

SIGNAL BOX, PLATFORM 11, STRATFORD STATION STRATFORD

LONDON BOROUGH OF NEWHAM

A REPORT ON THE HISTORIC BUILDING RECORDING

REFERENCE: K1953-HBR-1

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DOCUMENT VERIFICATION

Signal Box at Stratford Station

Platform 11, Stratford Station, London Borough of Newham

Building Recording

Draft-Issued to Richard Thomas for Review

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**Historic Building Recording of a Signal Box, Platform 11, Stratford Station, London
Borough of Newham**

Central National Grid Reference: TQ 3855 8449

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NON-TECHNICAL SUMMARY

Pre-Construct Archaeology Ltd and the Museum of London Archaeology Service (MoLAS-PCA) were commissioned by Norwest Holst Ltd to undertake building recording of a signal box between platforms 10a and 11 at Stratford Station in London Borough of Newham, centred on NGR TQ 3855 8449. The work was required to meet a planning condition imposed by the Local Planning Authority on planning permission for its demolition as part of the planned re-development of the station as part of the Stratford City development.

The building recording was carried out on 6 December 2007, broadly in accordance with that defined by Level 1 of English Heritage 2006 'Understanding Historic Buildings: A guide to good recording practice'. It had been intended to carry out a Level 2 record but demolition at the time of the survey precluded this.

The signal box was not listed, and did not lie within a Conservation Area. It was constructed in 1947 as part of the Liverpool Street to Shenfield electrification scheme. It was mainly a two-storey brick building with a small basement, small second floor structure and a flat roof. It contained a number of fixtures and fittings relating to signalling, including substantial banks of controls on the first floor, and electrical relays on the ground floor.

1 INTRODUCTION AND PLANNING BACKGROUND

1.1 Planning Background

1.1.1 Pre-Construct Archaeology Ltd and the Museum of London Archaeology Service (MoLAS-PCA) were commissioned by Norwest Holst Ltd to undertake building recording of a signal box between platforms 10a and 11 at Stratford Station in London Borough of Newham, centred on NGR TQ 3855 8449 (**Figures 1 and 2**).

1.1.2 The work was required to meet Planning Condition 55 of the Planning Permission imposed by the Local Planning Authority. This condition states:

“No works shall take place in relation to each phase of the Development ...until the applicant ...has secured the implementation of a programme [of] assessment, recording and historical analysis, which considers building structure, architectural detail and archaeological evidence. This shall be undertaken in accordance with a written scheme of investigation submitted by the applicant and approved by the local planning authority.”

1.1.3 The proposal is to demolish the signal box as part of the planned re-development of the station as part of the Stratford City development.

1.1.4 The building is not listed, and does not lie within a Conservation Area. It was constructed in 1947, along with other associated station buildings, as part of the Liverpool Street to Shenfield electrification scheme. The station at that time was under the control of the London and North Eastern Railway. The signal box replaced an earlier signal box, which had been demolished in 1940.

1.1.5 The building recording was undertaken in accordance, as far as was possible, with a Written Scheme of Investigation (MoLAS-PCA 2007), which had been approved by David Divers, English Heritage Greater London Archaeological Advisor (North-East). It was carried out broadly in accordance with that defined by Level 1 of English Heritage 2006 *Understanding Historic Buildings: A guide to good recording practice*. It had been intended to carry out a Level 2 record but demolition at the time of the survey precluded this. The recording was undertaken on 7 December 2007.

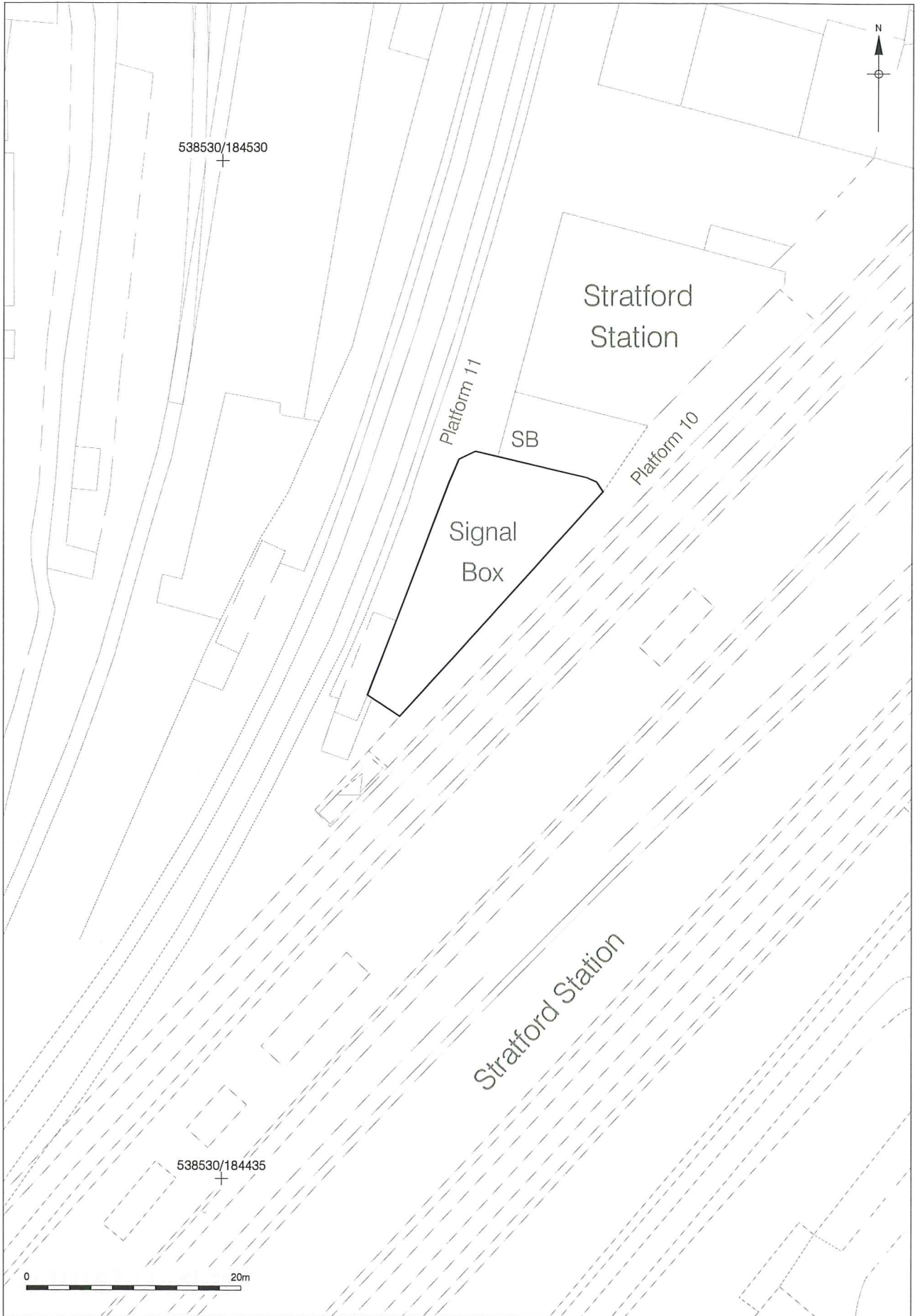
1.2 Site Location

1.2.1 The signal box lies within the modern Stratford station area on platform 11, north-west of the main terminus. It is bounded by platform 11 to the west, platform 10a to the south-east, and by 19th century station buildings to the north.



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Figure 1
 Site Location
 1:10,000 at A4



2 METHODS

2.1 Aims and Objectives

2.1.1 The aim of the building recording as set out in the Written Scheme of Investigation (MoLAS-PCA 2007) was to make a Level 2 record (English Heritage 2006) of the signal box prior to its demolition. The recording was to include written description of internal spaces and external elevations; scale drawings including plans of all floors and architectural details; and photography.

2.2 Documentary Research

2.2.1 A search of relevant primary and secondary sources, including surviving maps, architects/engineers drawings and photographs, was carried out in the Newham Archives and Local Studies Library; Network Rail Records Group, York and in the National Archives, Kew.

2.3 On-Site Recording

2.3.1 The on-site recording was carried out on 7 December 2007. Demolition at the time of the site visit meant that scale drawings were not completed although written descriptions were made.

2.4 Photography

2.4.1 A partial photographic survey of the signal box, mainly of external elevations, was undertaken. A total of 12 black and white photographs (35mm), 12 colour slides (35mm) and 6 digital images were taken. A total of 215 digital photographs taken prior to demolition were supplied by Norwest Holst Ltd and have been used to supplement the record. A selection of the digital images is presented within this report. A register of the black and white photographs and colour slides is included in **Appendix 2**.

2.5 Project Archive

2.5.1 The site records comprise a total of 12 black and white photographs, 12 colour slides and 221 digital images (including Norwest Holst's images), 1 site drawing (partial), site notes, and notes on the documentary evidence. No objects or samples were collected. The project archive is currently held at the offices of Pre-Construct Archaeology Limited in Brockley, London under the site code SZC07 (Stratford Signal Box). It is anticipated that the archive will be lodged with the London Archaeological Archive and Research Centre (LAARC).

2.6 Guidance

2.6.1 All works were undertaken in accordance with standards set out in:

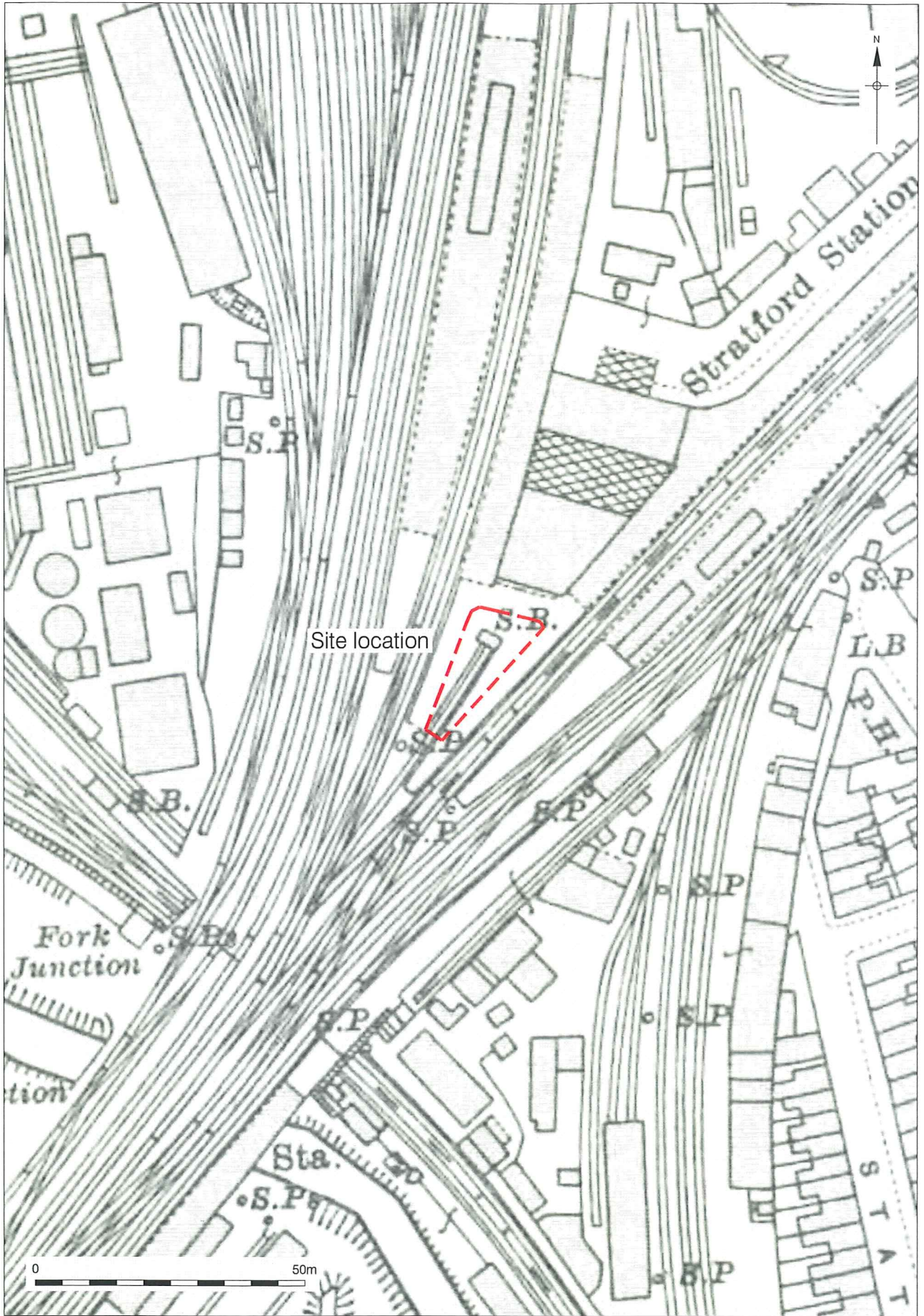
- Association of Local Government Archaeological Officers: *Analysis and Recording for the Conservation and Control of Works to Historic Buildings* (1997)
- British Archaeologists and Developers Liaison Group: *Code of Practice* (1986)
- British Standards Institution: *Guide to the Principles of the Conservation of Historic Buildings (BS 7913)* (1998)
- English Heritage: *Guidance Paper 98: GLAAS: Guidance Paper 3-Standards and Practices in Archaeological Fieldwork in London*
- English Heritage (Clark K): *Informed Conservation* (2001)
- English Heritage: *The Presentation of Historic Building Survey in CAD* (2000)
- IFA: *Standards and Guidance for the Archaeological Investigation and Recording of Standing Buildings or Structures* (1999)
- English Heritage *Understanding Historic Buildings; a guide to good recording practice* (2006)

3 HISTORICAL BACKGROUND

- 3.1 The name Stratford means the 'street by the ford'. It lay on the Roman road between London and Colchester. From the 1600s, industry sprang up around the River Lea to the west of Stratford, mainly mills using the tidal power of the Lea for distilling gin, gunpowder manufacture and silk printing. In the 18th century, the famous Bow porcelain works thrived.
- 3.2 The original railway station at Stratford was built in 1839, which makes it one of the oldest in London. It was opened by the Eastern Counties Railway (ECR) as part of the railway line from Mile End to Romford. The line was extended the following year to a new London terminus at Shoreditch (later renamed Bishopsgate) and the line was subsequently extended to cover the 51 miles between London and Colchester. In 1846, the ECR was linked to the Eastern Union Railway at Colchester and in 1862 the two companies amalgamated along with a number of other East Anglian railways to form the Great Eastern Railway.
- 3.3 Much of the line from London to Stratford was built on brick viaducts over streets and marshland. With the arrival of the railway, the area along its route developed with industry and housing. A freight yard was established near the River Thames and the line was soon handling a large quantity of imported and local freight as well as passengers. In the 19th century, coal was brought up the Thames and over half the coal used in London was stored at Stratford. This encouraged iron foundries, ship yards and more railway lines. In the 19th and 20th centuries, Stratford became a hub of the many railways in the east of London, which it continues to this day.
- 3.4 As well as the station, the engineering workshops of the Eastern Counties Railway were also built at Stratford, much of which has since been turned into the present freight terminal. The workshops built 1,682 steam locomotives between 1850 and the 1920s. At one time, the railway yards and the repair depot employed 3,000 workers. Stratford therefore saw a massive and disproportionate increase in population during the 19th century when compared to other areas of England.
- 3.5 During the 1930s, the transport networks in the area continued to improve. These improvements had been partly sparked by the need to expand in the area, which still retained pockets of un-used space; partly by the need to provide work for the unemployed; but mostly it was recognised that the road, rail and canal networks needed re-building.
- 3.6 In February 1939, W.C. French was awarded the contract to demolish the station buildings at Stratford, construct new subways, platforms and retaining walls. The estimated cost at the time was £24,672 13s and 1d. The contract included the demolition of the 19th century signal box, which preceded the signal box which is the subject of this report, on the then platform one. The earlier signal box is labelled 'S.B'. on the 1914 Ordnance Survey map (**Figure 3**).
- 3.7 The outbreak of World War Two in 1939 resulted in widespread air raid damage to much of Stratford, including the station, with the rails tracks being bombed on numerous occasions during 1940 and 41 (Rail 390/1192). In 1940, Gee, Walker & Slater Ltd had won the contract to construct the booking halls, subways and other associated station buildings, but by 1943, the work had been suspended with only 25% of the work completed due to loss of the workforce and constant air damage.
- 3.8 With peace declared in 1945, restoration and rebuilding within the Stratford area started in earnest. W.C. French again won the contract to complete the work at Stratford Station (Rail 390/1341). This included the building of a new signal box, the subject of this report, on the then platforms 4 and 5 as part of the Liverpool Street to Shenfield electrification scheme. The proposed signal box had a small basement, ground floor, first floor and second floor structure. It would house: a battery room, train describer and relay room, meter cupboard, heating chamber,

duct chamber, tank room, signal cabin, mess room and cloak room (**Figure 4**). Fletton and Southwater Engineering bricks with Portland cement were to be used in the construction of the walls and foundations of the building (Rail 390/1363).

- 3.9 Underground Central Line services to Stratford Station started on 4 December 1946, extended from Liverpool Street station in new constructed tunnels after being delayed due to the Second World War. Services were extended to Leyton on 5 May 1947 and then on to the former London and North Eastern Railway branch lines to Epping, Ongar and Hainault progressively until 1957.
- 3.10 With the massive increase of services and passengers since the Second World War, Stratford station has changed from being a fairly busy junction to one of the country's major rail interchanges. Today, it forms part of an extensive interchange between the District, Circle and Jubilee underground lines, the Docklands Light Rail and the original North London line services.
- 3.11 At the time of the building recording, the footprint of the signal box was the same as that shown on the 1951 and 1970 Ordnance Survey maps (**Figures 5 and 6**), apart from the southern end (battery room), which had been removed.



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Figure 3
Ordnance Survey map, 1914
1:1000 at A4

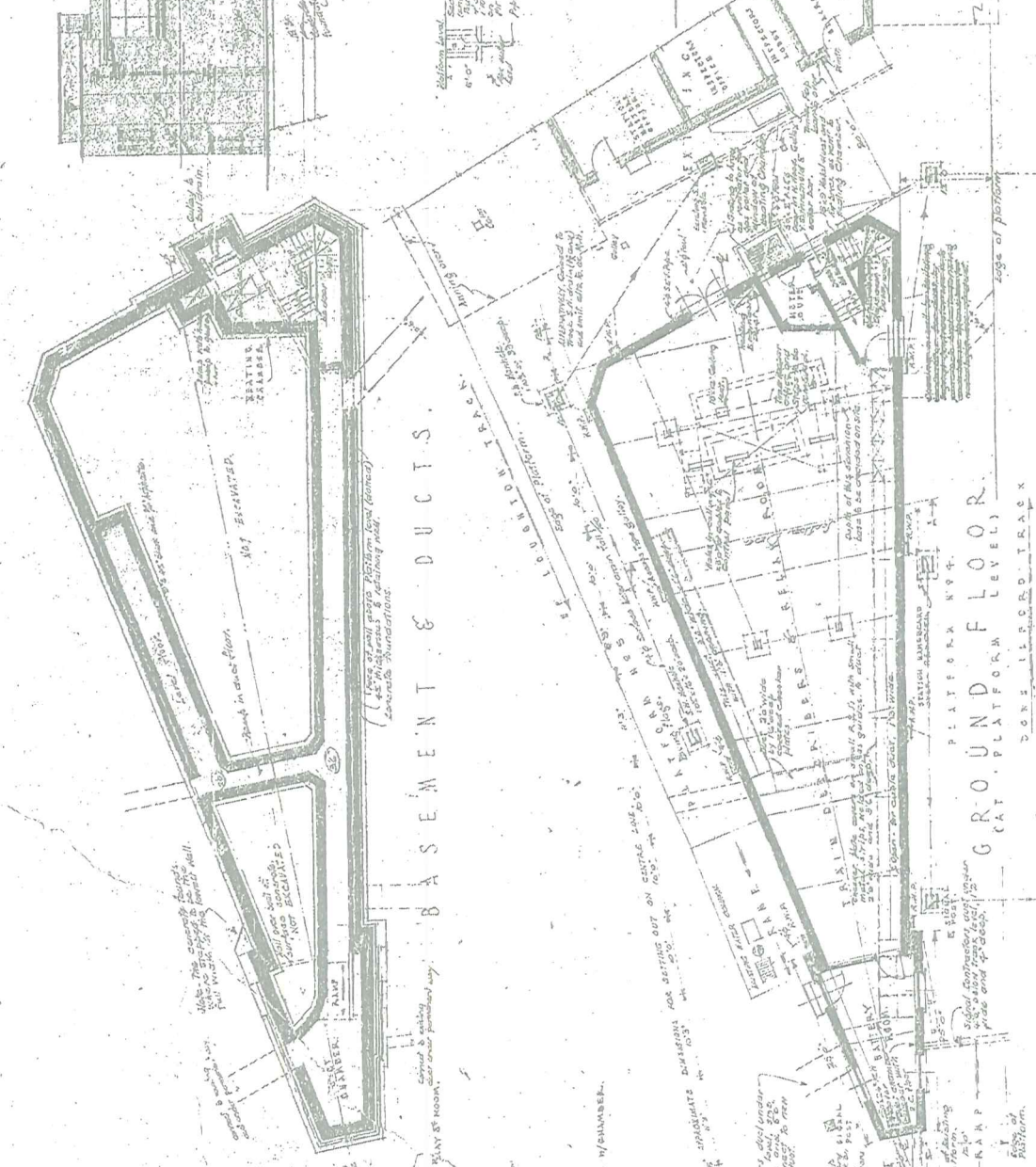
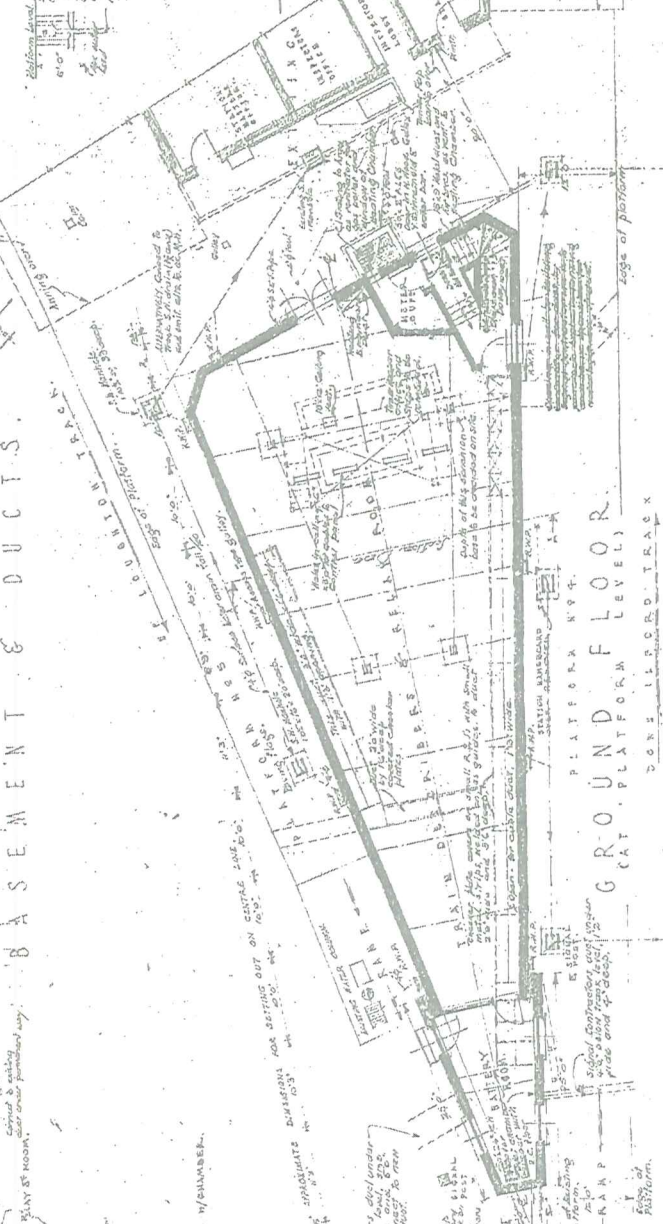
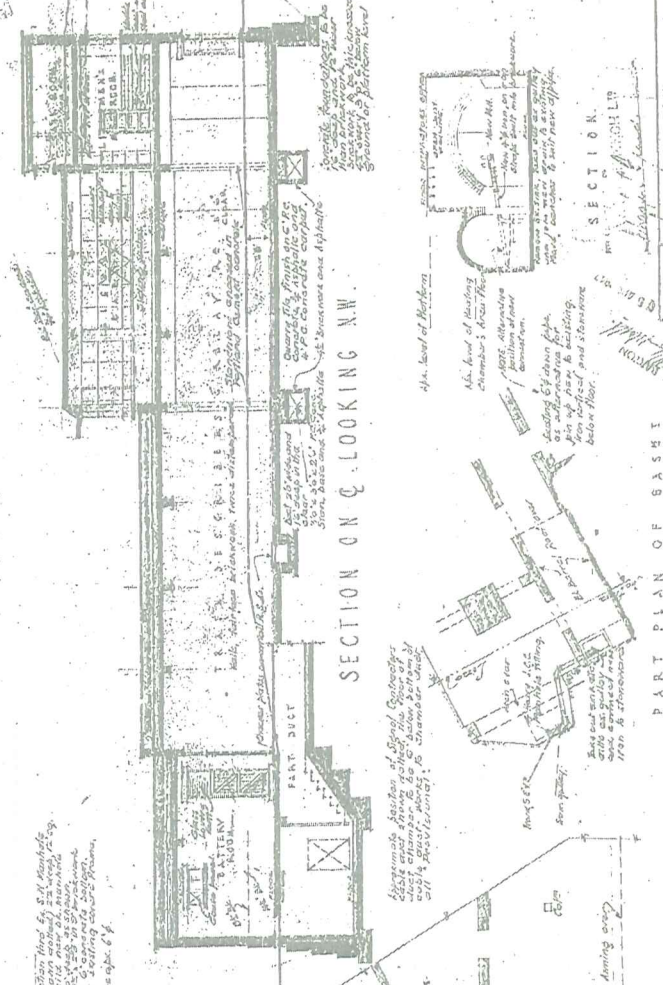
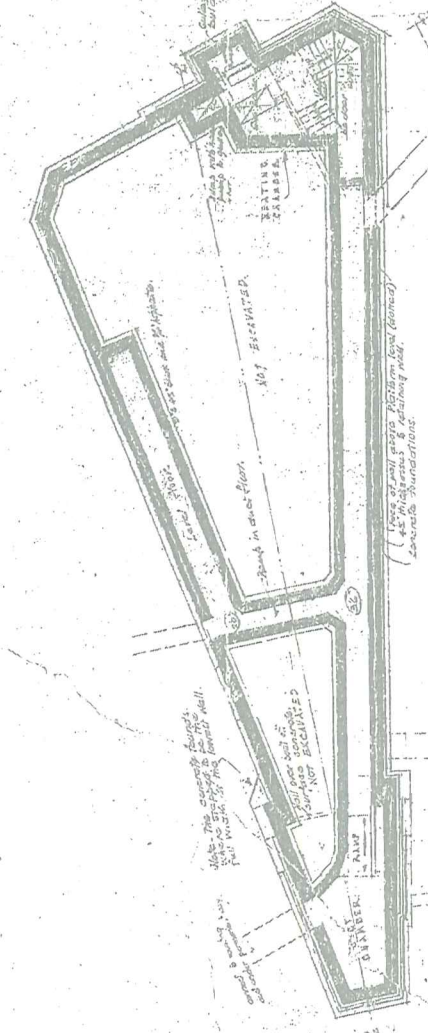
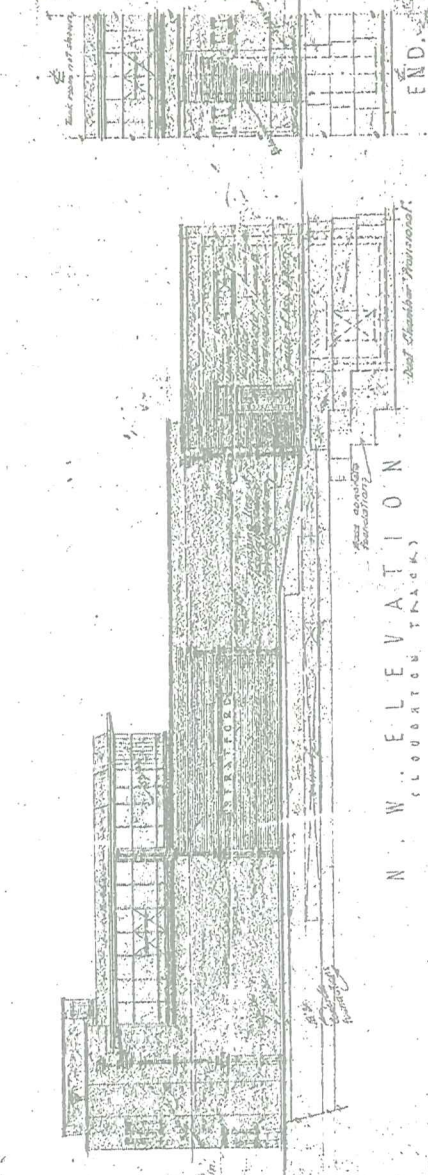
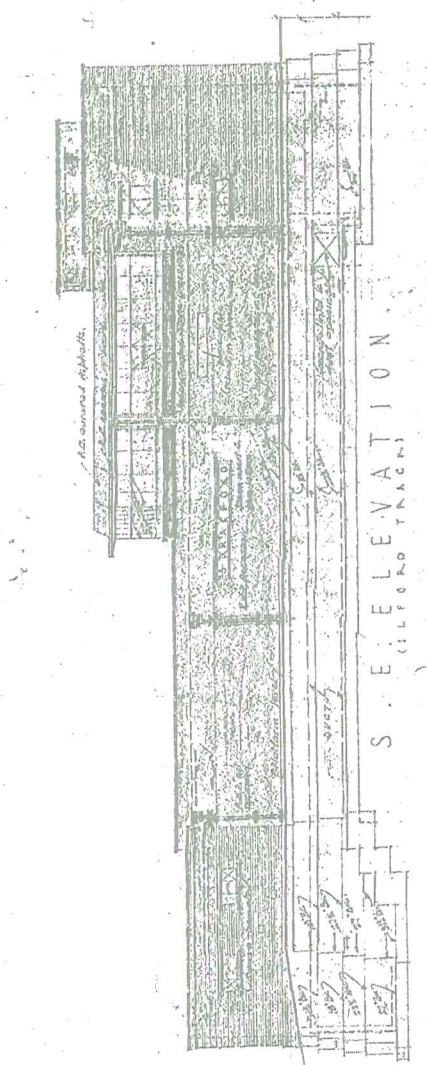
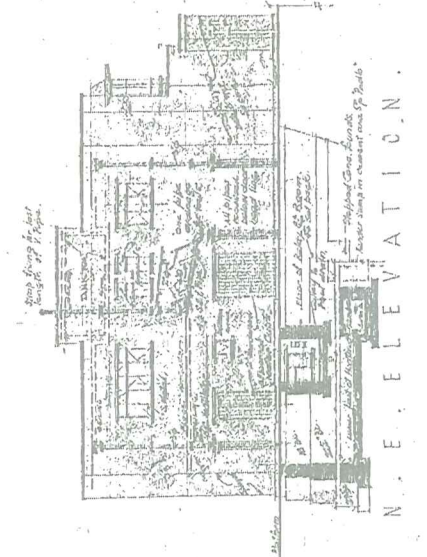
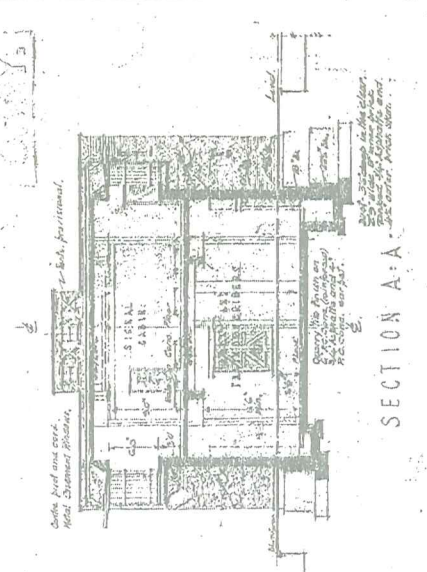
CONTRACT No 64
DRAWING No 100588

DATE: SEPT 1946
SHEET: 100588-05

STRATFORD STATION SIGNAL BOX
LIVERPOOL STREET TO SHENFIELD ELECTRIFICATION SCHEME.

SCALE: 1/8" = 1'-0"

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100



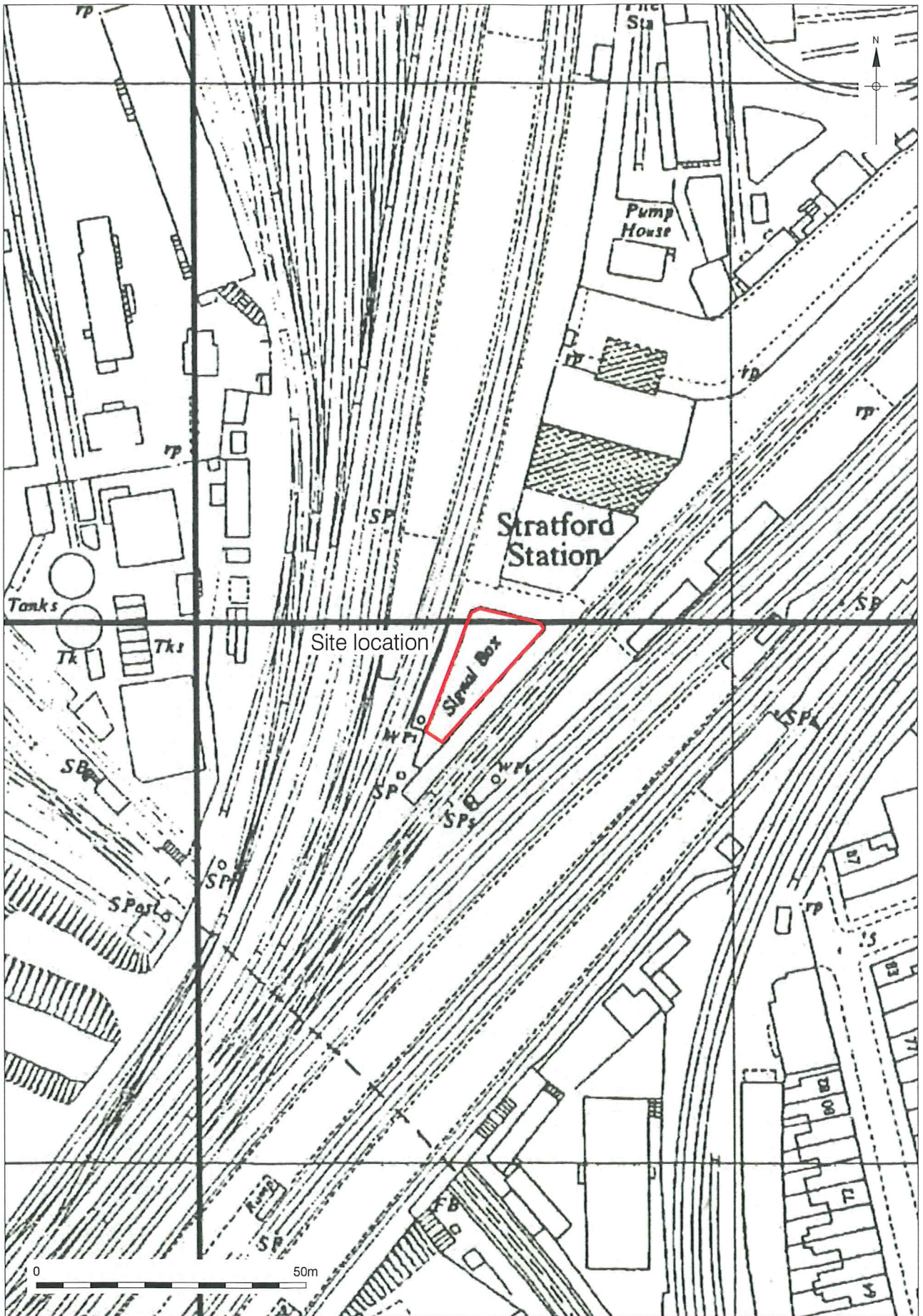
21.5.46

APPROVED: [Signature]

27.11.46

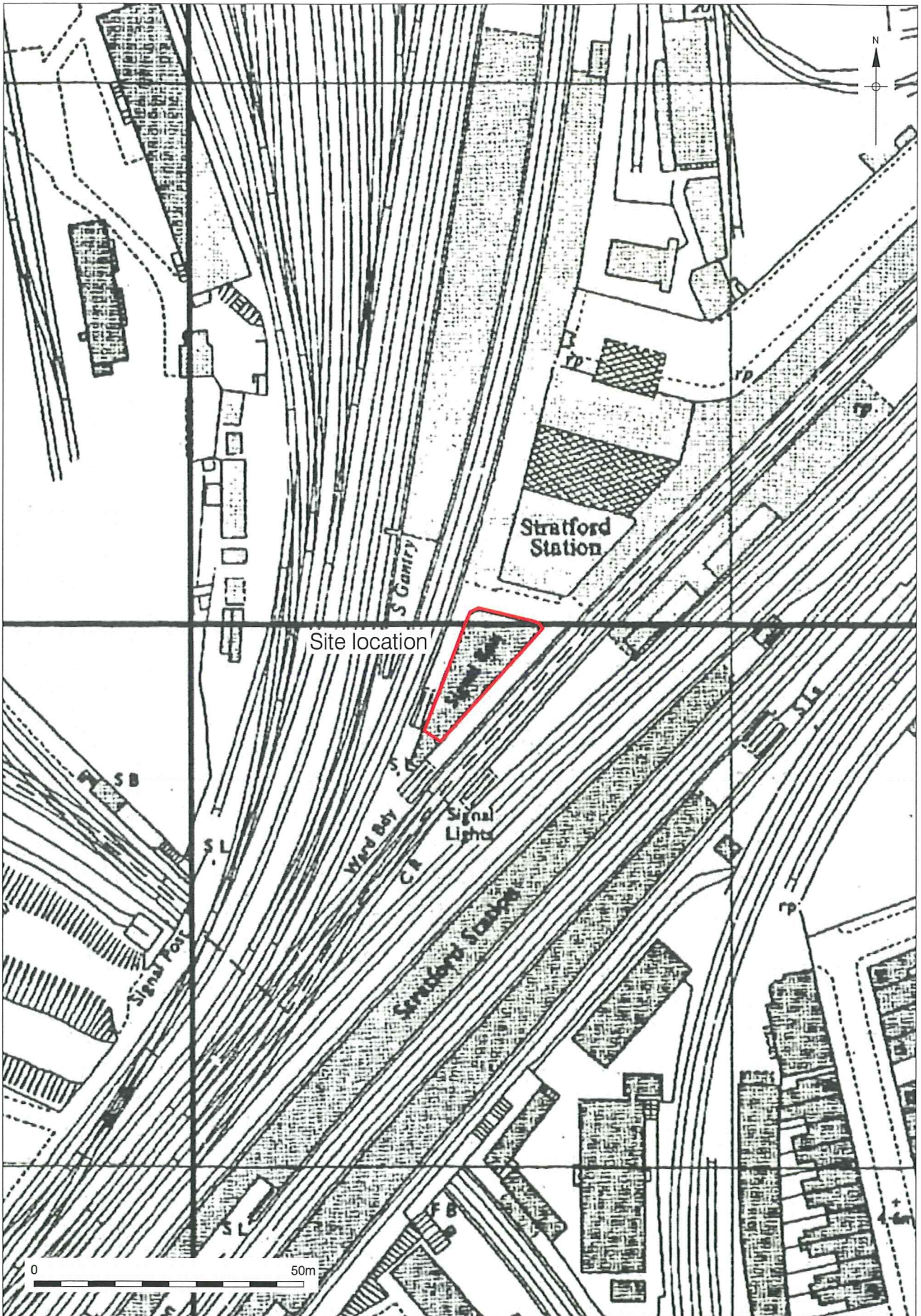
21.5.46

Figure 4
Original Plan and Elevations of building, 1946
not to scale



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Figure 5
Ordnance Survey map, 1951
1:1000 at A4



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Figure 6
Ordnance Survey map, 1970
1:1000 at A4

4 BUILDING DESCRIPTION

4.1 Introduction

4.1.1 The signal box was a red-brick building built in Flemish bond. It was triangular in plan, with a flat cement roof. It was mainly two storeyed, with a ground and first floor, although it also had a room on top of the roof and a small basement. The signal cabin at first floor level faced south-west. The building measured approximately 24m from north to south, 13m from east to west at the northern end and 4m at the southern end.

4.2 External Elevations

4.2.1 The west elevation faced onto platform 11 (**Plate 1**). There were no windows at ground floor level, with metal framed windows of the signal cabin at first floor level. The concrete roof over these windows acted as a simple sun awning. The flat roof of the signal box was surrounded by a parapet wall, which was capped by concrete coping slabs. A modern metal and glass tunnel, in front of the south end of the signal box, led to a passenger subway under the railway lines. Queen closers (half bricks) had been used to edge corners, including where pipework had been placed in set back brickwork (**Plate 2**), and down the brickwork sides to window openings.

4.2.2 The north elevation (**Plate 3**) faced the southernmost of the 19th century station buildings. A single door with concrete step at the east end of the elevation gave access to a corridor, while a double door in the centre gave access to the relay room. The windows, one at ground floor level and four at first floor level, all had their original concrete sills and lintels. The original metal windows, some of which were fixed while others were opening casements, were still extant at the time of the building recording. Queen closers had been used down the sides of corners and on some of the brickwork edges to window openings. Boxed electrical wiring surrounded the western double door and ground floor fixed window.

4.2.3 The south-east elevation faced onto platform 10a (previously platform 10), like the west elevation, the first floor signal cabin windows were the most prominent feature in this elevation (**Plate 4**). Two windows at the south end of the elevation, one at ground floor level and one at first floor level, provided light to the stairwell. Queen closers had been used down the edges of corners. The flat roof of the signal box was surrounded by a parapet wall, which was capped by concrete coping slabs. Modern posters, a station name plaque and lighting had been attached to this elevation.

4.2.4 The south elevation was the narrowest of the elevations and measured approximately 4m in length. It had been an internal wall before the removal of the battery room to the south. It had a single metal security door on the east side, which led into the relay room. Most of the façade was cement rendered where it had formed the north internal wall of the battery room. The upper brick courses, which formed the parapet wall and would have been external originally were not cement rendered. Utility pipework and boxed electrical housing were also attached to the elevation.

4.3 Roof

4.3.1 The flat roof of the signal box allowed an unobstructed view of the railway lines from the first floor signal cabin. It was constructed of reinforced concrete and was felted to provide waterproofing. The roof could be accessed via an internal metal ladder.

4.3.2 The roof was in a good state of repair with the waterproofing having remained intact. At the north end of the roof, the original second floor structure built in stretcher bond was still extant (**Plate 5**). Windows in this structure had concrete sills and lintels.

4.4 Interior

Ground floor

- 4.4.1 The ground floor consisted of three rooms. Room G1 was the main corridor, which gave access to room G2 (small store room), room G3 (train describers and relay room) and the stairways to the first floor and basement.
- 4.4.2 Room G1, the corridor, was accessed via a wooden door in the north elevation. The corridor was divided into two parts, with a northern higher part situated immediately in front (south) of the access doorway (**Plate 6**). On the east side was the main concrete stairway (**Plate 7**) and on the west side was room two. A flight of steps led down to the lower southern half of the corridor, which gave access to room three and the basement. The floor of room one was constructed from concrete; with the walls rendered and painted cream. Integral cement skirting at the base of the walls had been painted brown. All doorways had original timber frames which had been painted white (**Plate 8**).
- 4.4.3 Room G2 was a small store room, which contained some cleaning equipment and modern fuse-boxes. Its floor was constructed from concrete. The walls had not been plastered and the Flemish bond brickwork had been painted white (**Plate 9**).
- 4.4.4 Room G3 contained the modern relays, which, before their decommissioning and removal, controlled Stratford station's track signalling. This room was being stripped at the time of the survey and access for Pre-Construct Archaeology was not possible, however, digital images of the room before the stripping took place were provided by Norwest Holst Ltd (**Plates 10, 11 and 12**).

First floor

- 4.4.5 The first floor was divided into seven rooms; room F1 was the stairwell and corridor, room F2 was a kitchen, rooms F3 and F4 were toilets, room F5 was a small room with a ladder to the roof, room F6 was a kitchen and room F7 was the signal cabin. Transverse and longitudinal boxed RSJs (rolled steel joists) supported the flat roof. The whole of the first floor had been soft stripped before the survey. This showed that the interior had originally been painted mustard yellow. Due to further stripping and demolition during the survey, no photographs were taken, although digital images provided by Norwest Holst Ltd, taken before the soft strip, have been used in this report.
- 4.4.6 Room F1, the stairwell and corridor, in the north-east corner of the building, gave access to rooms F2 (a kitchen) and F7 (the signal cabin). The floor was constructed from poured concrete. The corridor was 3.16m in height. The walls had been plastered and painted cream. Integral cement skirting, 0.22m high, had been painted brown (**Plate 13**). A metal window with obscured security glass provided natural light. Its internal sill was constructed from red ceramic quarry tiles.
- 4.4.7 Room F2, a kitchen, in the northern part of the building, gave access to rooms F1 (the stairwell and corridor) and F3 (a toilet). The room was 3.14m in height. The walls had been plastered and painted cream. The floor was constructed from poured concrete, which had been covered in red ceramic quarry tiles. The room had a red ceramic quarry tile skirting measuring 0.16m in height at the base of the walls. The lower part of the west wall was covered with cream ceramic tiles and capped with black tile beading in front of the sink and cooker (**Plate 14**). A metal window with a red quarry tile internal sill in the north wall with a combination of casement and fixed lights provided natural light. The window was 1.17m in height.
- 4.4.8 Rooms F3 and F4 were both toilets with sink areas, which were accessed via rooms F2 (kitchen) and F5 (small room with ladder), respectively. Both rooms had a metal window in the north wall (**Plate 15**). The lower part of both rooms was

covered with cream ceramic tiles capped with black ceramic tile beading to a height of 1.4m and their floors were covered in red ceramic quarry tiles. Both rooms had a ceramic tile skirting, 0.16m in height, at the base of the walls. Room F3 had two ceiling heights; the north end was 4.8m high, while the south end was 3.14m high, which was the same height as room four. The east wall of room F3 contained a small fixed metal window, just below ceiling height in the higher part of the room (**Plate 16**). The higher part of the room formed part of the second floor structure (**Plate 5**).

- 4.4.9 Room F5 was a small room with access to rooms F4, F6 and F7. Like room F3, it had two ceiling heights, the north end measured 4.8m and the south end was 3.14m in height. The floor was covered in red ceramic quarry tiles, with a tile skirting, which measured 0.16m at the base of the walls. An original metal ladder was attached to the north wall and gave access to the second floor structure (**Plate 17**).
- 4.4.10 Room F6, a kitchen in the north-west corner of the building, gave access to room F5 (ladder room). It was 3.14m in height. The floor was covered by red ceramic quarry tiles. The room had a tile skirting, some 0.16m high, at the base of the walls. The walls had been plaster and painted cream. A metal window in the north wall with a combination of casement and fixed lights provided natural light. Its internal sill was constructed from red ceramic quarry tiles. The north-east corner of the room was covered with cream ceramic tiles and capped with black ceramic tile beading in front of the sink and cooker (**Plate18**).
- 4.4.11 Room F7, the signal cabin, gave access to rooms F1 (corridor) and F5 (ladder room). It was 3.14m in height. The walls had been plastered and painted cream. The floor was covered with modern linoleum but due to the soft strip, areas of the original poured concrete flooring had been exposed. Holes had also been knocked through to the relay room below. At the base of the walls were wooden chamfered skirting boards, which were painted brown and measured 0.16m in height. Metal ribbon windows were a prominent feature of this room in all but the north wall. The panes were pivot set (**Plates 19 and 20**). The signal control system (**Plates 21, 22 and 23**) had been mostly removed at the time of survey.

5 HISTORIC SEQUENCE

5.1 Introduction

5.1.1 It is clear from a comparison of the 1946 proposed drawings of the signal box (**Figure 4**) and the building at the time of the survey that the building was largely unchanged.

5.2 Phase 1: 1900 to 1936

5.2.1 Before the construction of the 1947 signal box, the 1914 map (**Figure 3**) shows that the site was occupied by an earlier smaller 19th century signal box.

5.3 Phase 2: 1936 to 1946

5.3.1 Following the 1936 London Transport Act, Stratford station began a series of improvements, which included the electrification of the Liverpool Street to Shenfield line. These were halted with the outbreak of the Second World War. Air-raids in the 1940s did considerable damage to the Stratford area.

5.4 Phase 3: 1946 to 2007

5.4.1 The ending of the Second World War allowed the re-building and updating of the station to continue. The signal box was built in 1947 (**Figure 4**) and is shown on the 1951 and 1970 Ordnance Survey maps (**Figure 5** and **6**). The building had the same footprint at the time of the survey apart from the battery room at the southern end which had been removed.

6 CONCLUSION

- 6.1 The signal box had undergone few changes since its construction in 1947. It had not been extended and its original metal windows were still extant at the time of the survey. It had been built in a functional and utilitarian style, typical of post-war buildings. It had been designed to fit the available space between two platforms (currently platforms 10a and 11) at Stratford station with a commanding view of the complex railway junction to the south-west.

7 **ACKNOWLEDGEMENTS**

- 7.1 Pre-Construct Archaeology and the Museum of London Archaeology Service are grateful to Norwest Holst Ltd for commissioning the building recording and arranging access to the signal box.
- 7.2 The staff of Newham Archives and Local Studies Library; Network Rail Records Group, York and the National Archives, Kew are thanked for their co-operation and assistance.
- 7.3 The project was managed for Pre-Construct Archaeology and the Museum of London Archaeology Service by Alex Rose-Deacon, Peter Moore and Charlotte Matthews. Daniel Jackson carried out the documentary research. Kari Bower and Helen Robertson undertook the on-site recording of the signal box. Strephon Duckering carried out the photographic survey. Kari Bower compiled this report and Mark Roughley prepared the figures.

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APPENDIX 1: NMR OASIS FORM

OASIS ID: preconst1-52094

Project details

Project name	Signal box, Stratford Station
Short description of the project	This report presents the results of historic building recording, following the recommendations of the written scheme of investigation, carried out by PCA Ltd at a signal box on platform 11 of Stratford Station. Norwest Holst Ltd commissioned the historic building survey as part of the discharge of planning consent conditions for demolition and redevelopment of the site. The National Grid Reference for the centre of the site is TQ 3855 8449. The building was a three-storey brick signal box with a small basement and flat roof. The building was initially constructed in 1947 as part of the Liverpool Street to Shenfield electrification scheme, and did not change in footprint after that date apart from the removal of the battery room at the south end. The building contained a number of fixtures and fittings relating to signalling, including substantial banks of controls on the first floor, and electrical relays on the ground floor. The building was to be recorded to Level 2, but was demolished before recording could be completed. However, sufficient information was gathered to create a Level 1 record.
Project dates	Start: 30-11-2007 End: 14-12-2007
Previous/future work	No / No
Any associated project reference codes	SCZ07 - Sitecode
Type of project	Building Recording
Site status	None
Current Land use	Transport and Utilities 2 - Other transport infrastructure
Monument type	SIGNAL BOX Modern
Significant Finds	NONE None
Significant Finds	NONE None

Methods & techniques 'Annotated Sketch','Measured Survey','Photographic Survey','Survey/Recording Of Fabric/Structure'

Prompt Direction from Local Planning Authority - PPG15

Project location

Country England

Site location GREATER LONDON NEWHAM STRATFORD Signal box, Stratford Station

Postcode E15

Site coordinates TQ 3855 8449 51.5417810534 -0.00185678631681 51 32 30 N 000 00 06 W Point

Project creators

Name of Organisation Pre-Construct Archaeology Ltd

Project brief originator Norwest Holst Ltd

Project design originator Peter Moore

Project director/manager Peter Moore

Project supervisor Helen Robertson

Type of sponsor/funding body Developer

Name of sponsor/funding body Norwest Holst Ltd

Project archives

Physical Archive No

Exists?

Digital Archive recipient LAARC

Digital Archive ID SZC07

Digital Contents 'other'

Digital Media available 'Images raster / digital photography','Images vector','Survey','Text'

Paper Archive ID SZC07

Paper Contents 'other'

Paper Media available 'Correspondence','Drawing','Map','Photograph','Plan','Report','Survey'

Project bibliography 1

Publication type Grey literature (unpublished document/manuscript)

Title Historic building recording of a signal box, Platform 11, Stratford Station, London Borough of Newham

Author(s)/Editor(s) Kari Bower

Date 2008

Issuer or publisher Pre-Construct Archaeology Ltd

Place of issue or publication London

Entered by Peter Moore (pmoore@pre-construct.com)

Entered on 1 December 2008

APPENDIX 2: PHOTOGRAPHIC REGISTERS

Photo register 1

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO.	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	S	Building	Corner view of building
2	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	S	Building	Corner view of building
3	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	S	Building	Corner view of building
4	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	W-SW	Building	Corner view of building
5	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	W-SW	Building	Corner view of building
6	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	W-SW	Building	Corner view of building
7	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	N	Building	Corner view of building
8	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	N	Building	Corner view of building
9	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	N	Building	Corner view of building
10	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	E-SE	Internal	Shot of Stairwell
11	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	E-SE	Internal	Shot of Stairwell
12	SZC07	Stratford Signal Box	35mm Colour slide	100	7-Dec-07	E-SE	Internal	Shot of Stairwell

Photo register 2

ID	SITE CODE	SITE NAME	FILM TYPE	FILM NO.	DATE	DIRECTION	IDENTIFIER	COMMENTS
1	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	S	Building	Corner view of building
2	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	S	Building	Corner view of building
3	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	S	Building	Corner view of building
4	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	W-SW	Building	Corner view of building
5	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	W-SW	Building	Corner view of building
6	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	W-SW	Building	Corner view of building
7	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	N	Building	Corner view of building
8	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	N	Building	Corner view of building
9	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	N	Building	Corner view of building
10	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	E-SE	Internal	Shot of Stairwell
11	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	E-SE	Internal	Shot of Stairwell
12	SZC07	Stratford Signal Box	35mm Black & White film	101	7-Dec-07	E-SE	Internal	Shot of Stairwell

APPENDIX 3: PLATES



Plate 1: West elevation of signal box



Plate 2: Detail of west elevation of the signal box showing queen closers



Plate 3: North elevation of signal box



Plate 4: South-east elevation of signal box



Plate 5: Second floor structure at the north end of the roof



Plate 6: Main access door in corridor on ground floor



Plate 7: Stairwell from ground to first floor



Plate 8: Ground floor corridor and basement access



Plate 9: Small store room on ground floor



Plate 10: Relay room on ground floor



Plate 11: Relay room on ground floor



Plate 12: Relay room on ground floor



Plate 13: Stairwell and corridor (room F1) on first floor



Plate 14: Kitchen area in room F2 on first floor



Plate 15: Room F3 on first floor



Plate 16: Small metal window at ceiling height in room F3 on first floor



Plate 17: Original metal ladder in room F5 on first floor



Plate 18: Kitchen area in room F6 on first floor



Plate 19: Metal windows in room F7 on first floor



Plate 20: Metal window with ceramic tile sill in room F7 on first floor



Plate 21: Signal control boards in room F7 on first floor



Plate 22: Signal control board in room F7 on first floor

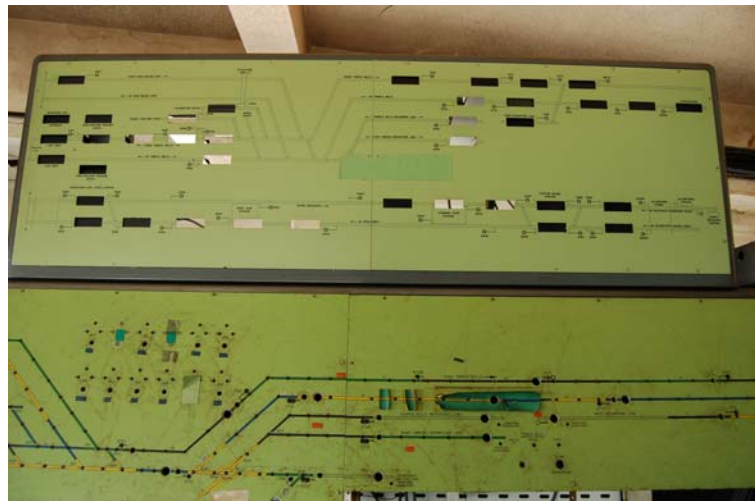


Plate 23: Signal control board in room F7 on first floor