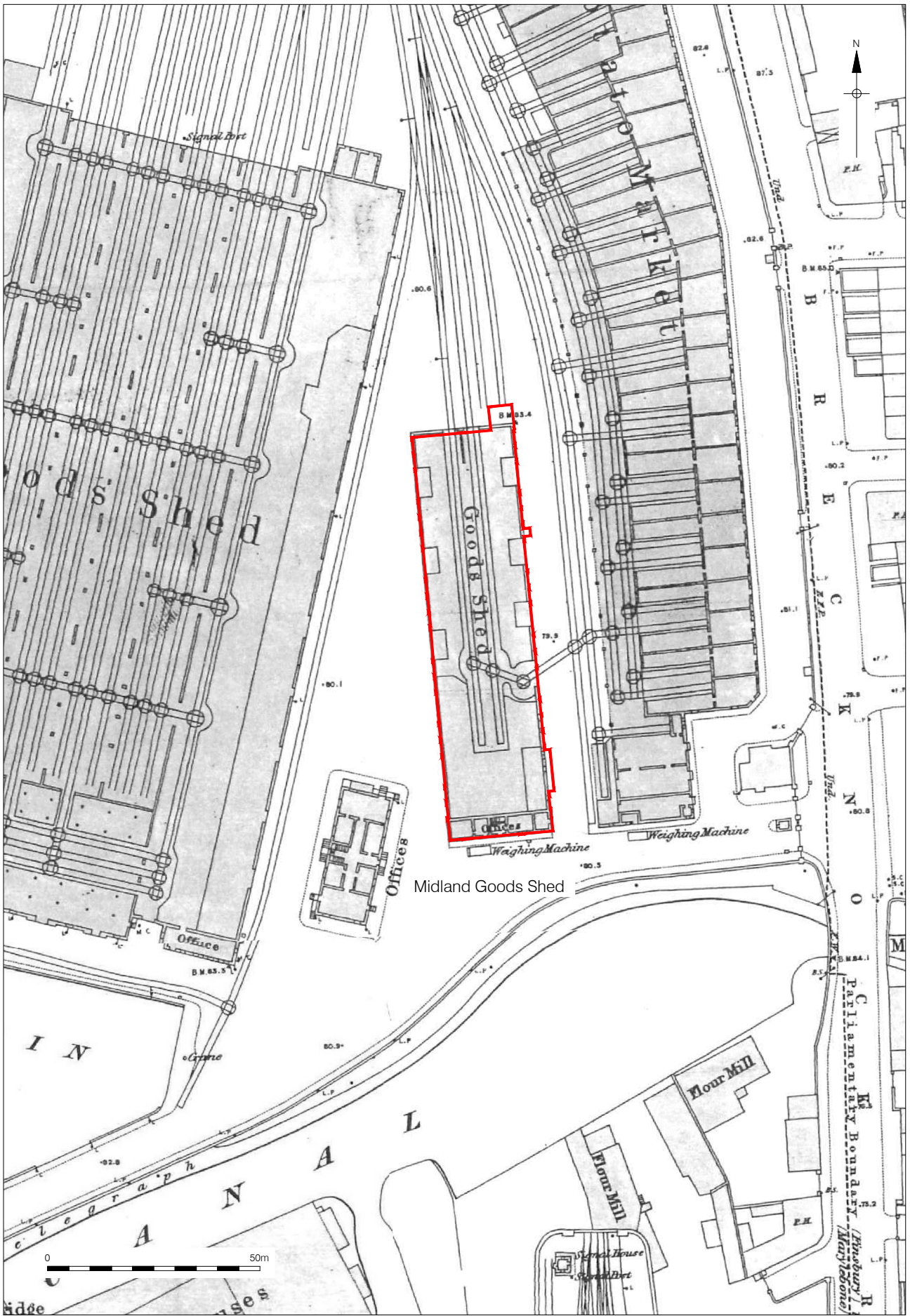


Figure 4
1871 Ordnance Survey large-scale map (originally 1:1,056
1:1,250 at A4

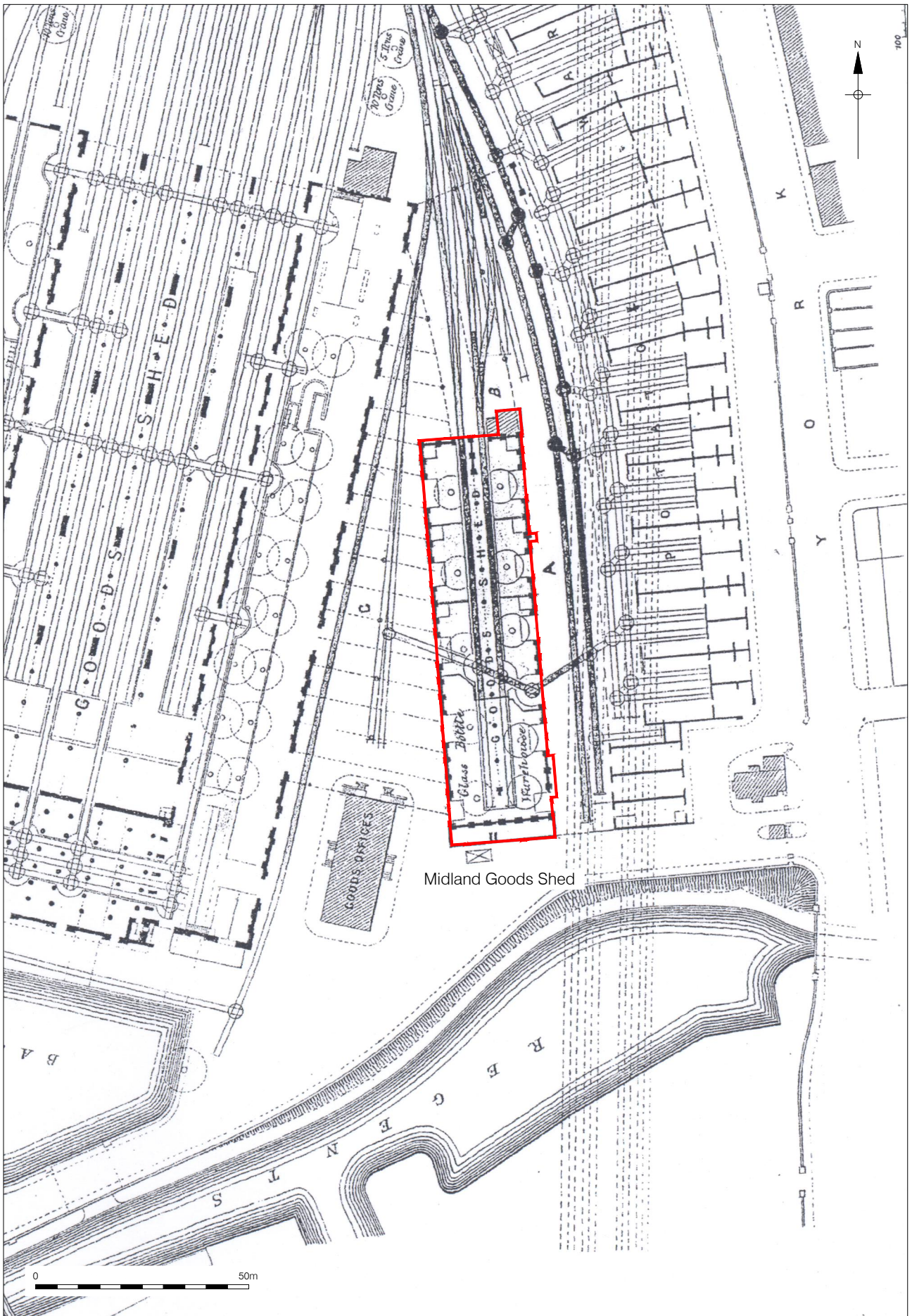
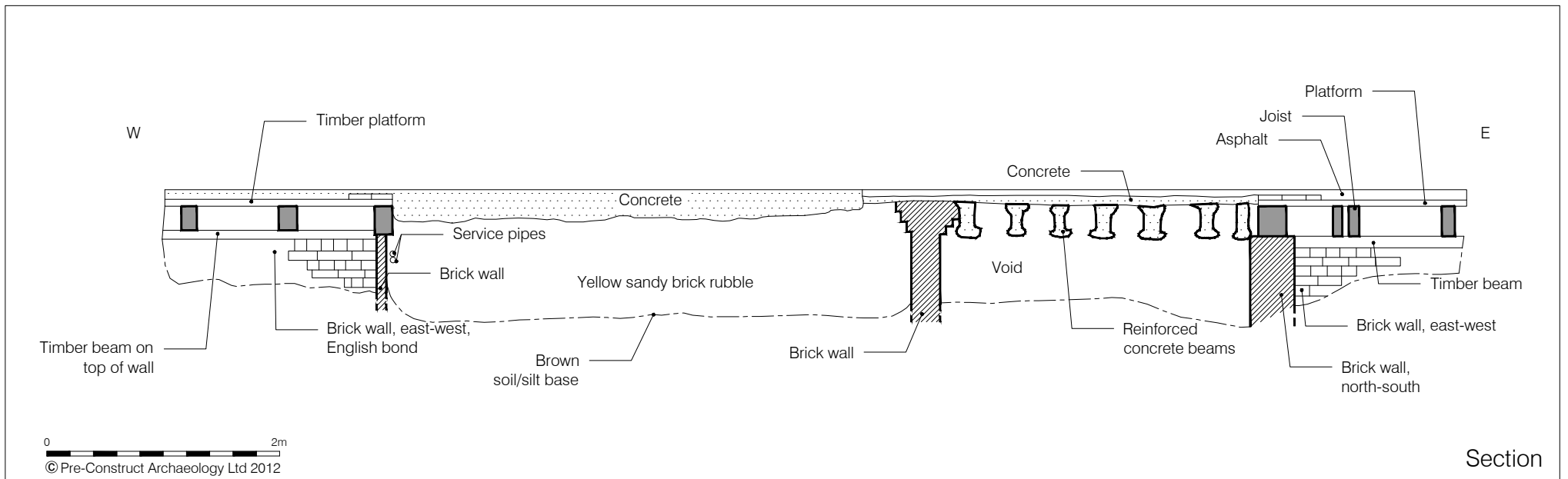
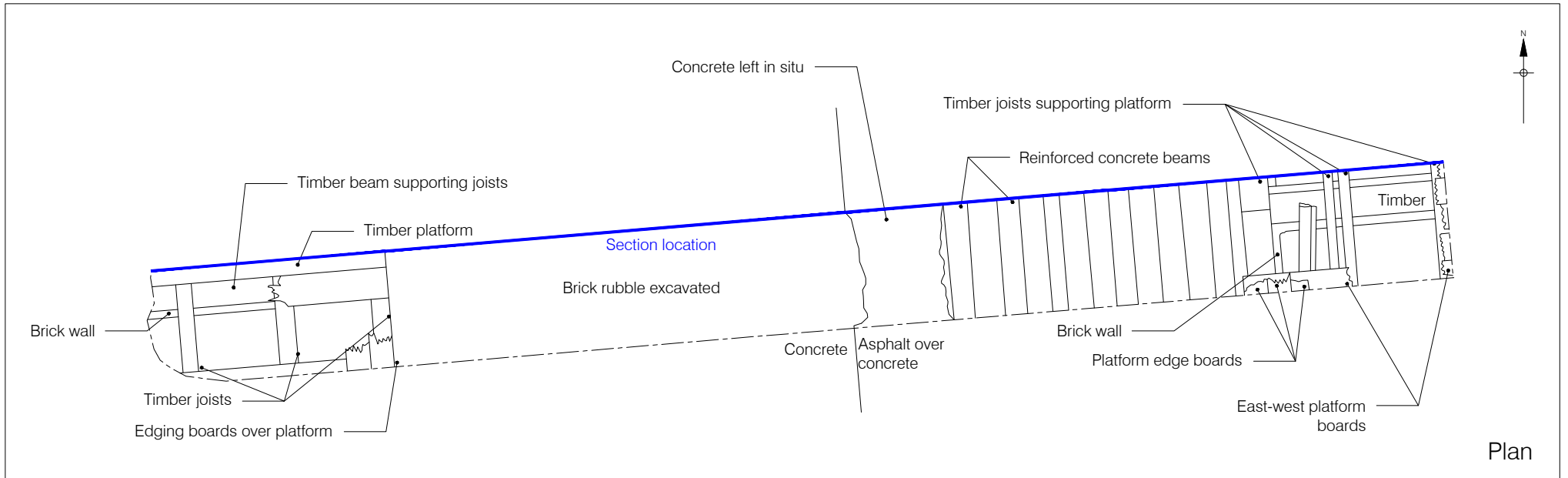
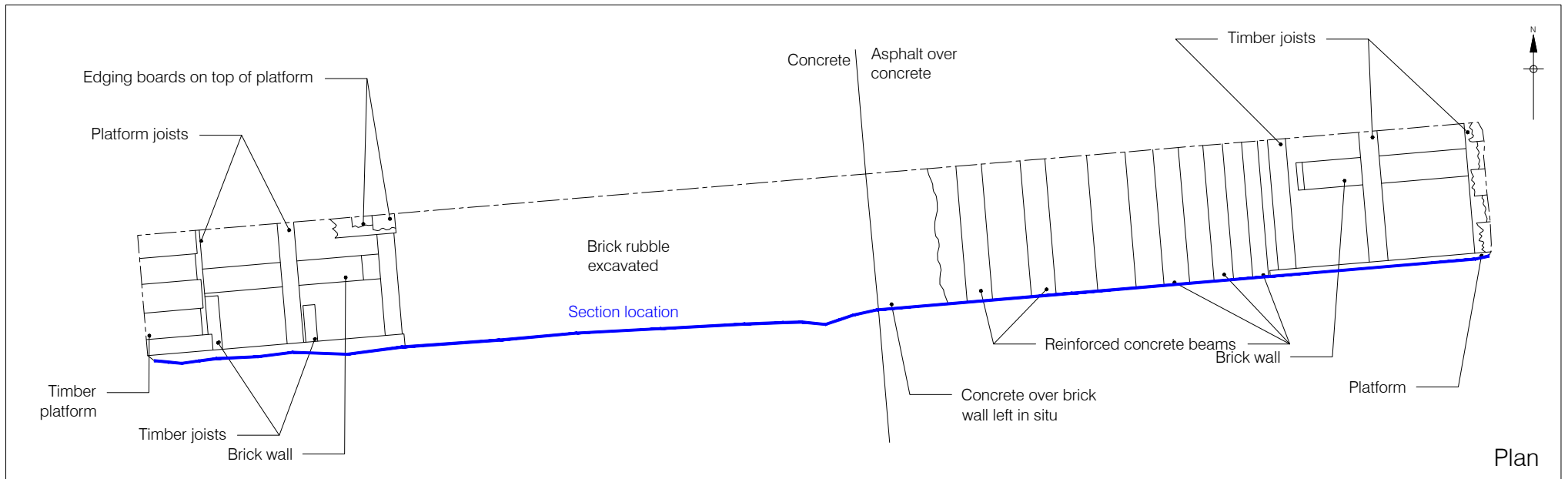
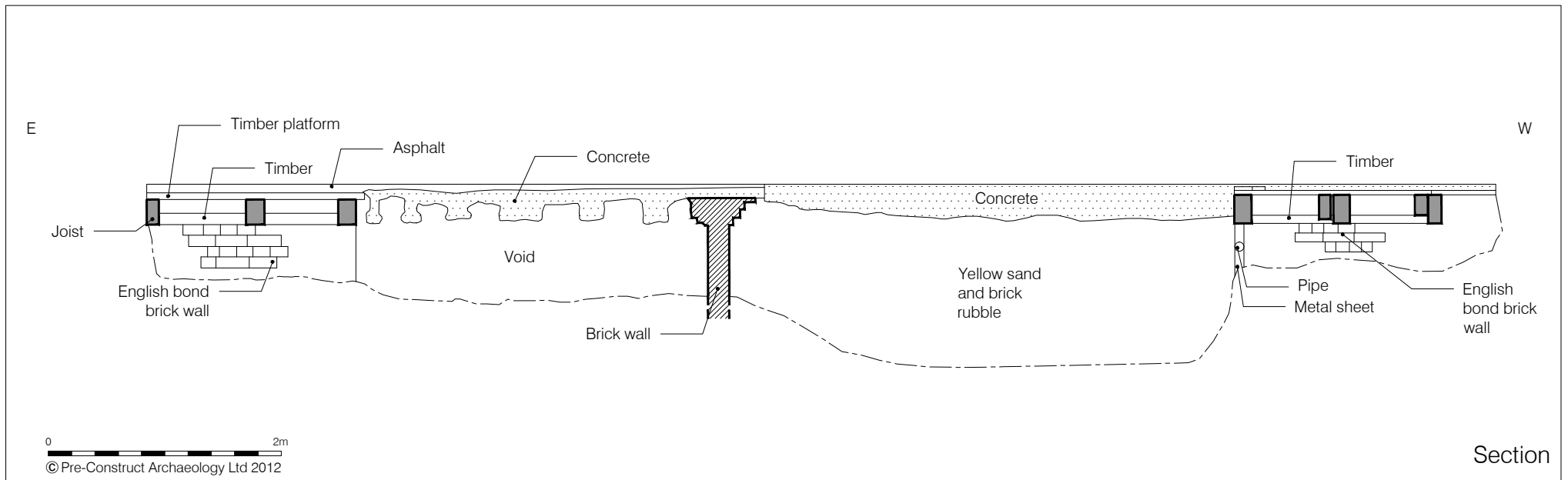


Figure 5
 GNR plan of 1882, revised 1888
 1:1250 at A4





Plan



Section

29/03/12 JS

Figure 8
Trench 2 Plan & Section
1:50 at A4

PLATES



Plate 1. Trenches 1 and 2 (in the distance and in the foreground, respectively) in the Midland Goods Shed at ground floor level, looking north-west.



Plate 2. Asphalt being removed at the east end of Trench 1, exposing timber platform with reinforced concrete beams over previous location of railway track, looking west.



Plate 3. West side of Trench 1 looking east showing twentieth century backfill and concrete.



Plate 4. West side of Trench 2, showing partially dismantled timber platform supported on timber joists and brick walls, looking north-west.



Plate 5. West side of Trench 2 looking west, showing rubble backfill and reinforced concrete cap against edge of timber deck.

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