BUILDING RECORDING OF
THE COAL AND FISH
OFFICES
KING'S CROSS CENTRAL
LONDON BOROUGH OF
CAMDEN

SITE CODE: KXE08



DECEMBER 2009

PRE-CONSTRUCT ARCHAEOLOGY

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Central National Grid Reference: TQ 3005 8344

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1 NON-TECHNICAL SUMMARY

- 1.1 Pre-Construct Archaeology Limited was commissioned by King's Cross Central General Partner Limited (representing the original applicants for the King's Cross Central scheme) to undertake building recording of the Coal and Fish Offices, Wharf Road, London, centred on OS NGR TQ 3005 8344. The offices are one of a number of historic buildings located in the vicinity of King's Cross Station and the former King's Cross 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'. Outline Planning Permission (2004/2307/P) for the scheme was granted in December 2006, subject to certain conditions. Condition 55 of the Planning Permission requires a programme of Building Recording and Analysis.
- 1.2 Although they are not Listed Buildings, the Coal and Fish Offices lie within Regent's Canal Conservation Area. They comprise five attached buildings (Blocks 1 to 5, numbered from east to west) that were built in the mid-19th century to provide accommodation for the clerical staff needed to handle the paperwork generated by the coal trade. The volume of coal traffic grew considerably during the three decades after 1860, although after c.1890 the Offices were occupied by a variety of different users, including the yard's Horse Department, which shared the buildings with a dwindling number of independent coal merchants. During the 20th century the Offices were also used to administer the onward distribution of fish brought by train from ports on the east coast of England and Scotland. The Offices had fallen into disuse by the early 1980s, when they were gutted by fire. They were repaired structurally and made weatherproof in the late 1990s and are currently disused.
- 1.3 It is proposed to refurbish and reuse the Offices. Building recording was carried out intermittently in advance of the refurbishment of the buildings, from 13th May to 23rd September 2008. It was undertaken in accordance with a Specification (IHCM 2008) and a Written Scheme of Investigation (Hawkins 2008), which were approved in advance of the work by the London Borough of Camden. The building recording was carried out broadly in accordance with that defined by Level 4 of English Heritage 2006 *Understanding Historic Buildings: A guide to good recording practice*. It forms part of a wider programme of archaeological and building recording, which is being carried out in connection with the 'King's Cross Central' redevelopment scheme.
- 1.4 Map evidence shows that Blocks 1 and 2 of the Coal and Fish Offices had been built by April 1853 and were built before Blocks 3 to 5. The building recording suggests that Blocks 1 and 2 were built at the same time and after the Regent's Canal north boundary wall (immediately to the south of Blocks 1 and 2) and the vaults of the former stables under Blocks 3 to 5 and the Wharf Road Viaduct. Documentary evidence suggests that the vaults were built in 1851, the development of the Coal Offices (possibly Block 2) was under way by February 1851, and Block 1 was built between September 1852 and April 1853.
- 1.5 Documentary evidence suggests that Blocks 3 to 5 were added in *c*.1860 to enable independent merchants to establish permanent premises in the coal yard. This was associated with a judgement in Chancery which ended the GNR's (Great Northern Railway's) monopoly over the coal trade at King's Cross. The loss of this monopoly prompted the railway company to encourage independent coal merchants to trade from the yard. The building recording suggests that Blocks 3 and 4 were added first as a single-storey building and Block 5 was added soon afterwards. The building recording established that Block 3 was built in phases with a first floor added to the original single-storey building and then a second floor added to the two-storey building. This is confirmed by a list of occupants dated October 1860 which described the ground floor as "not finished" and the first floor as "to be let", while the second floor was not mentioned.
- Documentary research has enabled the names of the companies using the offices in 1860, the rent they negotiated and which offices they occupied to be established. The 1860 plan shows that the buildings have hardly been altered in terms of layout. The 1983 fire has had the greatest impact on the removal of original fabric, such as timber floors, staircases and roofs, and the stripping out of the buildings after the fire has left

- few fixtures and fittings apart from some fireplaces and a few 'shelf' scars. This has left little functional evidence of past office (or other) use of the rooms.
- 1.7 The Coal and Fish Offices are important and interesting buildings because they represent a rare survival of a 19th century coal merchants' office block. There is much scope for further investigation and research on the buildings when new uses are considered.

2 INTRODUCTION AND PLANNING BACKGROUND

- 2.1 Pre-Construct Archaeology Limited was commissioned by King's Cross Central General Partner Limited (hereafter the Client) to undertake building recording of the Coal and Fish Offices, Wharf Road, London, NW1, centred on Ordnance Survey National Grid Reference TQ 3005 8344 (Figures 1 and 2). The offices are one of a number of historic buildings located 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'. Outline Planning Permission (2004/2307/P) for the scheme was granted in December 2006, subject to certain conditions.
- 2.2 Condition 55 of the Planning Permission requires a programme of 'Building Recording and Analysis' and states:
 - "No works shall take place in relation to each phase of the Development... until the applicant, their agent or successors in title 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."
- 2.3 Although they are not Listed Buildings, the Coal and Fish Offices lie within Regent's Canal Conservation Area. The Offices were built in the mid-19th century to provide accommodation for the clerical staff needed to handle the paperwork generated by the coal trade. The volume of coal traffic grew considerably during the three decades after 1860, although after c.1890 the Offices were occupied by a variety of different users, including the yard's Horse Department, which shared the buildings with a dwindling number of independent coal merchants. During the 20th century the Offices were also used to administer the onward distribution of fish brought by train from ports on the east coast of England and Scotland. They had fallen into disuse by the early 1980s, when they were gutted by fire. They were repaired structurally and made weatherproof in the late 1990s. The Offices are currently disused.
- It is proposed to refurbish and reuse the Offices. Building recording was carried out intermittently in advance of the refurbishment of the buildings, from 13th May to 23rd September 2008. It was undertaken in accordance with a Specification compiled by International Heritage Conservation and Management (IHCM 2008) and a Written Scheme of Investigation (Hawkins 2008). IHCM is the Historic Buildings Consultant to the Employer for this work, Argent (King's Cross) Limited. Both documents were approved in advance of the work by the London Borough of Camden. The building recording was carried out broadly in accordance with that defined by Level 4 of English Heritage 2006 *Understanding Historic Buildings: A guide to good recording practice*. It forms part of a wider programme of archaeological and building recording, which is being carried out in connection with the 'King's Cross Central' redevelopment scheme.

3 METHODS

3.1 Objectives

- 3.1.1 The objectives of the building recording, as set out in the Specification (IHCM 2008), were:
 - To meet the requirements of Condition 55 of the Outline Planning Permission (2004/2307/P) in relation to the recording of buildings of historic or architectural interest, of which the Coal and Fish Offices is one.
 - A general heritage-driven survey and documentation of the buildings, with drawings, photographs and written accounts. This undertaking was to provide 'factual' baseline data and also to record the 'as-found' character.
 - Identification of original elements and features, related to the functioning of the buildings as offices.
 - Identification of modifications that may have affected their authenticity.
 - Documentation of the condition of heritage elements.
 - Documentation to assist in the identification of elements and artefacts to be salvaged.
 - Provision of information supporting and defining objectives for any necessary future documentation.

3.2 Documentary Research

3.2.1 Archival research was carried out at Camden Local Studies Library and Archive Centre, the British Library, The National Archives at Kew, the Guildhall Library and the Network Rail Records Group, York. Historic maps and documents, contemporary accounts, bulletins, newspapers and magazines were consulted. The results of this research are presented in the following report. Additional research material was also provided by IHCM.

3.3 On-Site Recording

3.3.1 The building recording of the Coal and Fish Offices was undertaken at English Heritage Level 4, as outlined in *Understanding Historic Buildings: A Guide to Good Recording Practice* (English Heritage 2006), and comprised written description of all internal spaces and external elevations; manual and surveyed scale drawings including plans of all floors and the roof; six cross sectional elevations; architectural details; photography and fabric analysis. The Coal and Fish Offices comprise five attached buildings, which are referred to in this report as Blocks 1 to 5, running east to west.

3.4 Measured Survey

- 3.4.1 Measured drawings were produced of the north, east, south and west external elevations of the Coal and Fish Offices (Figures 11 to 14). Hand and electronically measured plans of all floors and the roof were produced (Figures 15 to 19), as were six cross sectional elevations through the building (Figures 20 to 25). The location of the elevations (Figures 11 to 14) and cross sectional elevations (Figures 20 to 25) is shown on Figure 10. All important architectural details, as listed in the Specification (IHCM 2008), were manually drawn (Figures 26 to 31).
- 3.4.2 Each room in the Coal and Fish Offices was given an alphanumeric reference which indicated the building name, floor and room (e.g. CFO1G1 refers to Coal and Fish Offices, Block 1, ground floor, room 1). Descriptions of each room were entered into pro-forma tables on an Access database, and form part of the digital archive. Room

numbers are shown on the floor plans and cross sectional elevations (**Figures 15** to **19** and **20** to **25**).

3.5 Photographic Survey

3.5.1 A comprehensive photographic survey of the building was undertaken and included the setting of the building, the exterior, the interior (most rooms) and important architectural details. A total of 652 colour medium format (120mm), 362 black and white (35mm) and 213 high quality digital images were taken. A selection of photographs is presented within this report (**Plates 1** to **24**). Archivally stable prints form part of the archive. A register of all photographs taken on site is included in the archive. Actual north was used to orientate the photographic views.

3.6 Brick Fabric Analysis

3.6.1 Although no samples of bricks were taken, fabric analysis of the bricks used in the construction of the building was undertaken. The bricks were analysed using the system of ceramic building material classification used in archaeological work in Greater London. Each fabric number (e.g. fabric 3032 and 3034) specifies the composition, form, approximate method of manufacture and date range of the material. The results of the brick analysis are included in the report (Section 6). Examples of the fabrics can be found in the archives of the Museum of London and Pre-Construct Archaeology Limited.

3.7 Project Archive

3.7.1 Copies of the report, drawings and photographs produced during the building recording will be lodged with the English Heritage National Monuments Record Centre at Swindon and with the London Borough of Camden Planning Department. The archive will be lodged with the London Archaeological Archive and Research Centre (LAARC) in due course.

3.8 Guidance

- 3.8.1 All works were undertaken in accordance with the 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)

4 HISTORICAL BACKGROUND

4.1 Introduction

4.1.1 The historical background of the site draws upon historical documents, maps and photographs, Ordnance Survey maps and recent secondary publications.

4.2 Regent's Canal

- 4.2.1 The Regent's Canal opened in 1820, predating the construction of King's Cross Goods Yard by some three decades. The first Somers Bridge, which was located immediately to the east of the later Coal and Fish Offices, was built 1818-19 across the new Regent's Canal to provide access to fields on the north bank (see **Figure 3a**). The bridge had received its name by 1828, when it appeared on Carey's Map. By 1834, the south-west approach to the bridge had been fenced off as a road. It served a brickfield to the north of the canal by 1844. This had its own short basin, soon infilled and obliterated for the construction of the Goods Yard.
- 4.2.2 The bridge was rebuilt *c*.1850-51 in order to improve road access to the Great Northern Railway's new King's Cross Goods Yard, at about the same time that the canalside boundary wall on the southern edge of the Goods Yard was built.

4.3 The Coal and Fish Offices c.1851-1860

- 4.3.1 With the appointment of the former coal agent Coles Child to the post of Coal Manager in 1850, the Great Northern Railway (GNR) announced its intention both to carry and to market coal (Thorne, 1990: 112, 117). Plans to develop coal handling facilities at the King's Cross Goods Station were well advanced by September 1850, when Coles Child and John Jay (the Contractor) presented the Board plans to build drops (or 'staiths') for receiving coal (TNA RAIL 236/71: 48). Construction of the Eastern Coal Drops began that autumn, and at the beginning of January 1851 Joseph Cubitt announced that operations would commence at the coal depot the following month (TNA RAIL 236/273: 08/01/1851).
- In February 1851 Cubitt presented proposals to the Board for additional stabling at 4.3.2 the coal yard that suggest that development of the Coal Offices may also have been under way by this date (TNA RAIL 236/273: 07/02/1851). Cubitt criticised existing plans to accommodate horses belonging to Edward Wiggins (the contractor for the delivery of coal in London) "at the end of the Coal Offices", pointing out that this area "was soon to be occupied by the road leading from Somers Bridge" (ibid). Cubitt added that the space available at this location would not be large enough to accommodate the 50 or more horses that Wiggins intended to use, and instead proposed the construction of an entirely new range of stables beneath a raised roadway (ibid). While Cubitt's proposed stables did indeed become an integral element of the new Wharf Road Viaduct (built in 1851), a rent return of September 1852 suggests that a small number of Wiggins' horses were stabled at a location "near the Canal" separately from the majority of his animals (TNA RAIL 236/275/23, 27/09/1852). Though it is not clear whether horses were stabled at the east or west end of the Coal Office, a sketch plan (Figure 3a) of the coal yard drawn in April 1853 indicates that only the tall three-storey block (Block 2) and its two-storey neighbour (Block 1) at the eastern end of the present range had been completed by that date (TNA RAIL 236/276/6: 20/04/1853). If Wiggins' horses had been temporarily stabled at the east end of the offices in September 1852, it is likely that the two-storey office block (Block 1) was built between that date and the following April. Both Wiggins and Coles Child (and the latter's successor as Coal Manager, Herbert Clarke) occupied rooms in the Coal Office.
- 4.3.3 Proposals to extend the Coal Office were read by the Board in November 1855 (TNA RAIL 236/21: 105). In order to meet a need for further stabling at the King's Cross Goods Station, Seymour Clarke (GNR General Manager) recommended a scheme whereby the recently completed Provender Stores (shown on **Figure 5**) and the office occupied by Edward Wiggins would "be turned into standings for horses", while a new building "to be used for granaries and offices [would] be built in continuation of the Coal Offices" at a cost of £1570 (*ibid*). Though neither of these proposals appears to

have come to fruition, further plans were made to alter the Coal Office over the following months. Approval was granted at the beginning of March 1856 to subdivide the Coal Manager's existing office in order to afford the latter a private room (*ibid*: 312), while a proposal to build "a chaise house for Mr Wiggins... and a room for the accommodation of his car men" for an estimated cost of £246 was approved less than three weeks later (*ibid*: 335). It is not clear where the latter structure was built, though it is more likely than not to have been situated close to Wiggins' office and stables.

4.4 The Coal and Fish Offices c.1860-c.1890

- 4.4.1 Although the railway company maintained a monopoly over the coal trade at King's Cross throughout the 1850s, by the end of the decade a number of independent coal merchants had also begun to trade from the yard (TNA RAIL 236/283/4, 18/08/1860). While Herbert Clarke traded on behalf of the Company from the original Coal Office building, the independent traders were often compelled to work from temporary accommodation at the coal drops (*ibid*). The status quo began to break down in 1860, when a number of established independent merchants expressed an interest in acquiring permanent accommodation at the Coal Offices. This process was greatly accelerated after July that year, when the Court of Chancery issued a judgement which condemned the "very crafty and tricky contrivance" that the Company had employed to conceal its practice of buying and selling coal at a profit from the judicial authorities (*ibid*, 12/07/1860). The Court's judgement not only exposed these practices but also prohibited the Company from selling coal on its own account.
- 4.4.2 The decision left the Company with no option other than to encourage independent merchants to establish permanent premises in the coal yard so as to maintain the coal trade at King's Cross. In order to accommodate the newcomers the Company decided to refurbish and re-let rooms in the existing Coal Office and to build a range of new offices immediately adjacent. The Company planned to let the new offices as individual units at rates ranging from £10 per annum to £100 per annum, depending upon the size and location of the office (TNA RAIL 236/283/4, 08/12/1860). Demand for accommodation seems to have been high, and the Company received applications for office space from agents and colliery owners before work had even begun on the new buildings (ibid, 18/08/1860). Plans of the proposed new buildings were submitted to the Board by Seymour Clarke as early as late January 1860 (TNA RAIL 236/27: 208). Even at this early stage a number of the independent coal merchants were keen to secure the best accommodation, and Clarke's plans were accompanied by a set of drawings of new offices prepared by the independent coal merchants Messrs Rickett Smith & Co, showing which offices they required. Though the Board noted that that the offices sought by Rickett Smith & Co occupied "a larger space than that previously intended to be assigned to any one firm", it accepted the proposal on condition that Rickett Smith paid a greater proportionate rent (ibid). Rickett Smith & Co. submitted a formal application for accommodation in early February 1860, while Thomas Thornicroft, J. Oakes & Co, Cockburn & Jordan and Beale Walker & Co had all applied by the beginning of May (TNA RAIL 236/283/4, 21/08/1860).
- 4.4.3 Both the refurbishment of the existing offices and the construction of the new buildings appear to have been well-advanced by the summer of 1860. Documents confirm that Rickett Smith & Co had moved into offices on the upper floor of the 1850s building at the beginning of June, while at least part of the new building was complete and available for use by the middle of July (*ibid*, 18/08/1860; 22/11/1860). By the end of October the following merchants had acquired premises in the Coal Offices:

Office Number	Floor	Name	Rent p.a.	Date Tenancy Started
1	Ground	Not finished	ı	-

2	Ground	Not finished	-	-
3	Ground	Herbert Clarke	£100	29/09/1860
4	Ground	Silkstone Colliery Ltd	£80	29/09/1860
5	-	Not finished	1	-
5a	-	Rickett Smith & Co	£70	-
6	-	Finney & Seal (not finished)	£70	-
7	-	Samuel Plimsoll (not finished)	£60	-
8	-	Not occupied (not finished)	£60	-
9	Ground	Goodwill & Co.	£40	25/10/1860
10	Ground	Edward Wiggins	£40	01/10/1860
11	Ground	Finney & Seal (empty)	£40	25/10/1860
12	Ground	Rickett Smith & Co	£40	06/08/1860
13	Ground	Samuel Plimsoll	£15	09/07/1860
14	Ground	Day & Co (out of business)	£15	09/07/1860
15	First Floor	To be let with No. 1		
16	First Floor	To be let with No. 2		
17	First Floor	To be let with No. 3		
18	First Floor	To be let with No. 4		
19	First Floor	To be let with No. 5		
20	First Floor	To be let with No. 6		
21	First Floor	To be let with No. 7		
22	First Floor	To be let with No. 8		
23	First Floor	To be let with No. 12		
24	First Floor	Cockburn & Jordan	£10	09/07/1860
25	First Floor	Thomas Thornicroft	£10	09/07/1860
26	Second Floor	Rickett Smith & Co	£40	-
27	Second Floor	Rickett Smith & Co	£40	-

- 4.4.4 A list of occupants compiled in November 1860 indicates that Nos. 1 and 2 Offices were being used by Herbert Clarke & Co by this latter date (*ibid*, 29/08/1860; 22/11/1860). Following the cessation of the GNR monopoly Clarke continued to trade as an independent coal merchant, retaining No. 3 Office (from which he had overseen the trade during the 1850s) for the next four-and-a-half-decades (Thorne, 1990: 118; Post Office London Directory, 1861: 722). A contemporary plan annotated with details of the merchants named on the list represents the earliest depiction of the completed 1852/3 and 1860 Coal Offices (reproduced here as Figure 3b). Subsequent documents indicate that Rickett Smith & Co. added No. 4 Office to their existing quota of offices (TNA RAIL 236/147; TNA RAIL 236/172), while a trade directory of 1861 listed 15 merchants plus the cartage contractor Edward Wiggins at the former GNR Coal Department (Post Office London Directory, 1861: 722).
- 4.4.5 Agents that moved into the Coal Offices during the early 1860s included Charrington Sells & Co, who rented No. 1 Office (Post Office London Directory, 1871). In April 1864 Charrington Sells & Co. requested that the GNR provide additional accommodation for their business (TNA RAIL 236/90: 93-4). The Company duly resolved to enlarge the building at a cost of £200 (later revised upward to £220), in return for which Charrington Sells & Co. agreed to pay an annual rent of £40 (subsequently adjusted to £25) (TNA RAIL 236/90: 106-7). Demand from coal merchants for accommodation at the offices seems to have remained high during the mid-1860s, a period that saw the continued growth of the King's Cross coal trade. As coal traffic continued to grow the Directors of the GNR authorised the outlay of nearly £25,000 on a new Coal Stacking Ground close to the northern boundary of the Goods Yard (TNA RAIL 236/33: 314, 356). In spring 1865 the Directors sanctioned the subdivision of No. 12 Office (on the ground floor in Block 5; Figure 3b) for an outlay of £15 in return for a combined annual rental income of £20 (TNA RAIL 236/91: 195). Two years later the Company agreed to pay a nominal rent on the property to the Regent's Canal Company (RCC), following a representation from the latter that demanded compensation because "certain windows on the buildings belonging to the Company [the GNR] overlooked the Canal Company's property" (TNA RAIL 236/170: 10).
- 4.4.6 Most coal merchants and colliery representatives also established premises at the Coal Drops where the day-to-day business of the trade was conducted, while the Coal Offices appear to have been used mainly for administrative purposes (TNA RAIL 236/35: 15; Thorne, 1990: 117). However the importance of the Offices to the coal trade at King's Cross appears to have begun to wane following the opening of the Plimsoll Drops in Cambridge Street in 1866, and during the next decade the importance of the less technically advanced Eastern Coal Drops appears to have declined in relation to the new drops on the other side of the Regent's Canal (Thorne, 1990: 120). In May 1875, the General Manager recommended that part of the Eastern Coal Drops be converted into warehouses (TNA RAIL 236/172: 234), and Messrs Bagley and Wold had acquired the premises for use as a bottle warehouse before 1879 (TNA RAIL 236/146: 380).
- 4.4.7 In 1882 the GNR considered plans to erect an office block upon the vacant plot of land in front of the Passenger Terminus, prompting several of the coal merchants based at the Offices (including both Herbert Clarke & Co and Rickett Smith & Co) to express an interest in leasing office space in the proposed development (TNA RAIL 236/147: 309, 357; TNA RAIL 236/172: 360, 261, 374). Though the block was never built and the merchants were forced to stay put, Clarke and others became increasingly frustrated by their isolation from the centre of the coal trade. The following year Clarke demanded that the rent he paid be substantially reduced on the grounds that his offices were "not now available for the purpose of the Trade" in contrast to "other Merchants [who had] ...offices outside the station, where orders are given" (TNA RAIL 236/148: 139).
- 4.4.8 Though the Company did eventually grant Clarke a rent reduction, by the late 1890s the focus of coal-handling operations at King's Cross had clearly moved to the Cambridge Street Drops. Having acquired the Cambridge Street site earlier in the decade (TNA RAIL 236/53: 50), in the autumn of 1896 the Company decided to

extend the drops and to build a range of new offices at the junction of Cambridge Street and Wharf Road, which were to be let to the coal merchants who used the depot (TNA RAIL 236/158: 72, 98). The latter premises are sometimes described as 'the Coal Offices' in Company records after this date (e.g. TNA RAIL 1189/1424).

4.5 The Coal and Fish Offices *c*.1890-*c*.1920

- 4.5.1 While a handful of coal merchants, including Charrington Sells & Co. and Herbert Clarke & Co. still occupied premises at the Offices in 1890, within 15 years only one remained (John Irving & Sons at No. 22 (on the first floor of Block 3; Figure 3b) - Post Office London Directory 1904: 446). As the number of coal merchants declined, the first of several hay and straw merchants began to move in, the earliest of whom arrived in 1892 (Post Office London Directory 1892: 371). The arrival of these salesmen may have been associated with the conversion of the nearby Provender Store into a stable block that year (TNA RAIL 236/235: 28, 35, 68), which took place as part of a programme to expand and improve facilities for the Company's horse stock at King's Cross (TNA RAIL 236/53: 136; TNA RAIL 236/54: 3). This appears to have been followed by the relocation to the Offices of the clerical staff of the Horse Department, which was enlarged in 1898 when a number of additional clerical personnel were recruited to work in the office of the Horse Superintendent (TNA RAIL 236/235: 321; TNA RAIL 236/600). At the beginning of 1900 the Horse Superintendent's Department, which had been headed since 1894 by Andrew Moscrop, occupied the main three-storey block (Block 2), while the three adjacent offices (Blocks 3 to 5) stood vacant (TNA RAIL 236/235: 390; TNA RAIL 236/600).
- By the turn of the 20th century Moscrop was responsible for 1,300 Company horses in 4.5.2 London, 1,000 of which worked in the Goods Department at King's Cross (Wade, 1900: 208). As the Department grew moves were made to consolidate several of the workshops, offices and stores scattered throughout the Yard, so in April 1898 it was agreed that alternative accommodation be found for the harness-making workshops, which were then located in premises used by the Locomotive Department (TNA RAIL 236/235: 328). In February 1900 the Goods Manager (R.H. Twelvetrees) proposed that the three unoccupied Coal Offices adjacent to Moscrop's office might be adapted in order to accommodate the workshops (RAIL 236/235: 390). In June Twelvetrees submitted plans of the necessary works, which he estimated could be carried out at a cost of £70 so long as the old harness-making fittings were retained from the former workshops at the Locomotive Department (TNA RAIL 236/236: 3). Once established in the former Coal Offices, the harness workshops took on a number of apprentices and purchased new machinery, the latter including a number of electrical stitchingmachines approvingly described in a magazine article a few years later (Grinling, 1905: 28). One of the units was still known as the Tack Room as recently as the mid-1980s (DEGW, c.1987; Gilbert, 1985: 38).
- 4.5.3 The 1862 Stanford map (**Figure 4**) shows all five Blocks of the Coal and Fish Offices. The 1871 Ordnance Survey map (**Figure 5**) includes some internal wall divisions as well as the two main staircases in Block 3. The eastern triangular extension and other extensions are also shown on this map.

4.6 The Coal and Fish Offices 1920 to present

- 4.6.1 Despite Moscrop's death in December 1914, the Offices remained the principal offices of the Horse Department in the years that followed, as indicated by a plan of October 1916 which referred to the entire range as the Horse Department (TNA RAIL 1189/1426: 16/10/1916; TNA RAIL 236/600). At least one firm of hay and straw salesmen continued to trade from premises on the site as late as 1930 (Kelly's London Directory, 1930).
- 4.6.2 Though horse-drawn vans continued to carry goods from the Goods Yard, by the mid-1920s the London and North Eastern Railway (LNER) had acquired a sizeable fleet of motor vehicles, a significant proportion of which was stationed at King's Cross (TNA RAIL 390/704). Owing to the fact that the fleet had grown in a rather uncoordinated manner, towards the end of the decade it was decided to modernise the arrangements for fleet management and maintenance in the London area (TNA RAIL 390/704: Memo to Southern Area Cartage Committee, 29/11/1928), and the Cartage

Department was enlarged and reformed at the end of 1930 (TNA ZPER 17/5, *LNER Magazine* 1931, Volume XXI No. 1). Despite these developments, the Department still retained numerous stables across the yard, and continued to occupy the Offices in the mid-1930s (NRRG: DMFP00026218. LNER – Southern Area-King's Cross Locomotive Depot, 'King's Cross Goods', 50'=1", c.1934, not illustrated), while a Goad Insurance Map indicates that the westernmost offices were used for 'Harness Repairs' in 1942 (**Figure 7**).

- 4.6.3 The coal trade appears to have enjoyed a brief revival during the inter-war period, and a number of coal merchants, including Tyne Main Coal Co Ltd, J.L. Davies & Co Ltd and Range Brothers traded from the Offices as late as 1945 (*Kelly's London Directory*, 1940 and 1945). Evidence from post-war trade directories suggests that independent coal merchants ceased trading from the Offices at or around the time of nationalisation, when the Offices appear to have reverted to the Goods Department.
- 4.6.4 It is not entirely clear when parts of the Offices were given over to the administration of fish traffic at King's Cross. Because this traffic was administered by the in-house Goods Department (Robbins, 1935: 25), historical trade directories provide no indication as to how long the trade continued to be managed at the former Coal Offices. The quantity of fish arriving at King's Cross had increased considerably since the late 1880s, though it was somewhat smaller than that between Lowestoft and Yarmouth and the Great Eastern Railway's London goods terminus at Bishopsgate (TNA RAIL 1124/127: 4-6). While the trade continued to be dominated by the East Anglian ports during the early decades of the 20th century, by the mid-1930s King's Cross Goods Station received large volumes of fish from ports such as Aberdeen, Grimsby and Hull (Robbins, 1935: 25). Nearly 14,000 'packages' of fish received by King's Cross were despatched each day, the majority of which were sent to Billingsgate Fish Market, though large quantities were also transferred to the Southern Railway (SR) for onward transit to stations on that network (*ibid*).
- 4.6.5 The buildings continued to be used as offices by British Railways during the 1950s, and a District Engineer's map of the location of fire protection measures in the Goods Yard indicates that fire buckets and an extinguisher were fitted at Nos. 3 and 4 Offices towards the end of the decade (NRRG 58-LKC-90, 1958). Trade directories of the 1960s do not indicate which departments occupied the offices during this period (*Kelly's London Directory*, 1960 and 1965).
- As a consequence of the Transport Act of 1968, responsibility for the Coal and Fish Offices was transferred from British Railways to National Carriers Limited (NCL), the road transport arm of the newly-established National Freight Corporation (Transport Act 1968 Part 1, Section 1; *Kelly's London Directory* 1975). By the early 1980s, the Offices were largely derelict (Senatore, 1982: 4), and in 1983 NCL applied to the London Borough of Camden (LBC) for Listed Buildings Consent to demolish the (unlisted) buildings (LBC Department of Planning & Communications, Report of the Director, 05/02/1985). After receiving numerous representations from interested parties and an associated press campaign over the following year, the Council rejected the NCL's application and the latter's appeal of February 1985 (*ibid*). Following the fire that gutted the interior of one of the buildings and partially destroyed another in 1983, a number of proposals to refurbish the buildings were devised during the late 1980s (e.g. CLAWS, 1988), though they were only finally made weatherproof and repaired in the late 1990s.
- 4.6.7 The 1921 and 1942 Goad Insurance Plans and the 1975 Ordnance Survey map (Figures 6 to 8) showed the Coal and Fish Offices with its eastern triangular extension; while the latter was no longer shown on the 1982 Ordnance Survey map (Figure 9).

5 BUILDING DESCRIPTION

5.1 General

- 5.1.1 The Coal and Fish Offices are located between the southern access road (now Wharf Road) to the north and the Regent's Canal towpath to the immediate south (**Figures 1** and **2**). They comprise five attached buildings (Blocks 1 to 5 running east to west). The two buildings at the east end are rectangular in plan, although Block 1 is smaller in length, width and height than Block 2. The three buildings at the west end were built on a curve following that of the Regent's Canal. Not only are these buildings curved but they also taper so that they are narrower at the west end than at the east end
- 5.1.2 The buildings were constructed in multicoloured stock bricks, with Blocks 1, 2 and 5 in Flemish bond and Blocks 3 and 4 in English Bond. All windows and doors have segmental arches; however the number, dimensions and spacing of the openings vary from building to building.
- 5.1.3 Blocks 1 and 2 have basements at the level of the Regent's Canal towpath, while Blocks 3 to 5 stand above a series of basement vaults, formerly used as stables, which also extend under the Wharf Road Viaduct (Figures 6 and 7; Pre-Construct Archaeology forthcoming). A blocked doorway in the west wall of the basement of Block 2 (see Plate 12) shows that there was access between this basement and the former stables. There is no connection between the stables and Blocks 3 to 5 above.
- 5.1.4 The interiors of the buildings were largely gutted by fire in 1983; subsequently, floors and roofs rebuilt where necessary and any furnishings, fixtures and fittings were largely stripped out. The finishes within the buildings at the time of recording were mostly painted plaster with some exposed brickwork. The paint was mostly peeling and fire blackened, and colours used in the Offices include pale yellow, pale blue, pale and dark green and dark brown.

5.2 Block 1

5.2.1 Block 1 is rectangular in plan and has a symmetrically pitched roof, gabled at both ends (**Plate 1a**). This block was not directly affected by the 1983 fire, but it had become semi-derelict and its roof was replaced in the late 1990s when the rest of the Coal and Fish Offices were repaired after the fire. The roof of Block 1 is constructed from thin slates, laid on battens and timber gangnailed trusses. The roof is divided into two sections by a parapet wall, which is constructed of multicoloured stock bricks in Flemish Bond, capped with a course of brickwork in a 'brick on edge' position i.e. bricks laid on their sides, with the shortest end of the brick exposed and vertical.

Front (North) Elevation (Plate 1b; Figure 11)

- 5.2.2 The front (north) elevation of Block 1 is set further back from Wharf Road than the frontages of the other blocks and is separated from the road by a curving pavement. Block 1 consists of five bays and two storeys on the northern side capped by two courses of brick corbelling. The west end of this building appears to butt against Block 2, suggesting that Block 2 was built before Block 1. However, other evidence such as the absence of a straight joint between Blocks 1 and 2 on the south side suggests that the two blocks were built at the same time. The 1853 sketch plan of the Coal Yard (Figure 3a) suggests this too.
- 5.2.3 At ground floor level, Block 1 is accessed via two doorways, one located centrally and the other at the east end. Both doorways have a stone step and the central doorway threshold has a greater degree of wear on the western side of the step (**Plate 1b**). There are three ground floor window openings and five at first floor level; each with a York stone sill. All the windows are the same size. At the time of recording, the original windows had been removed and the openings had been covered with wooden boarding. These formerly had sash windows with small panes grouped three by four. All the window and door openings have a segmental brick arch, composed of three courses of brickwork in a 'brick on edge' position with a soldier brick (i.e. a brick laid on end vertically, with the narrow side exposed in the face of the wall) placed at the sides and centre of the arch. The openings all appeared to be original and some

have queen closers down their sides (i.e. a brick cut in half down its long face and used in corners of Flemish bond). The lack of closers on each side of the lower part of the east doorway suggest that this doorway has been converted from a window. This change may have occurred when the south corridor shown on the 1860 plan (**Figure 3b**) was removed to create a larger east office, presumably at the time the one-storey triangular extension shown on plans and maps between 1860 and 1975 (**Figure 3b**, **Figures 5** to **8**) was removed.

- 5.2.4 White circles had been painted onto the elevation and in some cases these were numbered. The number '1' is visible between bays one and two on the ground floor, while number '2' is visible between bays four and five. Directly above these numbers, on the first floor, further circles containing the number '13' and an indiscernible number are visible. Numbers 1 and 2 correspond with numbers 1 and 2 added to the 1860 ground floor plan (**Figure 3b**), although numbers 15 and 16 appear to have been added to the 1860 first floor plan (**Figure 3b**). Additionally a rectangular white painted mark is visible over the door in Bay 3 (**Plate 1b**).
- 5.2.5 A ragged vertical joint is visible at the very east end of the front elevation and the north-east corner of the building may have been rebuilt when the triangular extension shown on the 1860 plan (**Figure 3b**) and 1871 to 1975 maps and plans (**Figures 5** to **8**) was removed. The triangular extension is shown as single storey on the 1860 plans although it is possible that a second storey was added later. Two horizontal bands of darker bricks are visible on the front (north) elevation; one above the segmental arches of the ground floor window and door openings and one in between the sills of the first floor windows. In between these two bands of brickwork a horizontal line of cable hangers marks the position of a former cable run.

Rear (South) Elevation (Plate 2; Figure 12)

- 5.2.6 The rear (south) elevation consists of three storeys (basement, ground and first floor) capped by two courses of brick corbelling. The boundary wall of the Regent's Canal, which lies to the north of the canal towpath, forms the basement part of the elevation (Thompson and O'Gorman, forthcoming). The wall at basement level is more than twice as thick as at ground floor and above. The Regent's Canal boundary wall appears to have been built before the Coal and Fish Offices, and the absence of any straight construction joints between this wall and the south wall of the vaults under Blocks 3 to 5 and the Wharf Road Viaduct suggests that all of the canal wall immediately south of Blocks 1 and 2 and forming the lower part of the south wall of the vaults was built at the same time. Documentary evidence suggests that the vaults were built in 1851, while Blocks 1 and 2 may have been built between September 1852 and April 1853 (see Section 4.3.2). These two blocks appear to have been built against the canal wall. The top of the canal wall appears to have been lowered and bevelled when the Offices were built. The wall has been capped with cement.
- 5.2.7 The canal wall is constructed of mid 19th century purple (fabric 3032) and transitional (fabric 3032 and 3035) stock moulded bricks laid in English Bond and has been repointed with white Portland cement mortar that contains brick inclusions.
- 5.2.8 There are two window openings at both ground and first floor level and no window or door openings at basement level. The openings have York stone sills and segmental brick arches. The arches at ground floor level comprise one course of alternating soldier bricks (i.e. bricks laid on end vertically, with the narrow side exposed in the face of the wall) and two bricks-on-edge, while those at first floor level comprise one course of soldiers. The eastern window opening at ground floor level had been infilled with red bricks laid in Flemish bond. No window openings are shown in the south wall of Block 1 on the 1860 ground floor plan (**Figure 3b**). In addition, the lack of closers down the sides of most of the windows suggest that they are later (post 1860) insertions.
- 5.2.9 Two vertical straight joints in the brickwork at the very east end of the elevation indicate some rebuilding at this end of the wall and of the east elevation. A straight joint is not visible in the brickwork between Blocks 1 and 2 and the wall appears to bond seamlessly, suggesting that the two buildings were built at the same time.

End (East) Elevation (Plate 1a; Figure 13)

- 5.2.10 A single-storey triangular extension existed to the east of this elevation and is shown on the 1860 plan (**Figure 3b**) and is depicted on maps and plans between 1871 and 1975 (**Figures 5** to **8**). When this extension was removed, the east elevation of Block 1 was rendered (see undated, possibly 1980s, photograph in Hunter and Thorne 1990, fig. 60). At some time this render was removed, perhaps during the late 1990s repairs. Two doorways blocked with brick are visible in the elevation; one at the south end of the elevation at ground floor level and the other at first floor level at the north end of the elevation. These were presumably blocked when the triangular extension was removed and just before the elevation was rendered. The ground floor doorway is shown on the 1860 plan, although the first floor doorway is not (**Figure 3b**). This suggests that a second storey was added later to the single-storey triangular extension.
- 5.2.11 The gabled east elevation was built in multicoloured stock bricks similar to those used in the rest of the building. At the apex, the chimney stack does not appear to have been rebuilt and is capped by two ceramic chimney pots. Two ragged vertical straight joints are visible near both corners of the elevation and are presumably the result of tidying up after the triangular extension was removed.

Interior

- 5.2.12 Access to the basement and first floors is via a staircase at the south end of hallway CFO1G2 (**Figure 16**), although at the time of recording the original staircase had been removed. At basement level, the floor was mainly constructed of stone slabs although in room CFO1B1 (**Figure 15**) red bricks had been used. On the other two floors, the floors are constructed of modern chipboard laid over timber joists, a result of the late 1990s repair.
- 5.2.13 Block 1 has two chimneys; one projecting internally from the east wall (**Figure 21**) and the other projecting internally from the west wall (**Plate 3**). The latter fed into the chimney visible externally as projecting from the east wall of Block 2 (**Plate 1a**).
- 5.2.14 No fire surrounds survived within the east chimney breast; although on the ground and first floors the fire places had not been blocked. In Room CFO1B1 at basement level, the chimney breast was supported by brickwork on each side of a tall recess. A small plinth was located at the base of the recess and an air vent had been inserted with a York stone sill, in the rear east wall of the recess (**Plate 4**). A quarter circle double step had been constructed in the northeast corner of Room CFO1B1.
- 5.2.15 Simple fire surrounds survived within the west chimney breast, at ground and first floor level (**Plate 3**). At basement level, Room CFO1B5 has a simple projecting fire surround, with a cast-iron stove (**Plate 5**; **Figure 26**).
- 5.2.16 All window and door frames had been removed in Block 1, in some cases damaging the surrounding brickwork. At basement level, the north load-bearing wall has four openings of varying sizes, which appear to have acted as light wells, although the easternmost opening has a sloping base (**Plate 4**) and may have been used as a coal chute
- 5.2.17 In room CFO1G1, several rows of unevenly spaced rectangular sockets in the walls (**Plate 6; Figures 20** and **21**) relate to shelves that had been removed.

5.3 Block 2

5.3.1 Block 2 is rectangular in plan and was seriously damaged by the 1983 fire. Its symmetrically pitched roof, gabled at both ends, was therefore rebuilt in the late 1990s, and is constructed from thin slates, laid on battens and timber gangnailed trusses. The upper part of all its walls was also rebuilt at this time. The decorative brickwork in the north and south parapets was previously more boldly exposed, standing forward like a cornice on brick corbels. This is the only office in the goods yard with a parapet rather than eaves guttering (**Figure 22**).

Front (North) Elevation (Plates 7a and 7b, Figure 11)

- 5.3.2 The front (north) elevation is set forward (north) from that of Block 1, in line with the other blocks to the west, and is separated from the road by a pavement. The building has three storeys above the roadway (ground, first and second floor) and the elevation is divided into six bays. The map regression and a straight joint between Blocks 2 and 3 show that the latter was built later than Block 2.
- 5.3.3 All the window and door openings in the front (north) elevation of Block 2 have segmental brick arches, composed of three courses of bricks in 'brick on edge' position with a soldier brick at the centre and sides; the same as those in the north elevation of Block 1. All the window openings have York stone sills. The window openings in this elevation are taller than those in Block 1. At ground floor level, Block 2 has two doorways, located centrally within the two middle bays. Both doorways have stone steps. The eastern doorway may have been converted from a window and only the western doorway had a cast iron boot-scraper (Plate 8, Figures 11 and 31), which was situated in a small recess within the brickwork at road level immediately to the west of the doorway. On each side of the doorways are two window openings. At first and second floor level, there are six window openings located centrally within each bay. All the openings are the same style as those at ground floor level, although the openings at second floor level are slightly shorter. At the time of recording, all the windows and doors had been removed and replaced with simple wooden boarding. The former sash windows had panes grouped three by five at ground and first floor levels, three by four at second floor level.
- 5.3.4 The upper sixteen courses of Block 2 had been rebuilt in the late 1990s following the 1983 fire with modern multicoloured stock bricks and included a parapet capped by concrete slabs. The parapet has a decorative cornice consisting of recessed panels and brick corbelling.
- 5.3.5 Four painted circles are visible on the elevation, two at ground floor level and two at second floor level. At both levels, one circle is situated between the two eastern window openings and the other circle between the two western window openings. Although the paint had faded, the numbers 3 and 4 could be discerned within the ground floor circles, which correspond with the numbers added to the 1860 ground floor plan (Figure 3b). However, the circles at the second floor levels had faded too much for the numbers to be identified. The offices are numbered 17, 18a and 18b (by deduction) at first floor level and 26 and 27 at second floor level on the 1860 plans (Figure 3b).
- 5.3.6 A horizontal row of cable hangers marking the position of a former cable run survives above the segmental arches of the ground floor door and window openings.

Rear (South) Elevation (Plate 9, Figure 12)

- 5.3.7 The rear (south) elevation consists of four storeys (basement, ground, first and second floor levels). The basement extends further forward (south) than the rest of the elevation. The boundary wall of the Regent's Canal, which lies to the north of the canal towpath, forms the basement part of the elevation (Thompson and O'Gorman, forthcoming). The wall at basement level is more than twice as thick as at ground floor and above. The Regent's Canal boundary wall was built before the Coal and Fish Offices, and Blocks 1 and 2 were then built against the canal wall. The top of the canal wall appears to have been lowered and bevelled when the Offices were built. The wall has been capped with cement.
- 5.3.8 The elevation consists of six bays, which all have windows at ground, first and second floor level apart from the second bay from the east. This bay was the only bay to have a window at basement level and no windows above, due to a chimney stack in this location. The long cross sectional elevation (Figure 20) and plans (Figures 16 to 18) show the fireplaces, although the chimney stack above the roofline has been removed, probably in the late 1990s. The canal wall had been cut back in this bay to expose the elevation of Block 2 behind (to the north of it) and the window opening, which had been boarded. The opening has a segmental brick arch formed of two rows of brickwork in 'brick on edge' position. The ends of the arch are obscured

- behind the towpath wall. Below the window, the top of the towpath wall slopes away from the window and had been covered with cement.
- 5.3.9 At ground, first and second floor levels, the five window openings are located centrally within the bays. These openings are significantly taller than the window openings in the other blocks although the second floor openings are slightly shorter than those at ground and first floor level. Each opening has a simple York stone sill and a segmental brick arch. All the windows had been removed and the openings covered with wooden boarding.
- 5.3.10 The upper sixteen courses of brickwork had been rebuilt in the late 1990s with multicoloured stock bricks and included a parapet capped by concrete slabs. The parapet has a decorative cornice consisting of recessed panels and brick corbelling.

Side (East) Elevation (Plate 1a, Figure 13)

- 5.3.11 The side (east) gabled elevation is partially obscured by Block 1 (**Plate 1a**, **Figure 13**). At ground floor level, there is a doorway with a segmental brick arch with three courses of brickwork at the northern end of the elevation. The original door has been replaced with a modern one. Above the door is an enamel 'Drive Slowly' sign and above is a faded painted sign that reads 'Coal Office'.
- 5.3.12 A central chimney stack projects from the elevation and served only Block 1, not Block 2, with fireplaces at basement, ground and first floor. This perhaps provides further evidence that Blocks 1 and 2 were built at the same time. The upper part of the east elevation of Block 2 had been rebuilt with multicoloured stock bricks and with a capping of concrete slabs. The rebuild included the reconstruction of the chimney stack, which has three modern ceramic rolled top chimney pots.
- 5.3.13 Immediately below the roofline, the decorative cornice returns from the north and south elevations for a little way, with three recessed panels and brick corbels.
- 5.3.14 Immediately above the doorway, two horizontal bands of darker brickwork are visible in the brickwork continuing from Block 1; one is at Block 1 first floor level (two brick courses high) and the other (three brick courses high) at Block 1 first floor window sill level. Above the sloping scar of a rainwater pipe or a roof is visible with its highest point at the eaves height of Block 1 (**Figure 13**). This may indicate the position of the extension shown on the 1860 ground floor plan and 1871 Ordnance Survey map (**Figures 3b** and **5**), however the 1860 plan shows that at that time the extension was single storey. A number of cable hangers mark the position of a cable run that ran from the front (north) wall of Block 1 up to the front (north) wall of Block 2.

Side (West) Elevation (Plate 7a; Figure 23)

- 5.3.15 The side (west) gabled elevation is mostly obscured by Block 3, but is similar to the east elevation. The upper part of the wall and projecting chimney stack had been rebuilt in the late 1990s and the wall has been capped with concrete slabs. The decorative cornice continues from the north and south elevations.
- 5.3.16 The chimney stack has three modern ceramic rolled chimney pots and narrows by a number of steps in the brickwork just below the roofline of Block 2 (**Figure 23**). The 1860 floor plans (**Figure 3b**) show that the chimney stack served the ground, first and second floor of Blocks 2 and 3. Most of the fireplaces have been removed presumably in the late 20th century (**Figures 16** to **18** and **23**).

Interior

- 5.3.17 Access to Block 2 is via the doorway in the east wall. The block consists of four floors, with the layout of the ground, first and second floors comprising two large open-plan office spaces on either side of a central stairwell (**Figures 16** to **18**), although the 1860 plan (**Figure 3b**) shows that at that time the west room at first floor level was divided into two offices. The basement, which provides a storage area, is divided into five rooms, with two on either side of the stairwell (**Figure 15**).
- 5.3.18 The original stone slab floor is still *in-situ* in the basement. At ground floor level, the floor has been replaced with precast concrete joists and hollow concrete blocks. At

first and second floor levels, the floors have been replaced in the late 1990s with modern chipboard on timber joists. In the western offices (Rooms CFO2G3 and CFO2F3, **Figures 16** and **17**), the timber joists are orientated east-west, whereas in the larger eastern offices (Rooms CFO2G1 **Figure 16** and CFO2F1 **Figure 17**) they are orientated north-south and are supported by twin steel beams aligned east-west, flanking and supporting original cast iron beams that span parallel to the front elevation.

- 5.3.19 A dog-leg, self-supporting staircase constructed of interlocking stone steps with heavily worn treads, runs in an anti-clockwise direction centrally up the building (**Plate 10**). The balustrade has slender squared wrought iron balusters and a wooden handrail (**Figure 29**). The southern half-landings, between ground and first floors and first and second floors, cut across the middle of the window openings (**Plate 10**).
- 5.3.20 On the second floor, the stairwell is spanned by a series of cast-iron beams, which once supported a water tank, now removed. Above this, a series of timber battens and gangnailed trusses support the rebuilt roof (**Plate 11**).
- 5.3.21 All the windows and doors had been removed, in some cases damaging the surrounding brickwork. At basement level, the north wall has six openings of varying dimensions. These were probably light wells. The south wall has a further two window openings of differing dimensions (**Figure 15**, **Plate 9**).
- 5.3.22 In the basement, a blocked doorway in the west wall (**Plate 12**) shows that there was access from Block 2 into the former stables in the vaults under Blocks 3 to 5 and the Wharf Road Viaduct. At the time the doorway was blocked, four short east-west brick walls were butted against the west wall to create five bays (**Plate 13**, **Figure 15**). In the northwest corner of the southernmost bay, a quarter circle brick feature (thought to have been a drain) had been constructed at floor level. The northernmost bay has been used to store coal and the other bays may have been used as toilets.
- 5.3.23 A possible fireplace, built of brick, had been constructed in room CFO2B1 (**Plate 14a**, **Figure 15**). It sat forward (to the north) of the south wall although the upper section (a possible flue) extends into the south wall and may have lead into the south wall chimney stack (now removed above the roofline, see Section 5.3.8).

5.4 Block 3

5.4.1 Block 3 follows the curve of the Regent's Canal and Wharf Road, and its north and south walls taper slightly so that the block is narrower at its west end than at its east end. This block was also affected by the 1983 fire and was repaired in the late 1990s in a similar way to Block 2. It has a rebuilt pitched roof, gabled against the west elevation of Block 2 and hipped at its west end. The roof is constructed from thin slates, laid on battens and timber gangnailed trusses. Three rebuilt chimney stacks project above the roofline; the eastern two straddle the apex of the roof while the western one projects above the hipped roof in line with the apex (**Plate 7a**).

Front (North) Elevation (Plates 7a and 14b, Figure 11)

- 5.4.2 The front (north) elevation of Block 3 lies in line with that of Blocks 2, 4 and 5 and is separated from Wharf Road by a curving pavement. Although not as tall as Block 2, the elevation consists of three storeys and six bays. These are generally wider than those of Block 2 except for the easternmost bay whose windows are closer against the party wall with Block 2, making this elevation asymmetrical. The elevation is capped by two courses of brick corbelling. At the eastern end, there is a straight joint in the brickwork where Block 3 abuts Block 2. The lack of a straight joint between Blocks 3 and 4 suggests that these two blocks were built at the same time.
- 5.4.3 At ground floor level, doorways are located in the second, fourth, and fifth bays from the east. The remaining bays contained window openings. The doorway in the fourth bay appears to have been converted from a window. Immediately west of the other two doorways and at road level a small recess was evident within the brickwork, into which a cast iron boot-scraper had been inserted. All of the doorways have York stone steps, whilst the window openings have York stone sills. All the openings have segmental arches with three courses of bricks in 'brick on edge' position and a soldier

brick at the sides and centre. The windows in Block 3 are not as tall as those in Block 2. At first and second floor levels, the six equally spaced window openings in Block 3 are in the same style. Those at ground and first floor level are the same size, while those at second floor level are slightly shorter (**Figure 11**; **Plate 14b**). All the original doors and windows have been replaced with modern wooden boarding. The former sash windows in this block had larger panes than the former windows in Blocks 1 and 2 and were grouped two by two.

- 5.4.4 Conspicuous brick string courses, each four courses high, at three levels over the windows might suggest a phased raising of the building upwards.
- 5.4.5 Four painted circles were identified immediately above four of the door and window openings at ground floor level. The paint had faded as with the other examples in Blocks 1 and 2, although the numbers '6' and '8' were identified within two of the circles. The offices are numbered 5, 6, 7 and 8 at ground floor level; 19, 20, 21 and 22 at first floor level and 28, 29, 30 and 31 at second floor level on the 1860 plans (**Figure 3b**).

Rear (South) Elevation (Plate 9, Figure 12)

- 5.4.6 The south elevation consists of three storeys (ground, first and second floor levels). The eastern part of the stable vaults, which extend under the Wharf Road Viaduct (**Figure 7**), lie below the ground floor. The south wall of these vaults forms the north boundary wall of the Regent's Canal and was built in 1851 (Pre-Construct Archaeology forthcoming; Thompson and O'Gorman, forthcoming), while Blocks 3 to 5 were built *c*.1860. There is a slight change in the brick coursing which marks the change from the south wall of the stable vaults of the Wharf Road Viaduct to the south wall of Block 3 above. Both walls are in English bond.
- 5.4.7 The elevation consists of six bays. At each level, a window opening is located centrally within each bay although the openings within the second and fifth bays from the east (which housed staircases) are lower at ground and first floor level. Areas of infilled brickwork immediately above these four window openings suggest that these windows have been repositioned down the wall.
- 5.4.8 All the window openings have York stone sills and are capped by a segmental brick arch, with three courses of brick in 'brick on edge' position and a soldier brick at the sides and centre. The windows had been removed and wooden boarding had been inserted in the majority. However, the second floor window openings in the staircase bays had been infilled with brick, possibly when internal staircases up to the roof space were inserted. These staircases were visible internally as scars on the walls (**Plate 14c**).
- 5.4.9 A string course, four courses in height, runs the length of the elevation above each row of windows. However, the string course between the ground and first floor level turns vertically where it meets the lower first floor window openings in the second and fifth bays before terminating at the segmental brick arches.
- 5.4.10 The building appears to have been raised in stages in the following sequence. New staircases were inserted in the second and fifth bay on the south side of the building when the first floor was added to the ground floor. The original windows in these bays at ground floor level were blocked with brick and new windows were inserted at a lower level to light the new staircases. The same sequence occurred when the second floor was added to the first floor. The October 1860 list of tenants (Section 4.4.3) supports this phased construction since it describes Offices 5, 6, 7 and 8 on the ground floor of Block 3 as "not finished". Offices 19, 20, 21 and 22 on the first floor as "to be let", while Offices 28, 29, 30 and 31 on the second floor are not mentioned.

Side (West) Elevation (Plate 7a)

5.4.11 The side (west) elevation of Block 3 is mostly obscured by Block 4. A large part of the top of the elevation and the chimney stack were rebuilt in the late 1990s using modern multicoloured bricks. The chimney stack has three modern ceramic rolled top chimney pots.

5.4.12 The string course in the north elevation, above the first floor window openings, continues along the west elevation. The south end of the west elevation projects to the west (**Figures 16** to **18**) and perhaps represents a redundant chimney stack capped with a concrete slab. The top four courses of brick protrude out from the top of the stack, forming a corbel.

Interior

- 5.4.13 Block 3 is accessed via a doorway in the fifth bay from the east in the north wall. The block consists of three floors, built above a series of basement vaults, formerly used as stables, which extend under the Wharf Road Viaduct. Each floor has the same layout, with two large offices, each with a central stairwell on the south side (**Figures 16** to **18**). At the time of recording, the 19th century staircases had been removed and replaced by scaffold staircases, presumably in the late 1990s. Scars in the plaster show where the staircases had been. The scars show that the stairs in the eastern stairwell went up clockwise, while those in the western stairwell went up the other way. Each staircase appears to have been inserted when the floor above was added.
- 5.4.14 The first and second floors are supported by four cast iron beams, which are each supported by a centrally located hollow circular cast iron column (**Figure 28**). Each large office has two columns on each side of, and near, the north end of the stairwell. In rooms CFO3G1 and CFO3F1, the north end of the west wall of the stairwells (rooms CFO3G2 and CFO3F2) partially encompasses the column (**Plate 15**).
- 5.4.15 The columns are positioned immediately above each other and are joined at floor level (**Figure 28** and **Plate 16**). The columns on the ground floor have an enlarged 'table' or head in order to receive the floor beams. The beams are formed of two separate lengths of cast iron, which meet centrally above the column. At this point, the beams widen to become semi-circular in shape, reflecting the shape of the column head on which they sit. Where the two pieces meet, the beams have a vertical flange through which four bolts have been set in order to hold the beams in place. Above the first floor, the columns engage "on a spigot or a continuation of the column below" (Forsyth 2007, 175).
- 5.4.16 The late 1990s replaced ground floor is of precast concrete joists and hollow concrete blocks as in Block 2 (**Plate 15**). The replaced first and second floors are of chipboard on modern timber joists. The second floor is spanned by a series of battens and timber gangnailed trusses, which support the rebuilt roof. All the windows and doors had been removed, in some cases damaging the surrounding brickwork.
- 5.4.17 Below the level of the ground floor, an east-west central brick wall was visible where the ground floor in the area of the stairwells had been removed. In order to provide additional strength a series of inverted segmental brick arches, finished at each end by a concrete block, had been built at the top of this wall (**Plate 17a**).
- 5.4.18 A chimney breast projects centrally from both the east and west side walls, and a third and fourth chimney breast project out from each side of the central north-south brick partition wall that separates the main office spaces on each floor. Although many of the original fire surrounds had been removed, leaving only the 'firebox' visible, a few simple fire surrounds are still *in-situ* (**Figures 23** and **27**).

5.5 Block 4

- 5.5.1 Block 4 continues to mirror the curve of the Regent's Canal and the Wharf Road Viaduct. Its north and south walls taper towards each other so that the block is narrower at its west end than at its east end.
- 5.5.2 The block has a rebuilt pitched roof constructed from thin slates, laid on battens and timber gangnailed trusses. The roof is gabled at each end; the east end gable abuts the west elevation of Block 3. The west gable has a pitched parapet wall (**Figure 24**), which is capped by a course of brickwork in 'brick on edge' position. Two rebuilt 'flying' chimney stacks (supported internally by large steel beams) straddle the apex of the roof. The west chimney stack has two modern ceramic chimney pots, whilst the east chimney stack has a modern chimney pot (**Plate 17b**).

Front (North) Elevation (Plates 7 and 17b, Figure 11)

- 5.5.3 The front (north) elevation consists of a single storey and six bays, with doorways located centrally within the two end bays. Both doorways have a York stone step. The other bays have centrally located windows with York stone sills at the same height as most of the ground floor windows in Block 3. All the openings have segmental brick arches with three courses of brickwork in 'brick on edge' position and a soldier brick at the centre and sides. All the original door and windows had been replaced with modern wooden boarding.
- 5.5.4 The window opening within the fourth bay from the east is narrower than the other window openings. From the replacement brickwork located beneath the window sill, it is clear that an earlier doorway had been partially infilled to create the window (**Plate 18**). The window sill is thinner and therefore not original.
- 5.5.5 Just above road level, cast iron boot-scrapers had been inserted into the brickwork immediately east of the doorway within the easternmost bay and west of the doorway in the westernmost bay. A third boot-scraper is still *in-situ* immediately east of the window opening in the fourth bay from the east confirming that this opening was originally a doorway (**Figure 31**).
- 5.5.6 The string course above the ground floor windows of Block 3 continues along the entire length of Block 4 under the eaves of the roof. The top course of this band projects out, forming a brick corbel course under the eaves.
- 5.5.7 Immediately above each window opening is a painted circle. The central two have the number '10' painted inside the circle whilst the eastern circle has the number '9'. The number within the western circle was indiscernible. The offices are numbered 9, 10 and 11 on the 1860 ground floor plan (**Figure 3b**).

Rear (South) Elevation (Plate 19, Figure 12)

- 5.5.8 The rear (south) elevation consists of a single ground floor storey above the series of basement vaults, formerly used as stables, which extend under the Wharf Road Viaduct (**Figures 6** and **7**; Pre-Construct Archaeology, forthcoming). This elevation forms the Regent's Canal north boundary wall (Thompson and O'Gorman, forthcoming). A straight joint is visible in the brickwork between Blocks 4 and 5, rising from the level of the top of the canal boundary wall.
- 5.5.9 At eaves level, the wall slopes upwards from east to west, with a string course under the eaves. The top course of this band projects out, forming a brick corbel course under the eaves. The five equally spaced window openings each have a York stone sill and a segmental brick arch with three courses of 'brick on edge' and a soldier brick at the sides and centre. The windows had been removed and wooden boarding inserted across the two western openings. The other three openings have been infilled with brick.
- 5.5.10 An area of replacement brickwork was identified immediately below the eaves in between the fourth and fifth window openings from the east. At the western end of the elevation, a change in brickwork highlighted that the parapet wall of the end (west) elevation had been rebuilt, presumably in the 1990s after the 1983 fire.

End (West) Elevation (Plates 17b and 21)

5.5.11 The gabled end of the block was partially obscured by Block 5. However, the portion that was visible had been rendered with cement, apart from at the top, where a small

parapet wall, capped with a course of brickwork in a 'brick on edge' position, was visible.

Interior

- 5.5.12 Block 4 is accessed via a doorway in the easternmost bay of the north wall. The single-storey block is divided by two north-south partition walls into three rooms which gradually narrow from east to west (**Figure 16**).
- 5.5.13 The late 1990s replaced floor is constructed of precast concrete joists and hollow concrete blocks, as in the ground floor of Blocks 2 and 3. The block is spanned by a series of late 1990s batten and timber gangnailed trusses, which support the rebuilt roof.
- 5.5.14 All window and door frames had been removed, in some cases damaging the surrounding brickwork. The majority of the openings have wooden boarding inserted into them. However the three easternmost window openings in the southern wall had been infilled with brick.
- 5.5.15 The two north-south partition walls have chimney breasts, which project out on both sides. Two north-south RSJs (rolled steel joists) had been inserted in the late 1990s above each of the partition walls to support the chimney stack above (**Plate 20**).

5.6 Block 5

- 5.6.1 Block 5, like Blocks 3 and 4, mirrors the curve of Regent's Canal and Wharf Road with the north and south walls continuing to taper towards each other so that the block narrows towards its west end.
- 5.6.2 The block has a flat rebuilt roof with parapet walls along its south and west side (Figures 19 and 25). The parapet walls are capped with concrete slabs. The coping of the west wall steps up three times, from the north to the south (Plate 7a, Figure 14). Two chimney stacks rise up from the south parapet wall; both have a modern ceramic rolled top chimney pot.

Front (North) Elevation (Plate 21, Figure 11)

- 5.6.3 The single-storey front (north) elevation has eight bays with doors in the first, fourth, and sixth bays from the east; the latter doorway is double width. The other bays have large window openings although these were not always centrally located. The bays that accommodate the single-width doors are narrower than the bays that house the double-width door and the windows. The far west end of this elevation has been rebuilt with the west elevation.
- 5.6.4 Each window opening has a York stone sill and all the openings have segmental brick arches with three courses of brickwork in a 'brick on edge' position, with five soldier bricks, one at the centre and two at the sides (separated by a brick width). The window opening in the westernmost bay has been inserted; unlike the other openings it has no closers down its sides. All the doors and windows have been replaced with wooden boarding. A small brick plinth runs along the base of the elevation. At the east end, this plinth is two brick courses high and at the west end one course high, due to the rising road level.
- 5.6.5 Five painted circles are situated either immediately above or between the openings, although none of the numbers within these circles could be identified unlike those on the other blocks. The circles above the door and window openings in the first and seventh bays from the east, respectively, are not complete circles. Instead the roofline cuts across the top of them, suggesting that the roofline was originally higher. Indeed, the 1860 plans (Figure 3b) show that Block 5 originally had two storeys with Offices 12, 13 and 14 at ground floor level and Offices 23, 24 and 25 at first floor level. A single-storey room containing the toilets (now Room CFO5G3) is shown at the west end of the building.

Rear (South) Elevation (Plate 22)

5.6.6 The rear (south) elevation consists of a single ground floor storey above the vaults of the Wharf Road Viaduct and forms the north boundary wall of the Regent's Canal

(Pre-Construct Archaeology, forthcoming; Thompson and O'Gorman, forthcoming). There are no window or door openings in the elevation above the vaults of the Wharf Road Viaduct, although the partially altered arched openings of the vaults of the Wharf Road Viaduct are visible below. The upper twelve courses of brickwork had been rebuilt and capped with concrete slabs. The vaults of the Wharf Road Viaduct continue to the west beyond Block 5.

West (End) Elevation (Plates 7a and 21, Figure 14)

5.6.7 The end (west) elevation has a rounded rebuilt north corner. This wall appears to have been rebuilt twice with original brickwork visible only as the lowest courses at the southern end of the wall. Above and to the north, the wall appears to have been rebuilt with multicoloured bricks in Flemish Bond. Above this, the most recent, presumably late 1990s, rebuild is visible in mainly stock brick. At its south end, the elevation bonds with the upper part of the Regent's Canal boundary wall, which extends to the west and forms the south wall of the vaults of the Wharf Road Viaduct (Pre-Construct Archaeology, forthcoming).

Interior (Figure 16)

- 5.6.8 Block 5 is single storey and is divided by two north-south partition walls into three rooms which gradually narrow from east to west. At the time of the recording, it was accessed from Block 4 by a large opening at the north end of the wall between rooms CFO4G3 and CFO5G1. This doorway appears to have been a recent insertion into the west wall of Block 4 and has a modern concrete lintel. Much of the wall surrounding the opening had been rebuilt with yellow stock bricks.
- 5.6.9 The block has a flat roof supported by north-south timber joists. In room CFO5G1, the floor is constructed of precast concrete joists and hollow concrete blocks, similar to those used for the ground floor in Blocks 2, 3 and 4. In rooms CFO5G2 and CFO5G3, the floor has a number of north-south and east-west rows of red brick with made ground levelled in between.
- 5.6.10 Rooms CFO5G1 and CFO5G2 have a chimney breast on the south wall. The latter has another in the southeast corner of the room. The 1860 ground floor plan (**Figure 3b**) shows that this room was formerly two offices separated by a central staircase. The dividing walls and staircase have since been removed. Room CFO5G3 has a chimney breast in the southeast corner of the room. Simple cast iron fireplace surrounds are *in-situ* at the base of the chimney breasts in Rooms CFO5G1 (**Plate 23**) and CFO5G2 (**Plate 24**), although the fireplace surround in Room CFO5G3 had been removed and the firebox blocked.
- 5.6.11 The south wall has no windows. All window and door frames had been removed from the north wall. Along the walls at the southwest corner of Room CFO5G1 a diagonal staircase scar is visible in the plaster (**Plate 23**), which originally gave access to the first floor shown on the 1860 first floor plan (**Figure 3b**). In the same room an arched recess has been created to the east of the fireplace; a straight joint is visible in the brickwork between the chimney breast and the brick infill above the arch.

6 BRICK FABRIC ANALYSIS

- 6.1 Most of the Coal and Fish Offices are built in fabric 3032 and 3034 (see Section 3.6), machine cut, well made mid to late 19th century bricks, approximately 65mm thick. These are examples of early machine made bricks, which are slightly frogged. Portland cement, which contains some fine gravel inclusions, has been used to repoint the brickwork on Blocks 1 to 4, presumably in the 20th century. The window sills and door steps throughout are York stone.
- 6.2 A decorative course of red fabric 3033 machine cut bricks between the ground and first floor windows in the north elevation of Block 1 continues along the east elevation of Block 2. Two courses of yellow, fabric 3035 machine cut bricks at the top of the wall of Block 1 appear to relate to the late 1990s rebuilding.
- 6.3 The east elevation of Block 2 has a second higher course of red fabric 3033 bricks. It also has a few courses of engineering bricks and then higher up there are suddenly more fabric 3034/nearly 3035 and yellow 3035 bricks. The latter appears to relate to the late 1990s rebuild following the 1983 fire.
- 6.4 The north elevation of Block 3 was built in fabric 3032 and 3034 machine cut, well made mid to late 19th century bricks, with courses of red fabric 3033 bricks. The upper courses are yellow, fabric 3035 machine cut bricks and relate to the late 1990s rebuild after the 1983 fire. Yellow, fabric 3035 machine cut bricks around one or two windows at ground floor level suggest some rebuilding perhaps in the late 1990s.
- Block 5 includes more rebuilding in yellow, fabric 3035 machine cut bricks than the other blocks. The original brickwork in this block is laid with thicker Roman cement.

7 CONCLUSION

- 7.1 The building recording of the Coal and Fish Offices suggests that Blocks 1 and 2 were built at the same time, and very soon after the Regent's Canal north boundary wall (immediately to the south of Blocks 1 and 2) and the vaults for stables under Blocks 3 to 5 and the Wharf Road Viaduct. Documentary evidence suggests that the vaults and viaduct were built in 1851, the development of the Coal Offices (possibly Block 2) was under way by February 1851, and Block 1 was built between September 1852 and April 1853.
- 7.2 Documentary evidence suggests that Blocks 3 to 5 were added in c.1860 to enable independent merchants to establish permanent premises in the coal yard. This was associated with a judgement in Chancery which stopped the Great Northern Railway's monopoly over the coal trade at King's Cross. The loss of this monopoly prompted the railway company to encourage independent coal merchants to trade from the yard. The building recording suggests that Blocks 3 and 4 were added first as a single-storey building and Block 5 was added soon afterwards. It was also established that Block 3 was built in phases with a first floor added to the original single-storey building and then a second floor added to the two-storey building. This is confirmed by a list of occupants dated October 1860 which described the ground floor as "not finished", the first floor as "to be let", while the second floor was not mentioned.
- 7.3 Documentary research has enabled the names of the companies using the offices in 1860, the rent they negotiated and which offices they occupied to be established. The 1860 plan shows that the buildings have hardly been altered in terms of layout. The 1983 fire has had the greatest impact upon the removal of original fabric, such as timber floors, staircases and roofs, and the stripping out of the buildings after the fire has left few fixtures and fittings apart from some fireplaces and a few 'shelf' scars. This has left little functional evidence of past office (or other) use of the rooms.
- 7.4 The Coal and Fish Offices are important and interesting buildings because they represent a rare survival of a 19th century coal merchants' office block. There is much scope for further investigation and research on the buildings when new uses are considered.

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10 APPENDIX 1: NMR OASIS FORM

OASIS ID: preconst1-65777

Project details

Project name Coal and Fish Offices, Kings Cross, London

Short description of the project

Pre-Construct Archaeology Limited was commissioned by King's Cross Central General Partner Limited to undertake building recording of the Coal and Fish Offices, Wharf Road, London, centred on Ordnance Survey NGR TQ 3005 8344. Although they are not listed, they lie within Regent's Canal Conservation Area. They comprise five attached buildings (Blocks 1 to 5 from east to west) and were built in the mid 19th century. They provided accommodation for the merchants who managed the Great Northern Railway coal trade at King's Cross and the clerical staff needed to handle the paperwork generated by the incoming traffic in coal. The Great Northern Railway King's Cross Yard Horse Department moved into the Offices in the late 1890s, though representatives of both the coal and fish trades continued to occupy offices in the buildings into the 20th century. The Offices had fallen into disuse by the 1980s. A major regeneration development scheme has been proposed for the King's Cross area. Outline Planning Permission for the scheme has been granted subject to certain conditions, one of which requires a programme of building recording. The proposal is to reuse and refurbish the Offices. Building recording was carried out intermittently from May to September 2008 in accordance with English Heritage's Level 4. The building recording and documentary research showed that Blocks 1 and 2 had been built before Blocks 3 to 5 and by April 1853. Blocks 3 to 5 were built in c.1860.

Project dates Start: 01-05-2008 End: 30-09-2008

Previous/future work No / No

Any associated project reference codes

KXE08 - Site code

Any associated project reference codes

K1792 - Contracting Unit No.

Type of project Building Recording

Current Land use Industry and Commerce 2 - Offices

Monument type OFFICE Post Medieval

Significant Finds **NONE None**

Methods & 'Measured Survey', 'Photographic Survey', 'Survey/Recording Of

techniques Fabric/Structure'

Planning condition Prompt

Project location

Country England

Site location GREATER LONDON CAMDEN CAMDEN Coal and Fish Offices,

Kings Cross, London

N1C 4LW Postcode

Study area 456.00 Square metres

Site coordinates TQ 3005 8344 51.5343713285 -0.124757356248 51 32 03 N 000

07 29 W Point

Project creators

Name of Organisation Pre-Construct Archaeology Ltd

Project brief originator

IHCM

Project design originator

Pre-Construct Archaeology Ltd

Project

director/manager

Charlotte Matthews

Project supervisor Tom O'Gorman

Type of sponsor/funding

body

Developer

Name of sponsor/funding body

Kings Cross Central General Partner Ltd

Project archives

Physical Archive Exists?

No

Digital Archive recipient

LAARC

Digital Archive ID

KXE08

Digital Contents

'Survey'

Digital Media available

'Text', 'Images raster / digital photography', 'Survey'

Paper Archive recipient

LAARC

Paper Archive ID

KXE08

Paper Contents

'Survey'

Paper Media available

'Map', 'Photograph', 'Plan', 'Report', 'Survey'

Project bibliography 1

Publication type

Grey literature (unpublished document/manuscript)

Title

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Cross Central, London Borough of Camden

Author(s)/Editor(s)

Thompson, G. and O'Gorman, T.

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Plates



Plate 1a: East and north elevations of Blocks 1 and 2



Plate 1b: North elevation of Block 1 (photograph by Michael Bussell)



Plate 2: South elevation of Block 1



Plate 3: Chimney breast in west wall of Room CFO1F3 and stepping of flue above arched recess

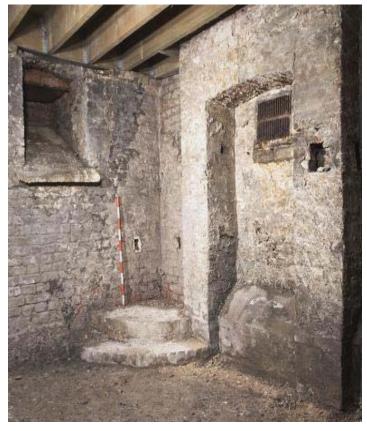


Plate 4: Base of east chimney breast in Room CFO1B1

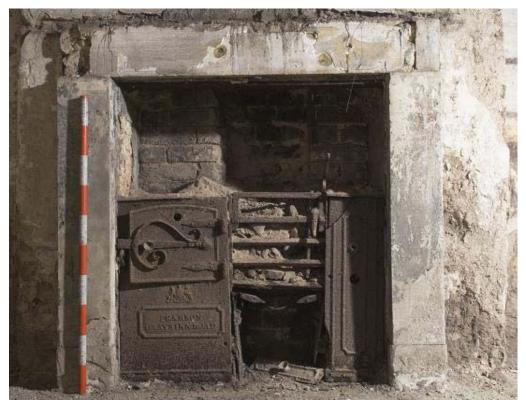


Plate 5: Cast-iron stove/oven in Room CFO1B5 (Figure 26)



Plate 6: Rows of rectangular sockets in the north, east and south walls of Room CFO1G1



Plate 7a: North and west elevations of Blocks 2, 3, 4 and 5



Plate 7b: North elevation of Block 2 (photograph by Michael Bussell)



Plate 8: Remains of cast iron boot scraper inserted into the base of the north wall of Block 2 (Figures 11 and 31)



Plate 9: South elevation of Blocks 2 and 3



Plate 10: Internal stairwell in Block 2



Plate 11: Timber battened and gangnailed roof trusses above Room CFO2S1



Plate 12: Blocked doorway in the west wall of Room CFO2B5



Plate 13: Partitioned bays in Rooms CFO2B4 and CFO2B5



Plate 14a: Possible brick fireplace in Room CFO2B1



Plate 14b: Front (north) elevation of Block 3 (photograph by Michael Bussell)



Plate 14c: Staircase scar in Room CFO3S2, view from the northeast



Plate 15: Concrete slab floor and columns in Room CFO3G1



Plate 16: Column head and detail of joint with column above (Figure 28)

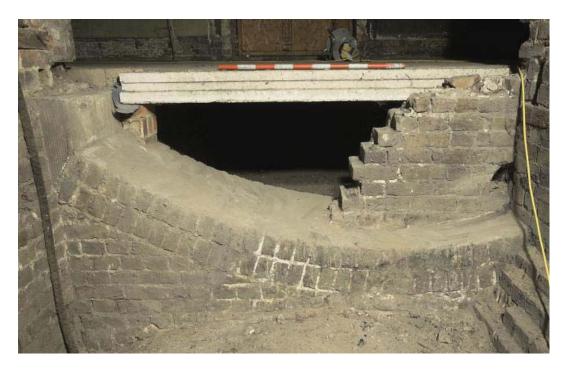


Plate 17a: Central east-west wall and inverted segmental brick arch below the ground floor of Block 3 visible where the floor of the west staircase in Room CFO3G4 had been removed



Plate 17b: Front (north) elevation of Block 4 (photograph by Michael Bussell)



Plate 18: Former doorway partially blocked to create a window opening in the north wall of Block 4



Plate 19: Rear (south) elevation of Block 4



Plate 20: Chimney breast in Room CFO4G2 with steel beams supporting chimney stack above



Plate 21: Front (north) elevation of Block 5 (photograph by Michael Bussell)



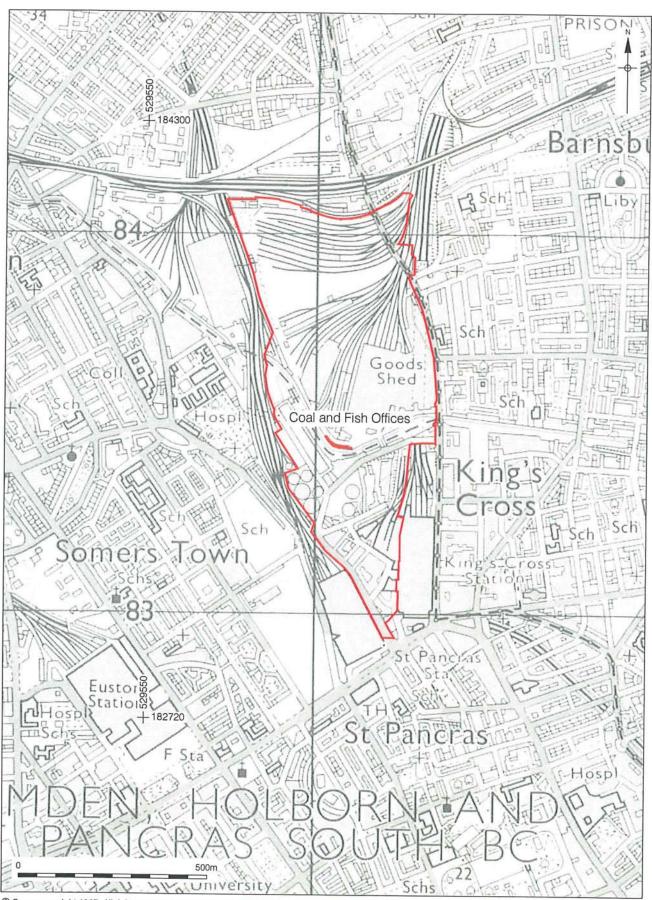
Plate 22: Rear (south) elevation of Block 5



Plate 23: Arched recess, fireplace and stairwell scar in south wall of Room CFO5G1

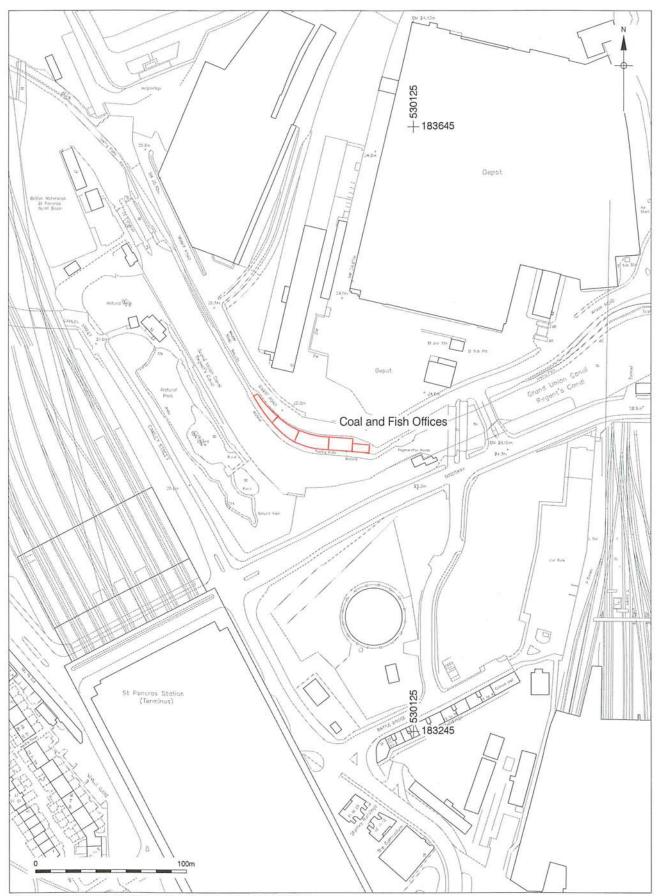


Plate 24: Fireplace in Room CFO5G2

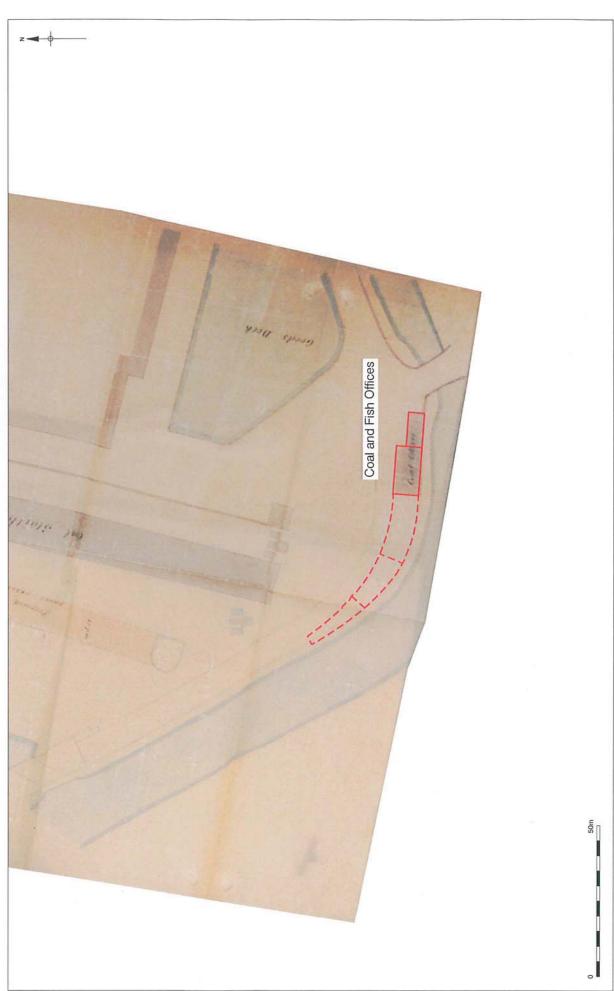


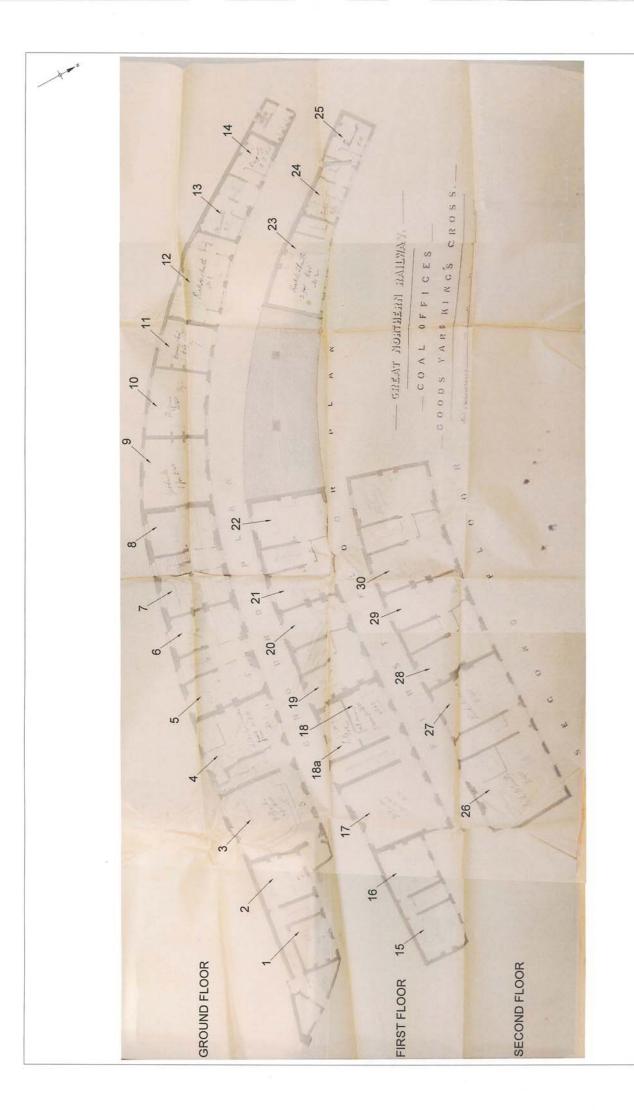
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20m

Figure 4 1862 Stanford Map 1:1250 at A4

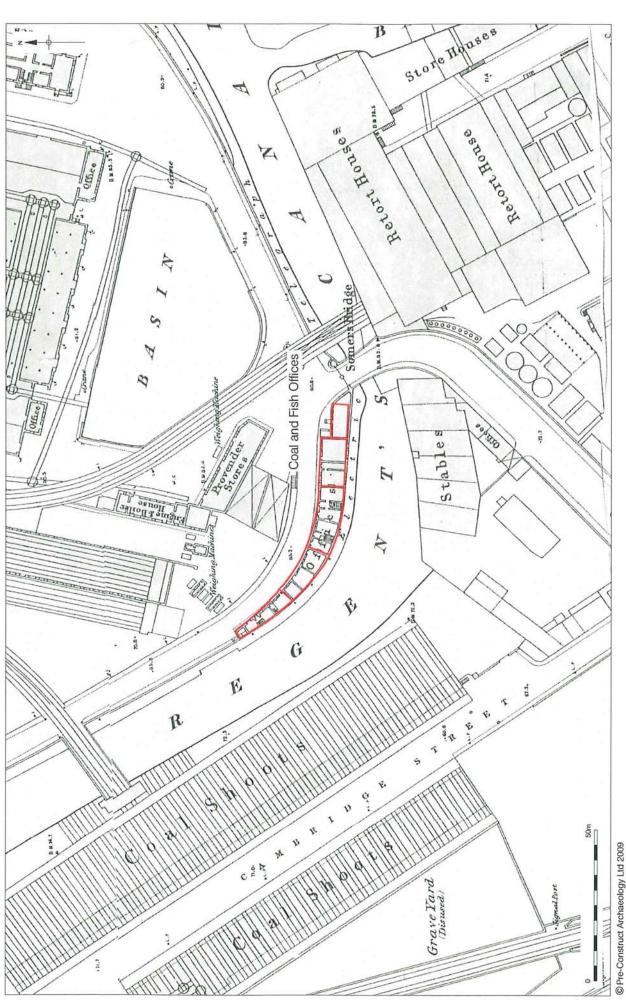
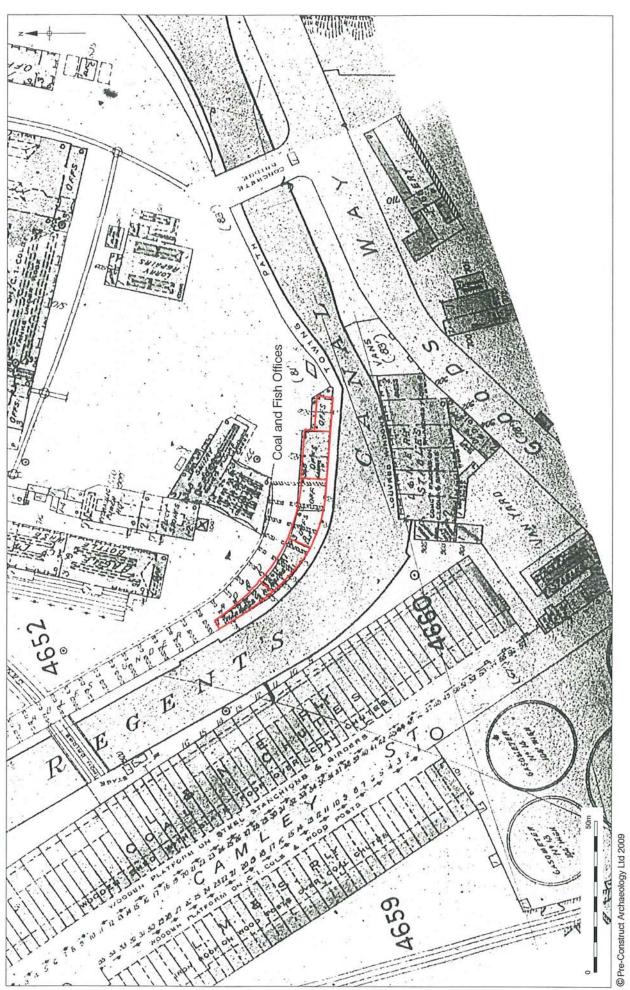
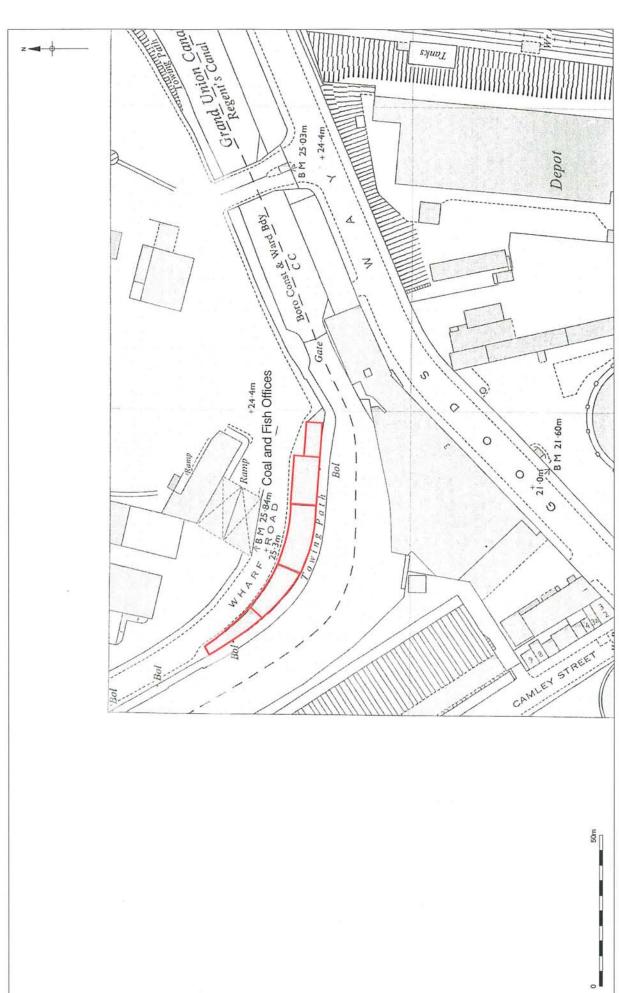
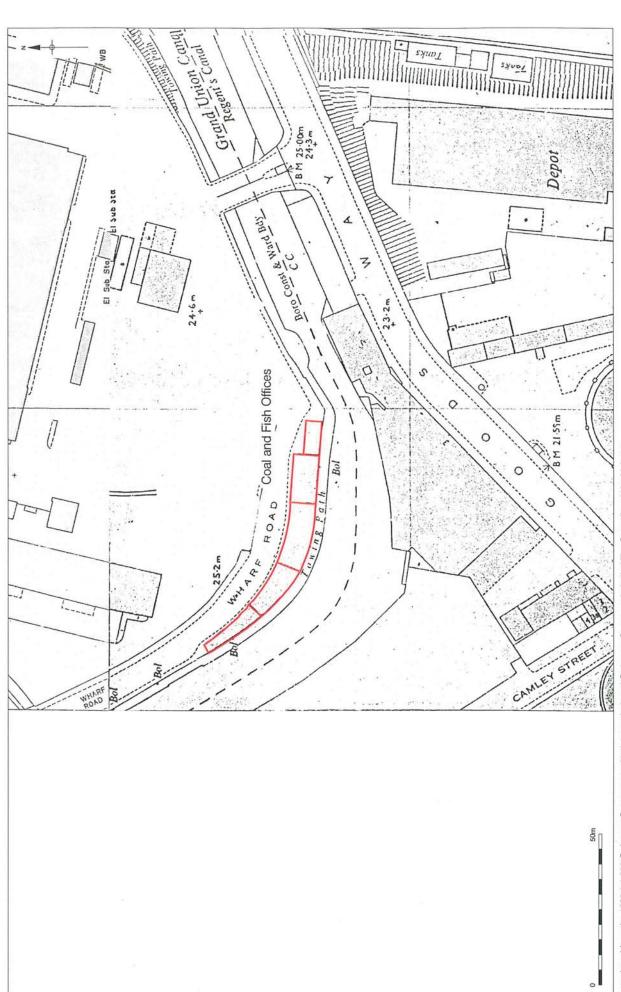


Figure 6 1921 Goad Insurance Plan, Vol.XII, Plan 400 1:1250 at A4





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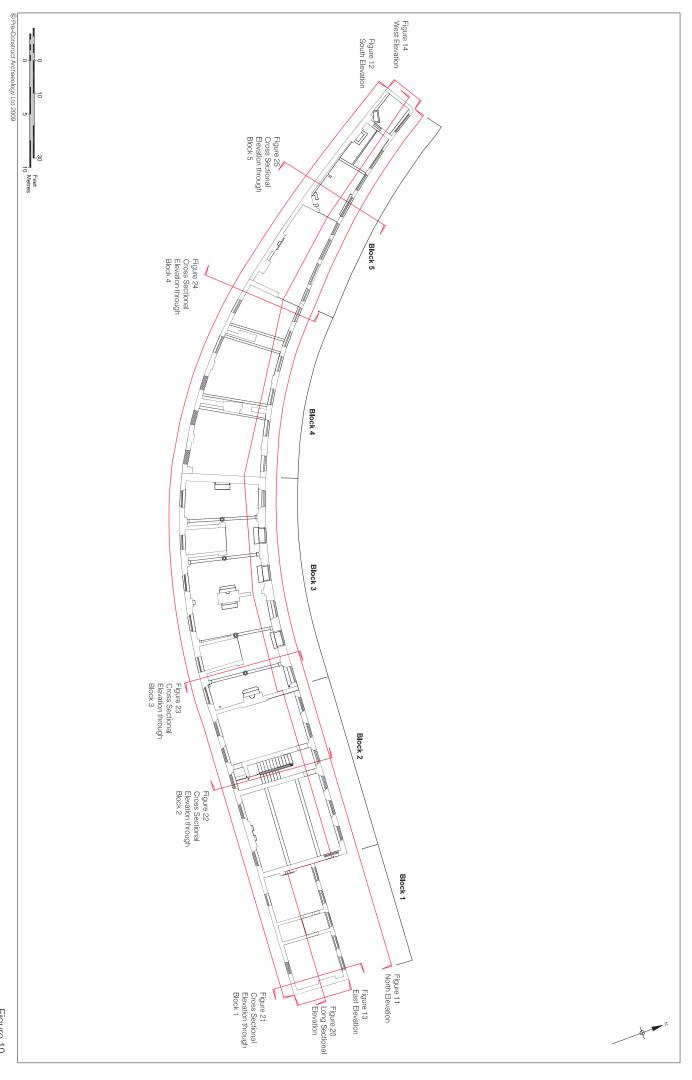
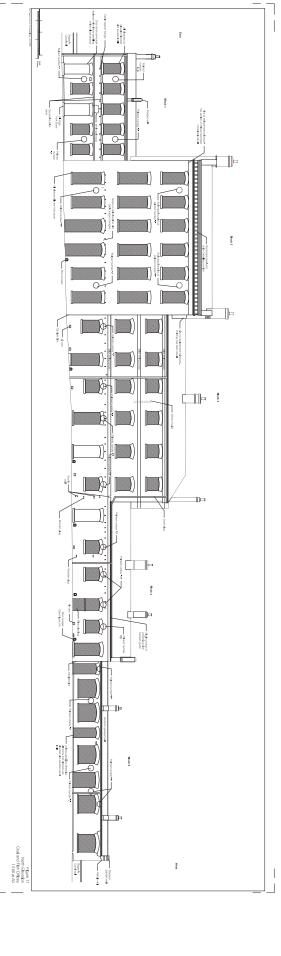
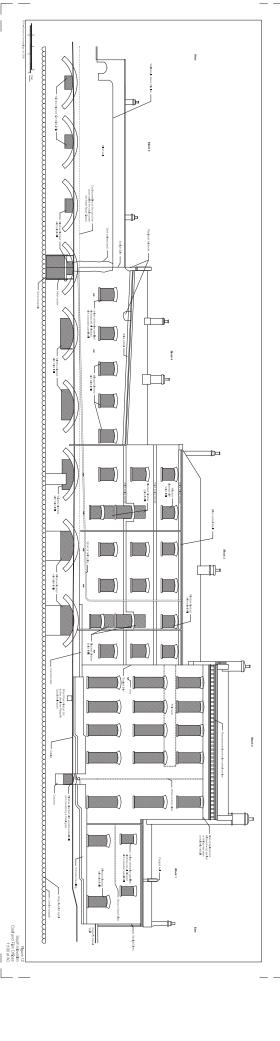
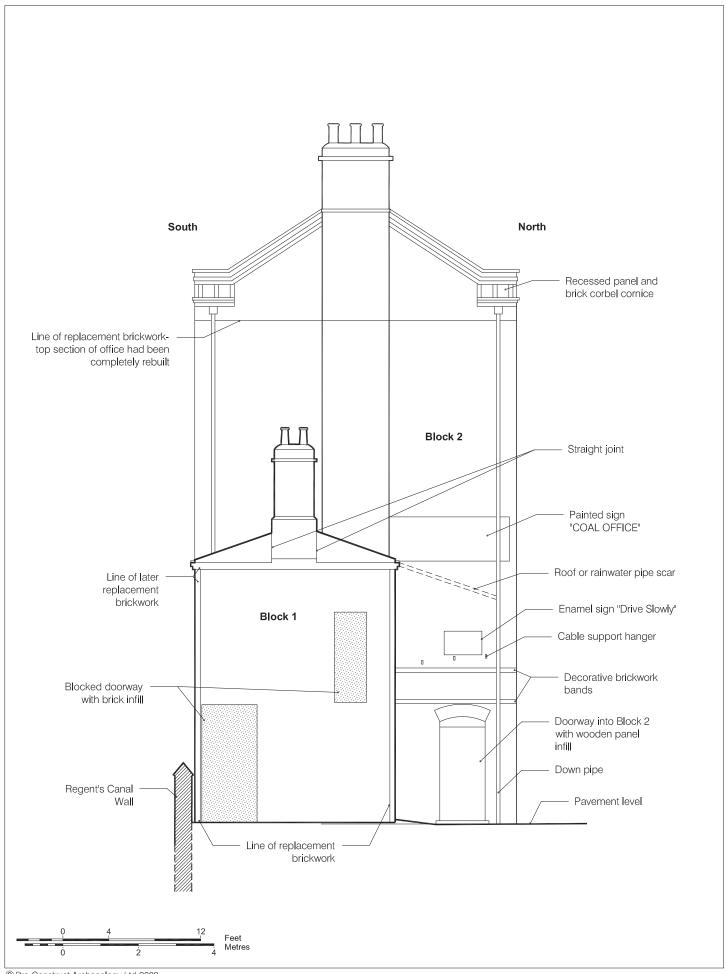


Figure 10 Elevation and Section Location Plan on Ground Floor Plan Coal and Fish Offices 1:250 at A3

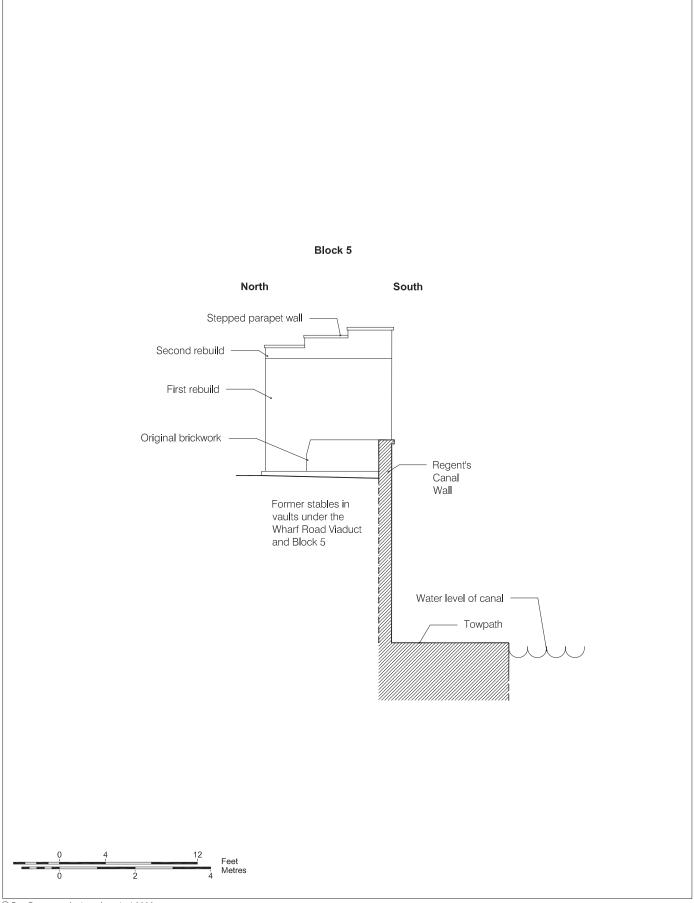






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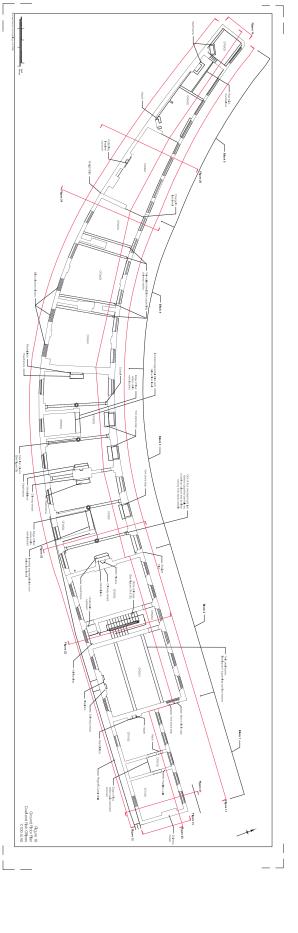
Figure 13
East Elevation
Coal and Fish Offices
1:100 at A4



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Figure 14 West Elevation Coal and Fish Offices 1:100 at A4

Figure 15 Basement Plan Coal and Fish Offices 1:100 at A3



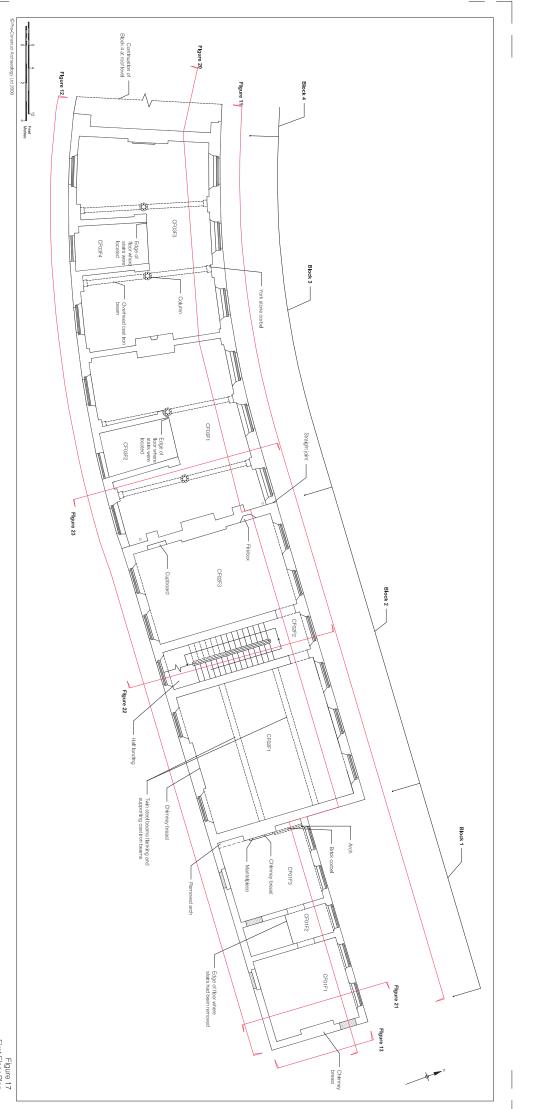


Figure 17
First Floor Plan
Coal and Fish Offices
1:100 at A2

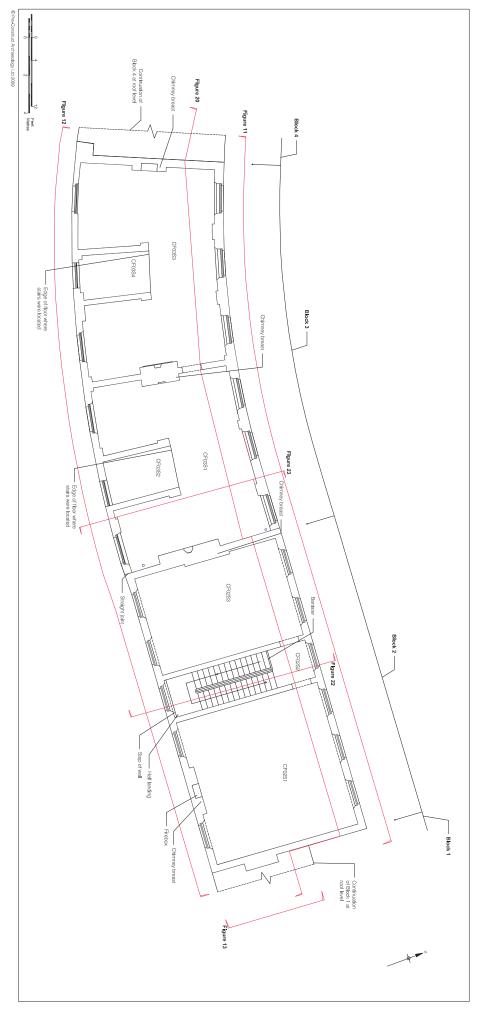
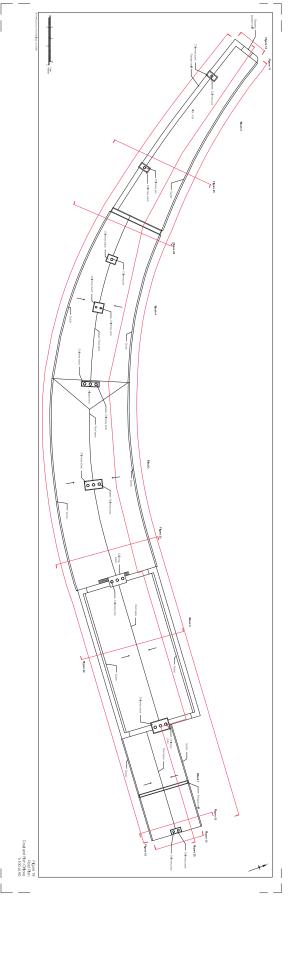
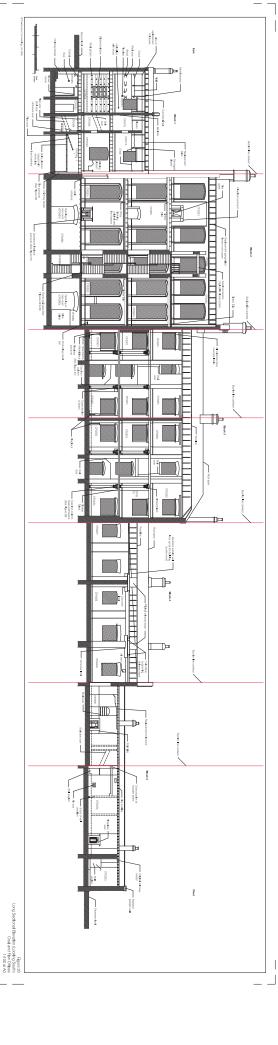


Figure 18 Second Floor Plan Coal and Fish Offices 1:100 at A2





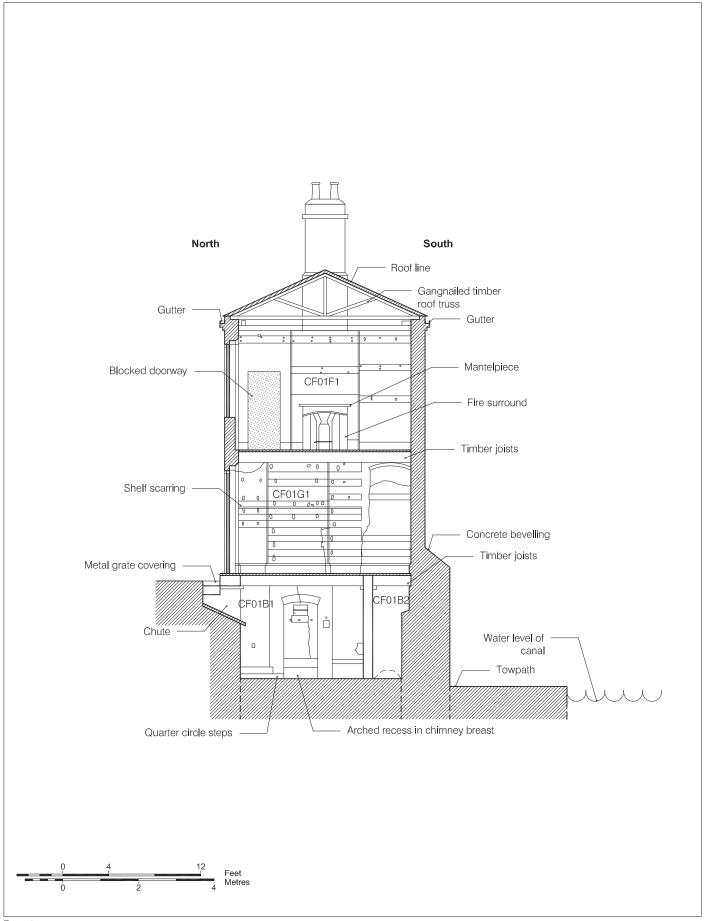
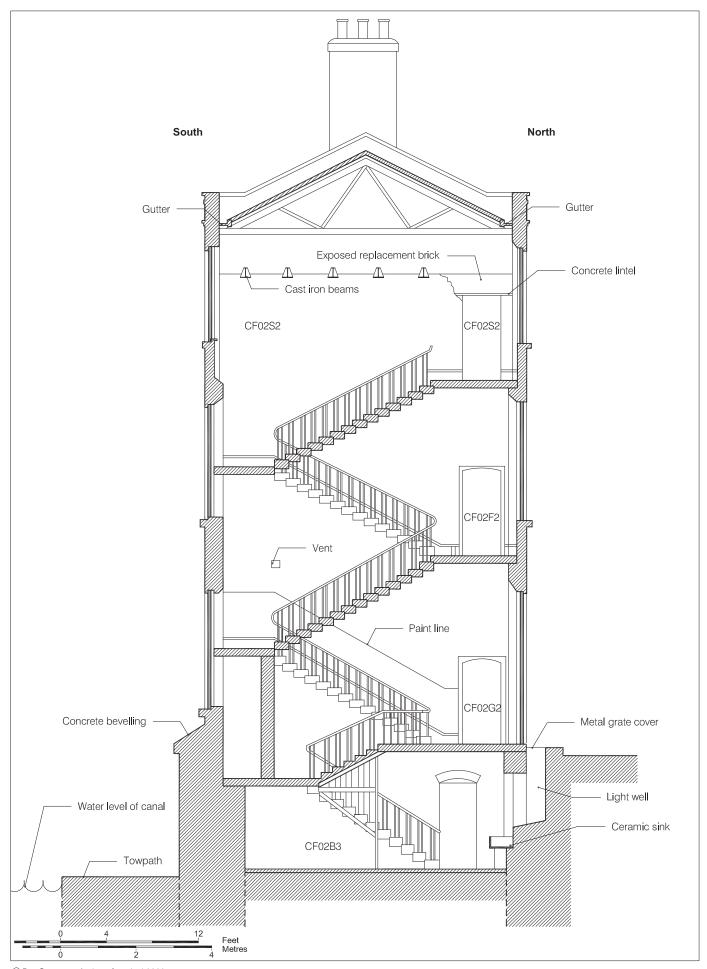


Figure 21 Cross Sectional Elevation through Block 1(Looking East) Coal and Fish Offices 1:100 at A4

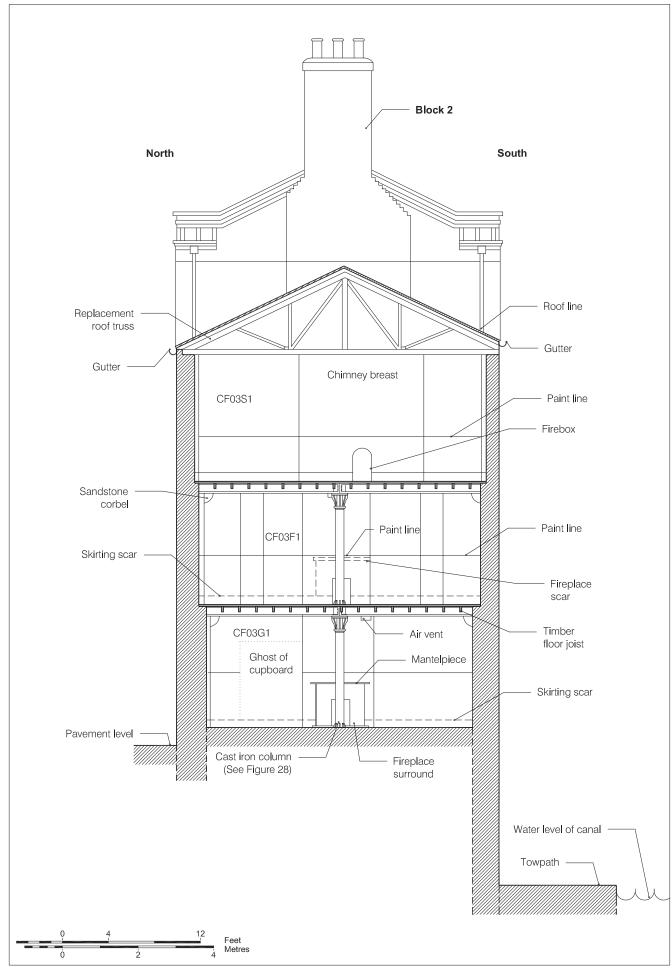


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Figure 22

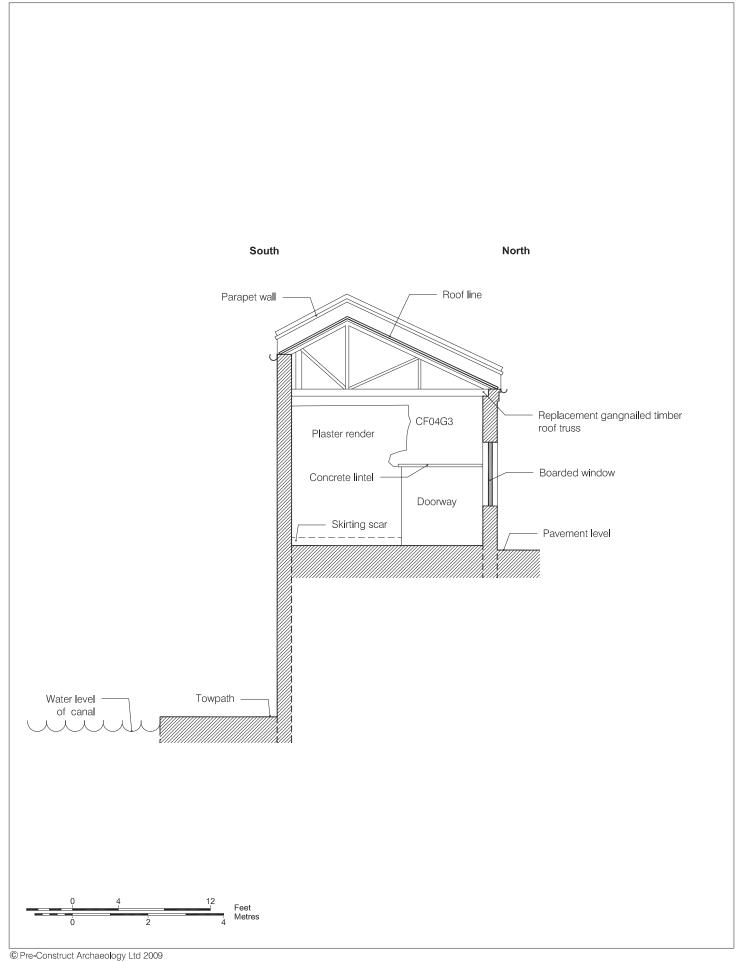
Cross Sectional Elevation through Block 2 (Looking West)

Coal and Fish Offices

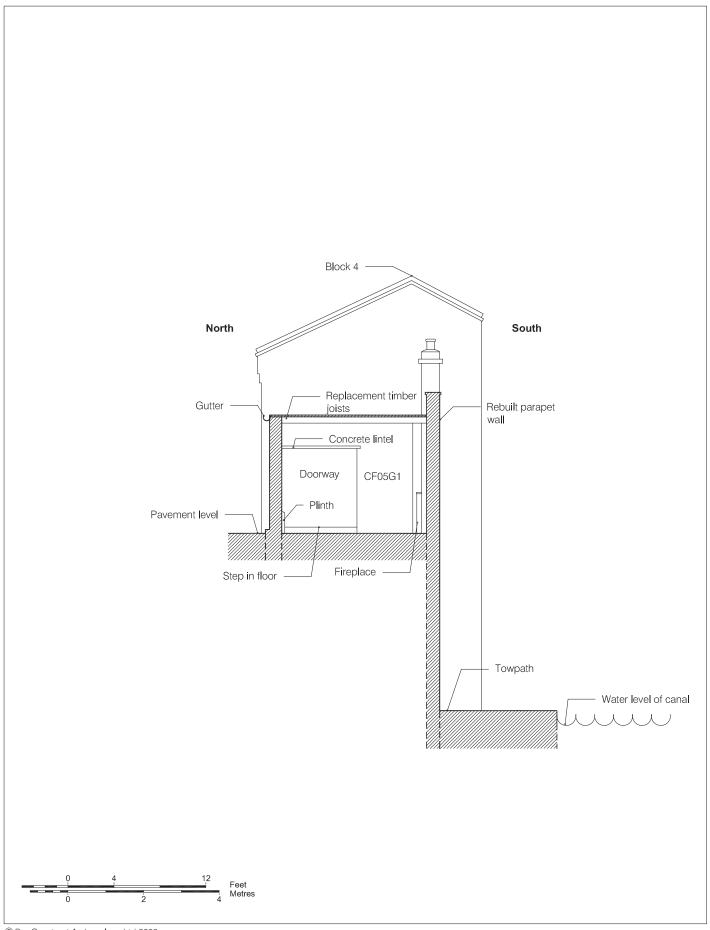


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Figure 23
Cross Sectional Elevation through Block 3 (Looking East)
Coal and Fish Offices
1:100 at A4



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Figure 25 Cross Sectional Elevation through Block 5 (Looking East) Coal and Fish Offices 1:100 at A4

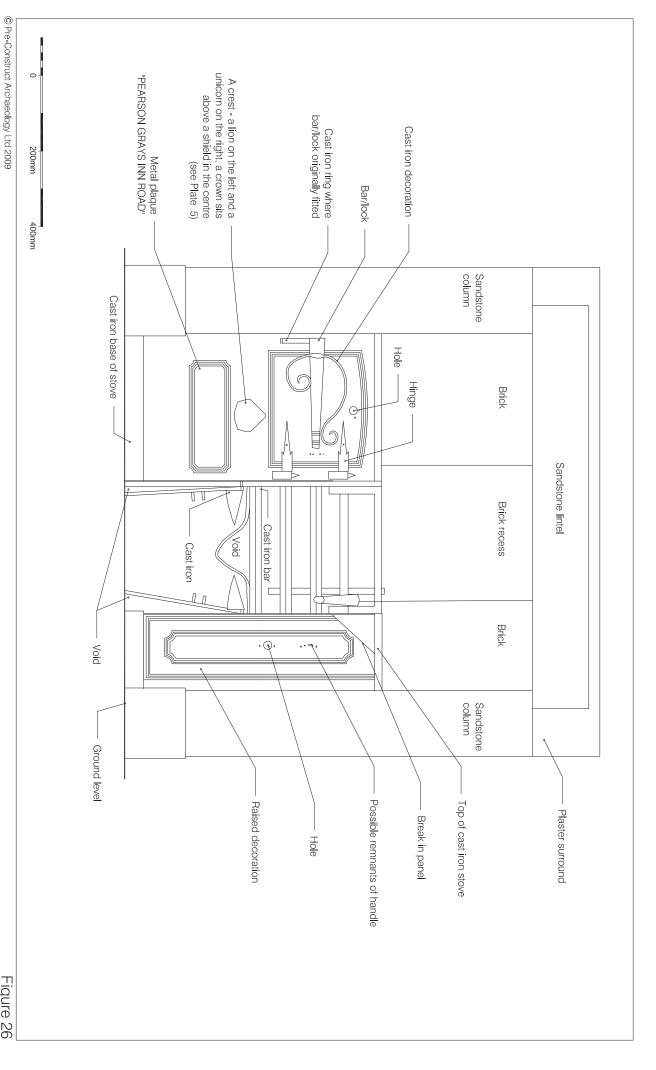


Figure 26
Cast Iron Stove/Oven, Room CF01B5
Coal and Fish Offices
1:10 at A4

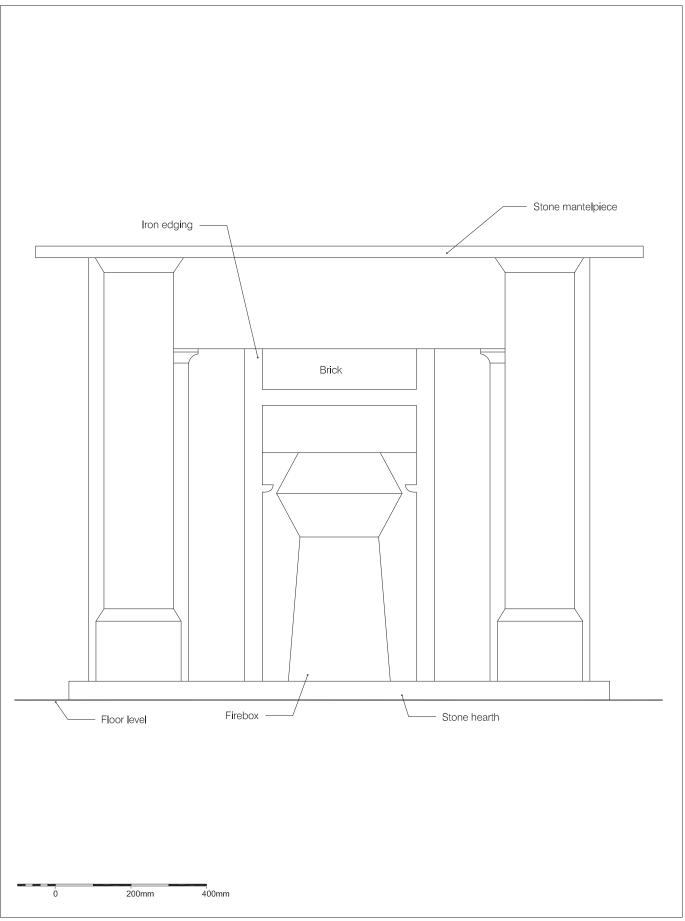


Figure 27 Detail of East Fireplace, Room CF03G1 Coal and Fish Offices 1:10 at A4

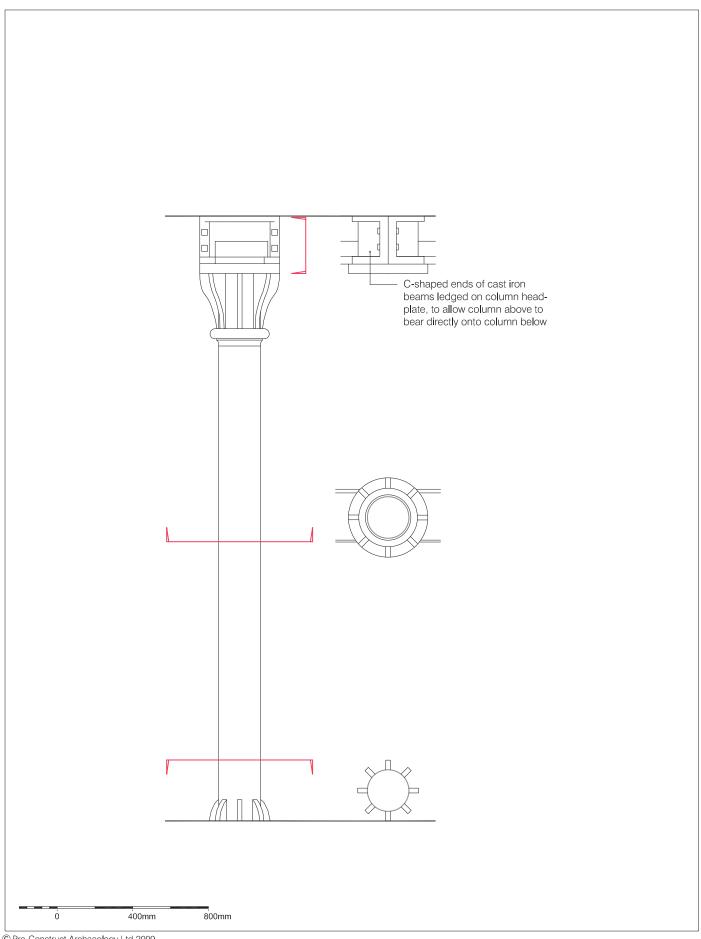


Figure 28 Detailed Elevation and Cross Sections of a Cast Iron Column, Room CF03G3 Coal and Fish Offices 1:20 at A4

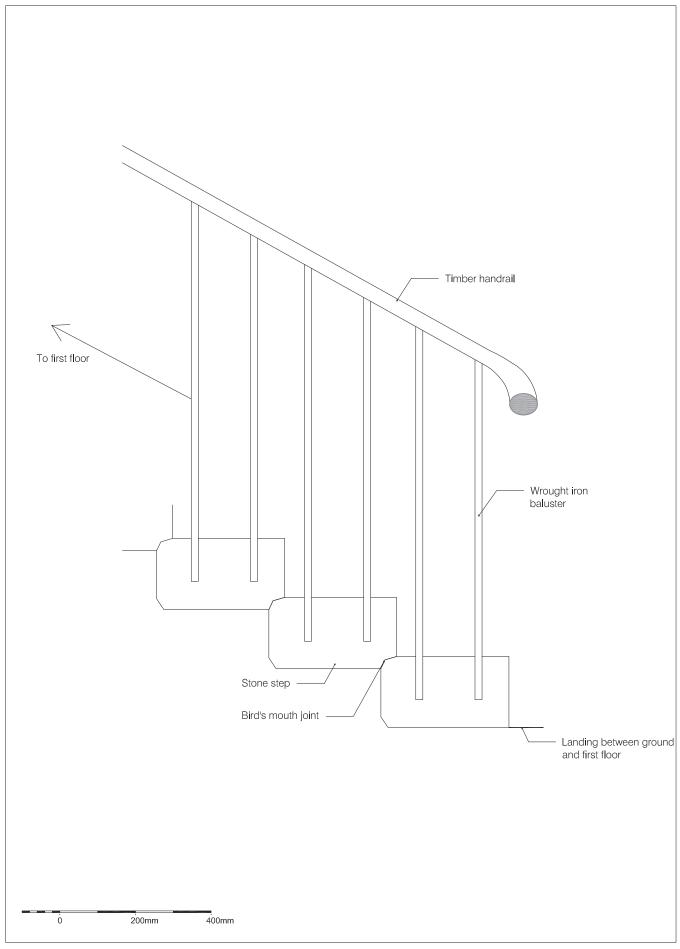
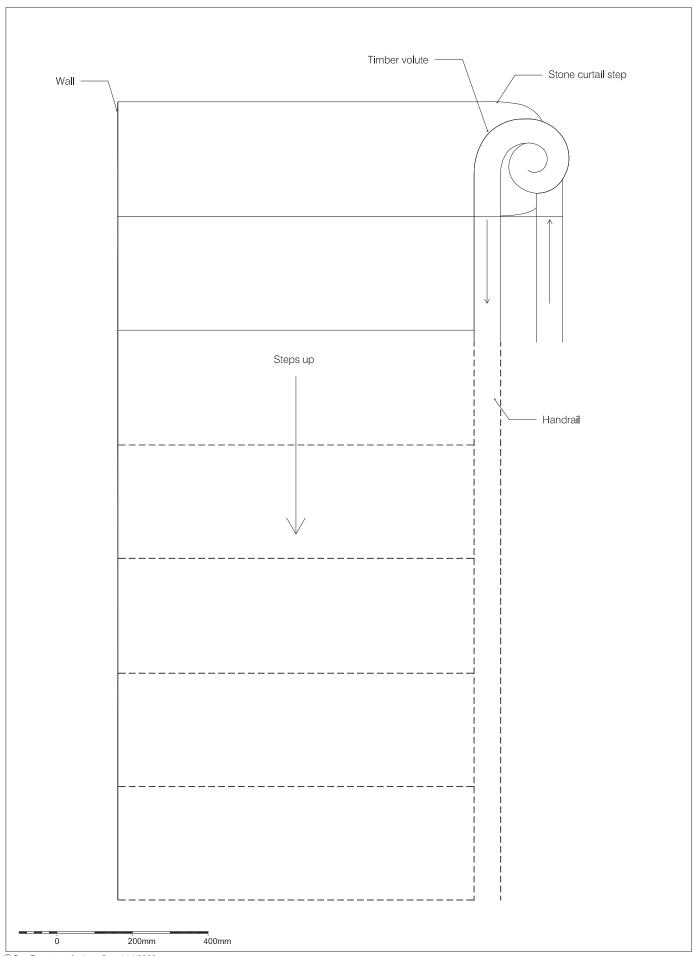


Figure 29
Detailed Elevation of Stone Staircase and Banister between



© Pre-Construct Archaeology Ltd 2009 Figure 30

Ground Floor Plan of Stone Staircase and Banister in Block 2

Coal and Fish Offices 1:10 at A4

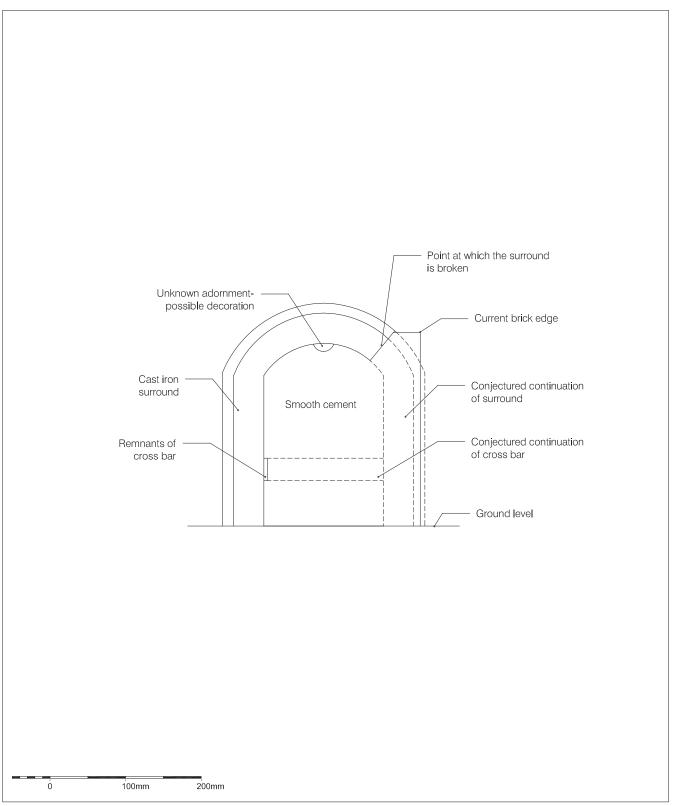


Figure 31
Detail of a Boot Scraper at the West End of
the North Elevation of Block 4
(See Plate 8)
Coal and Fish Offices
1:5 at A4

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