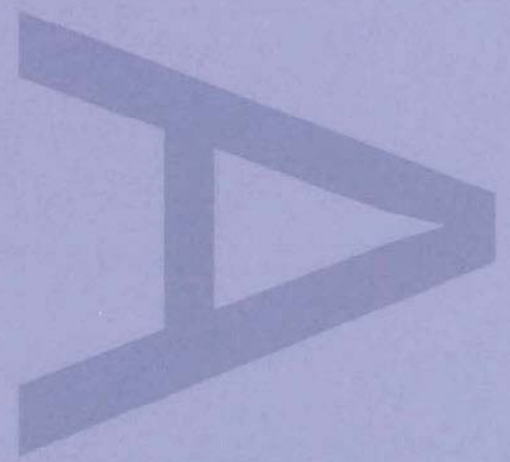
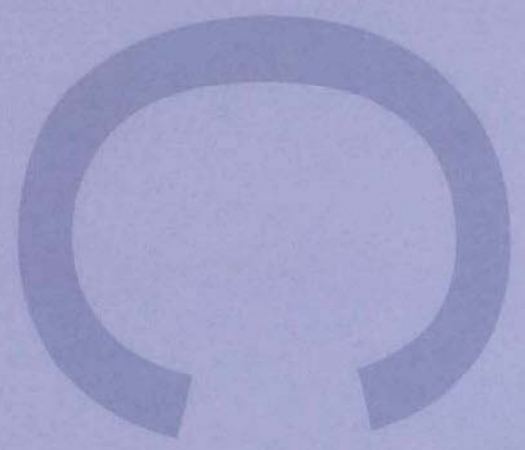
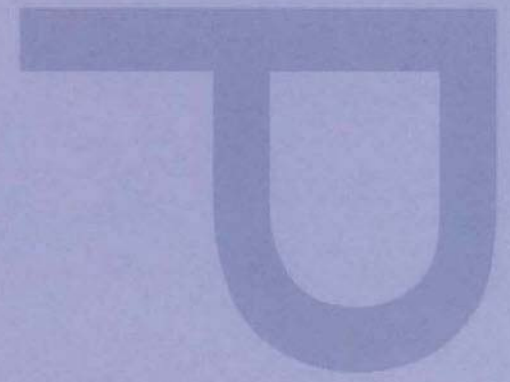


**BUILDING RECORDING OF
THE MIDLAND GOODS SHED
KING'S CROSS CENTRAL
LONDON BOROUGH OF
CAMDEN**

SITE CODE: KXM08

JUNE 2010



DOCUMENT VERIFICATION

Site Name

Midland Goods Shed, King's Cross Central,
London Borough of Camden

Type of project

Building Recording

Quality Control

Pre-Construct Archaeology Limited Project Code			K1768
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Borough of Camden**

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1 NON-TECHNICAL SUMMARY

- 1.1 Pre-Construct Archaeology Ltd was commissioned by King's Cross Central General Partner Ltd (representing the original applicants for the King's Cross Central scheme) to undertake building recording of the Midland Goods Shed, King's Cross, London, centred on OS NGR TQ 3024 8356. The building lies in the Regent's Canal Conservation Area. Although within the curtilage of the Grade II listed Granary, it is not described in the listing citation. It is one of a number of historic buildings located in the vicinity of King's Cross Station and within the former King's Cross Goods Yard. A major regeneration 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'. As part of this suite of permissions, outline planning consent has been granted for the refurbishment and reuse of the Midland Goods Shed.
- 1.2 Building recording was carried out from 8th September to 10th October 2008. It was undertaken in accordance with a Specification and a Written Scheme of Investigation, which were approved in advance of the work by the London Borough of Camden. It was carried out 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.
- 1.3 Documentary research and building recording have indicated that the Midland Goods Shed underwent numerous phases of alteration during its long period of railway use. It was originally built by the Great Northern Railway in 1850 as a carriage shed for the adjacent temporary passenger terminus, providing accommodation for up to 80 carriages. The shed continued in Great Northern use as offices and blacksmiths' workshops after the temporary terminus ceased operations when King's Cross Station opened in 1852. In 1857 the Great Northern and the Midland Railway reached an agreement that permitted the latter to run its trains on Great Northern tracks into King's Cross. The following year the Great Northern converted the building into a goods shed for Midland Railway use. Changes made to the building included the creation of two wagon entrances in the north elevation and the insertion of loading bay openings into the side elevations. Recording of the building showed that some of the 1858 iron girders over the openings are still extant within the building. In 1862 the Midland Railway vacated the building, which reverted to the Great Northern. In 1869 the Great Northern granted a 21-year lease to the Yorkshire bottle manufacturers Kilner Brothers, who subsequently used the southern part of the shed as a bottle warehouse. This resulted in further changes to the building, including the addition of a first floor carried on riveted plate girders and cast iron columns; the raising of all the walls; the infilling of four loading bay openings at the south end of the building; the enlargement of the remaining loading bay openings with new plate girders over them; the introduction of a number of cast iron framed windows; and presumably the raising of the original double gable roof rather than the construction of a new roof.
- 1.4 A hydraulic accumulator tower and the East and West Handyside Canopies were added to the shed in c.1878 and 1888 respectively. In 1915 the south end of the shed was converted back to goods shed use. Alterations included the insertion of new loading bay openings at the southern end of the shed, the infilling of a number of windows and the removal of an intermediate floor between the current ground and first floors at the southern end of the shed. The double gable roof was replaced with clear span steel roof trusses in 1957. The building remained in goods shed use until the 1960s and as a warehouse for some years longer.
- 1.5 The offices at the south end of the building were added soon after the shed was built. The offices originally had two storeys, while a third storey was added possibly in 1875. The Goods Yard telegraph office was based on the ground floor from the 1850s until 1923. The offices retain many interesting fixtures and fittings of 19th and early 20th century date, including a pneumatic tube added in the 1920s to convey

messages to and from the telegraph office at King's Cross Station, gas light fittings, electric switches, fireplace surrounds, panelled doors, cupboards, timber partition walls, timber banisters and a desk.

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 Midland Goods Shed, King's Cross Central, London Borough of Camden, NW1, centred on Ordnance Survey National Grid Reference TQ 3024 8356 (**Figures 1 and 2**).
- 2.2 The Midland Goods Shed is one of a number of historic buildings located in the vicinity of King's Cross Station and within the former Eastern Goods Yard of 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' 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 within the curtilage of the Grade II listed Granary, the Midland Goods Shed is not described in the listing citation. It does however lie in the Regent's Canal Conservation Area since it lies just to the north of the Regent's Canal (**Figure 2**). As part of the suite of permissions for the King's Cross Central scheme granted by the London Borough of Camden, outline planning consent has been granted for the refurbishment and reuse of the Midland Goods Shed.
- 2.4 The building recording was carried out from 8th September to 10th October 2008. It was undertaken in accordance with a Specification written 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, King's Cross Central General Partner Limited. Both documents were approved in advance of the work by the London Borough of Camden. The building recording was carried out 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.
- 2.5 A below-ground archaeological watching brief has been carried out by Pre-Construct Archaeology Ltd on geotechnical trial pits excavated inside and close to the Midland Goods Shed in February 2009 (Archer, 2009).
- 2.6 Despite its having been used by the Midland Railway as a goods shed for only four years in its early life, the name 'Midland Goods shed' has remained in use ever since, and is employed throughout this report.
- 2.7 It has not yet been possible to record the interior of the hydraulic accumulator tower as safe access has not been available. In due course an addendum report will be produced documenting the accumulator tower when safe access can be obtained.

3 METHOD

3.1 Objectives

3.1.1 The objectives of the building recording and analysis 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 Midland Goods Shed is one.
- A general heritage-driven survey and documentation of the building, with drawings photographs and written accounts. This undertaking will provide 'factual' baseline data and also record the 'as-found' character.
- Identification of original elements and features, related to the functioning of the building as goods shed and offices.
- Identification of modifications that may have affected its authenticity.
- Documentation of the heritage condition of the structure, fittings and fixtures.
- 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 (BL), The National Archives (TNA) at Kew and the Network Rail Record Group in York (NRRG). 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 Midland Goods Shed 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 (apart from inside the accumulator tower) and external elevations; scale drawings including plans of all floors and the roof, the four main elevations, five cross-sectional elevations and architectural details; photography; and fabric analysis. The on-site recording was carried out from 8th September to 10th October 2008.

3.3.2 The inside of the accumulator tower was not recorded because at the time of the recording the roof was unsafe, pigeons inhabited the building, and the interior was covered in their debris. This building will be recorded when its interior has been cleaned out and its roof has been made safe.

3.4 Measured Survey

3.4.1 Electronically measured drawings were produced of the external elevations of the building (**Figures 14 to 18**). Apart from inside the accumulator tower, floor plans of all floors and the roof were produced by hand measurement (**Figures 19 to 23**), as were five cross-sectional elevations through the building (**Figures 24 to 28**). Manual drawings of all important architectural details were also undertaken (**Figures 29 to 43**), as listed in the specification (IHCM 2008).

3.4.2 Each room in the Midland Goods Shed was given a unique alphanumeric reference code, with the prefix MGS (for Midland Goods Shed) or MGSO (for Midland Goods Shed Offices), followed by a letter indicating the floor (G for ground, F for first, S for second) and a number to indicate the specific room on that floor. Room numbers are shown on the floor plans and cross-sectional elevations (**Figures 19 to 28**).

Descriptions of each room were entered into pro-forma tables on an Access database, and form part of the digital archive.

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 and selected architectural features. A total of 631 colour slides (35mm), 367 black and white photographs (35mm), and 161 digital images were taken. A selection of photographs is presented within this report (**Plates 1 to 71**).
- 3.5.2 Archival stable prints form part of the archive. A register of all photographs taken on site is included in the archive.

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 Midland Goods Shed 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. Examples of the fabrics can be found in the archives of the Museum of London and Pre-Construct Archaeology Ltd.

3.7 Project Archive

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

3.8 Guidance

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

4 HISTORICAL BACKGROUND

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

4.2 The Development of King's Cross

4.2.1 The King's Cross area straddles the border of the old boroughs of St Pancras and Islington, centred upon Battle Bridge. John Rocque's map of 1746 (not illustrated here) showed the small hamlet of Battle Bridge, which had built up around an ancient crossing of the River Fleet. The site later occupied by the Midland Goods Shed was shown on this map as an open field. The area was known as Battle Bridge until 1830, when a monument to George IV known as 'King's Cross' was built at the crossroads. Though the monument was demolished by the Vestry of St Pancras as a 'public nuisance' in 1845, the name 'King's Cross' survived, in part a consequence of the unsavoury reputation acquired by Battle Bridge over the preceding decades.

4.2.2 Two local manorial estates (Rugmere and St Pancras) were mentioned in the Domesday Book of 1086. These estates contained a mixture of woodland, arable and pasture land. By the mid-13th century there were thirty-six houses in the Parish of St Pancras. Extensive flooding of the River Fleet in the early 14th century led to the abandonment of the village, and by the second half of the 16th century, when Ralph Aga mapped the area, the Church of St Pancras stood alone in open fields (not illustrated here).

4.2.3 There were as few as two or three houses in the vicinity of the church in 1745, and the population of the parish remained below 600 in the 1760s. As late as 1777 the locality was described as being almost entirely rural, and the church commanded views of the countryside from Tottenham Court Road to Highgate (Walford, 1878).

4.2.4 The earliest shoots of urbanisation in the area began with the opening in 1756 of the New Road between Paddington and Islington (Stamp, 1990: 13). The north side of the stretch now known as the Euston Road between Tottenham Court Road and Battle Bridge was mainly lined with residential properties, and the area later known as Somers Town was developed in the 1780s (*ibid*: 14). By the early 19th century, the value of property in the recently developed area had fallen considerably, and although construction of new terraces and squares continued, areas of Somers Town were soon exhibiting slum-like characteristics (*ibid*, 16).

4.2.5 In 1767, the Smallpox Hospital moved from its original site in Tottenham Court Road to an area of gardens north of Battle Bridge, later the site of the Great Northern Hotel and King's Cross Station. It was rebuilt in 1793-94 with a cupola, and in 1802 a separate Fever Hospital was constructed (*ibid*: 13). Thompson's map of the Parish of St Pancras (not illustrated here) showed that by 1801, terraced houses had been built to the north-west of the Smallpox Hospital, a large brick field with a tile kiln lay to the west, a large field called 'Walls Field' lay to the east. Another large field, later built on by the Midland Goods Shed, was labelled 'Glebe Land' and lay to the north of 'Walls Field'.

4.2.6 At the turn of the 19th century the already unsavoury reputation of the Battle Bridge area worsened even further following the growth of overcrowded low-quality housing and the expansion of noxious industrial processes. Local landowners let large areas of land in the vicinity to building contractors such as Thomas Cubitt for brick making, and brickfields and ancillary works became a distinctive feature of the landscape (Baker & Elrington, 1985: 24, 30-31).

4.2.7 The opening of the Regent's Canal (shown on **Figure 3**) in 1820 further contributed to the increasingly industrial character of the area. The canal brought with it ever-more noxious industrial development, beginning with the Imperial Gas Company's works which opened in 1824. The gasworks occupied an area on the south bank of the canal (**Figure 3**). The construction of the canal and gasworks impacted on the area, and when the Great Northern Railway (GNR) sought assent for a Parliamentary Act for the building of its new London Goods and Passenger Termini in 1846, permission

was granted for the demolition of the Smallpox Hospital and the slums to the north-west (Weale, 1851, cited in Stamp, 1990: 23).

- 4.2.8 In 1849 contractors working for the Great Northern began to prepare the ground for the new King's Cross Goods Station. Earlier quarrying on the site and the slope of the natural topography necessitated the removal of material from higher ground to the north and its deposition upon lower lying areas in order to create a terrace platform suitable for building on. This levelling was completed by March 1850 (TNA RAIL 236/273).

4.3 Great Northern Carriage Shed and Engineering Works, 1850-1858

- 4.3.1 In September 1849 Joseph Cubitt, the Chief Engineer of the Great Northern submitted plans of the Temporary Passenger Station at Maiden Lane to the company's Board of Directors. In addition to the platforms and booking offices, Cubitt announced that he planned to build "a carriage shed capable of containing eighty carriages" (TNA RAIL 236/273: 27/09/1849). Owing to the temporary nature of the main station buildings, Cubitt proposed that this shed would be constructed "in such a way and of such permanent material as will admit of its removal and refixing elsewhere", presumably to the site of the proposed permanent passenger terminus at King's Cross (*ibid*). The carriage shed did not feature among the works listed in the schedule of prices for the station buildings issued by Lewis Cubitt at the beginning of 1850 (Cubitt, 1850a: 4), though it was depicted (in outline form) in a plan of the iron roofing of the Temporary Passenger Station and the Goods Depot at the end of March (Cubitt, 1850b: Drawing No. 1; **Figure 4**).
- 4.3.2 Work on the construction of the Temporary Passenger Station took place during the spring and early summer of 1850. Within six months work had progressed sufficiently to allow passenger services to and from the new station to commence at the beginning of August. Since Joseph Cubitt made no further mention of the carriage shed in his reports to the Board, it may be assumed that it too had been completed by the August deadline.
- 4.3.3 Though Cubitt had intended only to build a temporary structure, a report published in *The Observer* in April 1851 suggests that the finished shed may have been more substantial than at first proposed (Anon, 1851). The *Observer* article stated that the single-storey shed measured 300 feet (91m) by 80 feet (24m), and reported that the Company hoped to retain it for use as workshops and for accommodating goods traffic following the eventual completion of the permanent passenger terminus south of the Regent's Canal (*ibid*).
- 4.3.4 A specification for the conversion of the shed drawn up towards the end of the 1850s (when the shed was let to the Midland Railway Company; see below and **Appendix 1**) confirms that the building was handed over to the Great Northern Chief Engineer's Department following the cessation of passenger services from Maiden Lane (TNA RAIL 236/280, 01/06/1858). The specification indicates that the department's facilities at the shed comprised both offices and smithies. Instructions to contractors to create "two Door Openings... thru' wall at end of shed to communicate with present Engineer's Offices" (*ibid*: 1), imply that at least part of the range of offices at the southern end of the shed had probably already been built by this date, though Board meeting minutes suggest that they were subsequently enlarged on behalf of later tenants (see below). The smithies had been built upon an existing tarmac roadway inside the shed, and were each fitted with chimneys, hearths and benches (*ibid*: 5). The retention of the original buffer stops suggests that the existing tracks were also retained (*ibid*: 3), presumably in order to allow rolling stock to be wheeled into the shed for repair.
- 4.3.5 A reference in a Board meeting minute of March 1858 to an agreement by Beart's Patent Brick Company of Arlesey, Bedfordshire to vacate its premises in order to make way for Midland Railway goods traffic raises the possibility that the latter business may have also rented space in the shed during this period, though it is equally possible that the reference relates to a brick storage shed that briefly stood in the north-west corner of the Yard (TNA RAIL 236/25: 123-4; TNA MT 6/10/38,

10/1852 not reproduced here). Subsequent correspondence indicates that Beart's had leased facilities from the Great Northern at King's Cross Goods Yard since January 1853 (TNA RAIL 783/519, 02/05/1921).

4.4 The Midland Railway Goods Shed, 1858-1862

- 4.4.1 Unlike the Great Northern, which had been established in order to provide a railway connection linking the capital and the provinces, the Midland Railway had originated as an entirely provincial concern. In order to gain a foothold in the capital the company made arrangements first with the London and North Western Railway (LNWR), and subsequently with the Great Northern, to allow its passengers to travel to the London termini at Euston and King's Cross respectively. Though the Midland company was initially prohibited by the Great Northern from running its own trains into King's Cross, by the second half of 1857 the directors of the two companies had reached a provisional agreement that would allow the Midland company to run trains on Great Northern tracks into both the Goods and Passenger Stations at King's Cross (Biddle, 1990: 62, 65). In mid-December of that year the directors of both companies visited the Goods Yard to inspect Cubitt's old carriage shed, which the Great Northern proposed to let to the Midland to accommodate the latter's general goods traffic (TNA RAIL 236/280, 10/12/1857). The visitors approved the proposed accommodation and Walter Brydone (GNR Engineer) was instructed to draw up plans for the modifications necessary to improve both the shed and the lines that would carry the Midland's goods traffic.
- 4.4.2 Preparations for the remodelling of those areas of the Goods Yard allocated to Midland traffic began in earnest in January 1858. That month the Resident Engineer at King's Cross submitted a request to the Company's Stores Department for 1,620 tons of Mount Sorrell or Markfield Granite for the "new works ordered at King's Cross for Midland Traffic", in addition to 2,000 middle chains and 3,000 pairs of fish plates for "the sidings of the new works for the Midland company's accommodation" (TNA RAIL 236/227: 13/01/1858). Notices to quit were prepared for those businesses in the Yard occupying premises required for the Midland traffic, and in February Beart's Patent Brick Company agreed to make way for the newcomers (TNA RAIL 236/25: 123-4).
- 4.4.3 A formal agreement for "the interchange of Traffic and for the use of the Great Northern line between London and Hitchin and of the London Terminus by the Midland Railway" was signed by officials of the two companies at the beginning of June 1858 (TNA RAIL 236/280, 01/06/1858). The articles of agreement were accompanied by the specification for the reconstruction of the old carriage shed, which though undated was presumably drawn up by Brydone following the directors' visit the previous December. The specification (which is reproduced in **Appendix 1** of this document) described the necessary works under six headings: Excavation; Brickwork, Stone Work &c; Wood Work; Removal of Engineers Smithys [sic] and Pitching up on Site of Smithys [sic]. Improvements to the structure of the building included the insertion of new doorways and iron girders, the removal and refixing of downpipes, and the provision of fire hydrants and new gas fittings, while new facilities for the Midland company included the rebuilding of platform floors and the installation of ten new hand-operated cranes (*ibid*).
- 4.4.4 Within weeks of the original agreement between the two companies, the Midland submitted a request for additional office space for their clerks at the shed (TNA RAIL 236/25: 290). Seymour Clarke (GNR General Manager) referred the matter to Brydone, who calculated that the necessary facilities could be built for a cost of £900, a figure accepted by both companies (TNA RAIL 236/280: Clarke to Board, 28/06/1858). Brydone advised Clarke that the proposed offices could be completed at a cost of £880, provided that the proposed 'upper floor' was omitted, with additional space provided on the 'second floor' in lieu (*ibid*: Brydone & Oakley to Clarke, 29/06/1858). It is conceivable that Brydone's 'second floor' was built above the former Engineer's Offices, to which reference was made in the earlier conversion specification.

- 4.4.5 The Midland proposed further modifications that September, when it requested that the Great Northern supply a traversing crane capable of lifting 10 tons, which would run along a new track beside the company's 'Goods Warehouse at King's Cross' together with new weighing machines, to be installed at the same location (*ibid*: MR Engineer to MR Board, 02/09/1858; TNA RAIL 236/26: 26). Though the Board declined to supply either the crane or the weighing machines, it did agree to lay down the necessary length of rail for the crane.
- 4.4.6 The volume of goods and mineral traffic carried by Midland trains grew rapidly at the beginning of the 1860s. As early as November 1859 the Midland company took steps to acquire possession "of a piece of land [at St Pancras]... adjoining the North London Railway on one side and the land and premises of the Great Northern Railway on another" in order to accommodate the anticipated overflow from the company's facilities at the King's Cross Goods Yard (TNA RAIL 236/280/M310, 15/11/1859). Throughout the course of 1861 the Midland complained to the Great Northern about the delays that its goods and passenger trains were subject to on the line between Hitchin and King's Cross, and the company became increasingly unhappy about the Great Northern's apparent tendency to ignore requests for additional goods and coal accommodation at the Goods Yard (TNA RAIL 236/28: 336, 344, 357; TNA RAIL 236/285 MR to Clarke, 12/02/1861; MR to Clarke, 18/12/1861). The same year the Midland decided to build its own goods-handling facilities on the site of the former slums of Agar Town (Townend 1975: 20). The new Midland Goods Station was completed in 1862, and the company vacated its premises at King's Cross Goods Yard that July (*ibid*). Despite the cessation of Midland goods traffic the Midland continued to use the company's Engine Shed until St Pancras Station was opened to passenger traffic in October 1868 (*ibid*: 20-22; TNA RAIL 236/29: 222).
- 4.4.7 It is not clear to what use the Great Northern put the shed following the departure of the Midland, though a minute of the company's Executive & Traffic Committee noting that a police guard was appointed to watch over the "recently vacated" building at the beginning of 1865 suggests that the company may have experienced difficulties finding a new tenant (TNA RAIL 236/91: 167). New sidings were laid to accommodate hay and straw traffic to the north of the shed in late 1863, though it is not known whether the building had any association with that trade at this time (TNA RAIL 236/294/6: Engineer's Report on the State of Way & Progress of Works, 11/01/1864). It appears that several of the facilities previously used by the Midland company were somewhat under-used during the 1860s, and in 1870 the Traffic Committee of the Great Northern considered a proposal that the former Midland Engine Shed be converted into a vast beer store (TNA RAIL 236/144: 95). Though the latter proposal came to nothing, by the late 1860s the Great Northern faced a growing demand from manufacturers and wholesalers of bottled goods, particularly beer, to provide warehouse facilities for the storage of their products as they passed through the King's Cross Goods Station.
- 4.4.8 The Midland Goods Shed was shown on Humber's plan of 1866 (**Figure 5**) with two train tracks entering the building from the north and offices at its south end.

4.5 Midland Goods Shed 1869-c.1915

- 4.5.1 In 1869 the Great Northern granted the Yorkshire-based bottle manufacturers Kilner Brothers a lease for 21 years on the southern part of the Midland Goods Shed for use as a bottle warehouse (TNA RAIL 236/144: 376). Within two years of taking possession of the shed, representatives of Kilner Brothers submitted a proposal to the General Manager of the railway company "...for additional accommodation to enable them to carry on their business as Bottle Merchants at the King's Cross Goods Depot" (TNA RAIL 236/144: 169-170). Kilners offered to pay the company for the construction of "half of an additional floor over the Goods Shed" plus an additional £75 in rent per annum. The proposal was reviewed by a committee chaired by Lord Culross, which in March 1871 recommended that an even larger scheme "...for putting an additional floor over the whole of the Goods Shed... be adopted" (TNA RAIL 236/144: 181). The contract for the proposed works was awarded to John Kirk, of Woolwich, and construction was well under way by the end of November that year

(TNA RAIL 236/306/19: Engineer's Report on Way & Works, 29/11/1871). Kilners had taken possession of the new storey by the end of October 1872, when the parties agreed upon a new lease for the extended premises (TNA RAIL 236/144: 376).

- 4.5.2 Following the conversion, Kilners continued to commission further modifications to their premises in the Midland Goods Shed, including the insertion of "a small counterbalance lift for £40" in June 1873 (TNA RAIL 236/145: 69), and the purchase of another hoist in October 1901 for £226 (TNA RAIL 236/185: 73). At the end of October 1895 the Way & Works Committee approved an application from Kilners to install electric lighting in the shed (TNA RAIL 236/181: 387). Under the terms of the agreement the railway company agreed to supply the cabling and arrange the connection to the public supply (at a cost of 6d per unit), while Kilners were responsible for providing their own lamps (*ibid*). The nature of a number of unspecified "alterations in the sanitary arrangements which are in accordance with the requirements of the Sanitary Authorities" approved in April 1899 remain unclear (TNA RAIL 236/160: 95; TNA RAIL 236/183: 368).
- 4.5.3 In addition to their premises in the Midland Goods Shed itself, Kilners also leased space in the range of offices that stood at the southern end of the shed. As the firm continued to expand its operations at King's Cross the existing office accommodation appears to have been found wanting, and in March 1875 the company requested that the Great Northern provide "additional office room" for £100, for which Kilners were prepared to pay an additional £30 in rent per annum (TNA RAIL 236/145: 253). In June 1882 the Traffic Committee recommended that a further request from Kilners "to make certain alterations in their offices" for an outlay of £159 also be approved (TNA RAIL 236/148: 185).
- 4.5.4 At least one room on the ground floor of the office block was used as the Goods Yard telegraph office from the mid-1850s (TNA RAIL 236/316, 1874). By the early 1870s the original telegraphic apparatus was becoming increasingly unreliable, prompting the company to purchase a new Wheatstones ABC Telegraphic Instrument from the General Post Office (GPO) in September 1873 (*ibid*). A suggestion that the office be converted into a Time Keeper's office appears to have come to nothing, and the office was updated again in the mid-1880s (TNA RAIL 236/145: 65; TNA RAIL 236/317/3: Goods Manager's Report on London, 03/07/1875; TNA RAIL 236/50: 161; TNA RAIL 236/151: 91).
- 4.5.5 During the 1870s and 1880s, changes that occurred elsewhere in the King's Cross Goods Yard had an impact upon the fabric of the Midland Goods Shed. The first of these developments took place as a consequence of the extension of the Potato Market sidings during the mid-1860s (TNA RAIL 236/90: 155), which made it necessary to increase the hydraulic power supply to the capstans that worked the extra traffic. In March 1877 Henry Oakley (GNR General Manager) suggested that the company install additional hydraulic apparatus at the Potato Market, for an estimated cost of £4,500 (TNA RAIL 236/146: 56). A few weeks later Richard Johnson (GNR Engineer) calculated that it would be necessary to install six further capstans, together with associated 'accumulator pipes' in order "to work the Potato Traffic satisfactorily" (TNA RAIL 236/146: 56, 74). Tenders were received from W.G. Armstrong & Co. and Tannett Walker & Co. in July (TNA RAIL 236/173: 170), and the apparatus seems to have been installed and operational by October of the following year, when four additional staff were recruited to work it (TNA RAIL 236/146: 283).
- 4.5.6 Though a considerable quantity of new hydraulic apparatus was installed in the Goods Yard in the years between 1877 and 1882, it is likely that the erection of the subsidiary accumulator tower at the north end of the Midland Goods Shed was an element of the works discussed above. The tower was first shown on the Great Northern plan of 1882 (**Figure 7**), although it was not shown on the 1871 and 1894-96 Ordnance Survey maps (**Figures 6** and **8**). Within four years of installation however, it was necessary to acquire another accumulator (with 18" diameter ram and 20' stroke) from Armstrong & Co. in order to replace one that had already worn out (TNA RAIL 236/175: 85).

- 4.5.7 In April 1888 salesmen from the Potato Market addressed a petition to Henry Oakley suggesting that the Company cover the area between the Potato Market and the Midland Goods Shed with “a light roof” (TNA RAIL 236/362/18: Memorial, 10/04/1888). Representation was also received from James Medcalf (GNR Outdoor Goods Manager), who suggested that the area between the Midland Goods Shed and the main goods station should also be covered, while additional accommodation for the potato traffic could be created by converting the Midland Goods Shed “into three Potato Warehouses on each platform”, at an estimated cost of £940 (TNA RAIL 236/362/18: Medcalf to Johnson, 09/04/1888; Johnson to Oakley, 27/04/1888). Though the proposal to incorporate the Midland Goods Shed into the Potato Market was rejected, the overall concept was approved by the Board at the beginning of May (TNA RAIL 236/51: 140), and the contract for the construction of a glazed roof supported by cast-iron columns was awarded to Andrew Handyside & Co. at the end of the same month (TNA RAIL 236/178: 63).
- 4.5.8 The Specification for the construction of the new roof indicates that among the various works required, it was necessary to cut “through the corner of [the] Accumulator House for the tee, struts and rafter of roof principal, average 2’3” long and make good after same” (TNA RAIL 236/362/18: Estimate: 12). Construction of the new canopy appears to have been under way at the beginning of October, when Johnson reported that drains and hydraulic pressure pipes unearthed during the excavations were presenting problems for the contractors (TNA RAIL 236/361/4: 02/10/1888).
- 4.5.9 At the end of October 1889 Richard Johnson proposed that a new two-track tunnel be constructed alongside the existing Gasworks Tunnel to increase access for express passenger, suburban and fast goods trains to King’s Cross Passenger and Suburban stations (TNA RAIL 236/364/3, 30/10/1889; TNA RAIL 236/178: 279-280). Johnson estimated that the tunnel would be approximately 528 yards in length, and would take around 18 months to complete (TNA RAIL 236/178: 361). The route proposed by Johnson would take the tunnel under the Regent’s Canal, the Midland Goods Shed (described as the ‘small Goods Shed’) and the Potato Market (TNA RAIL 236/364/3: Engineer’s Reports, 30/10/1889). Messrs H. Lovatt & Company of Wolverhampton was awarded the contract for the works, and construction commenced the following summer (TNA RAIL 236/179: 11; TNA RAIL 236/364/3, 03/06/1890).
- 4.5.10 By the end of September 1890 the contractors were engaged in underpinning the walls of the Midland Goods Shed (TNA RAIL 236/364/3, Johnson to Way & Works, 26/09/1890). At the end of the following February Johnson reported that “good progress has been made with the underpinning of the east wall of the Goods Warehouse”, but that the progress of tunnelling northward beneath the roadway on the southern side of the shed was comparatively slow (*ibid*: Johnson to Way & Works, 28/02/1891). Though the contractors’ tunnel had reached the Midland Goods Shed by the end of March, Johnson reported in June that progress under the shed and the Potato Market remained slow, owing to the need to exercise “great care” while working beneath the buildings (*ibid*: Johnson to Way & Works, 24/03/1891, 27/06/1891). It was not until the New Year that Johnson was to report that tunnelling in the vicinity was finally approaching completion (*ibid*: Johnson to Way & Works, 06/01/1892).

4.6 Midland Goods Shed, c.1915-1945

- 4.6.1 While the construction of the new Western (Outwards) Goods Shed between 1897 and 1899 greatly increased the goods handling capacity of the Goods Yard, by 1915 it was apparent that additional accommodation for goods traffic was required at King’s Cross. Between January and March of that year the Traffic Committee considered proposals to expand existing Outwards and Inwards goods-handling facilities for a total estimated cost of more than £24,000 (TNA RAIL 236/189: 190, 206). In order to supplement the capacity of the existing Inwards Goods Shed at the Granary complex, the Committee recommended that the Midland Goods Shed be “utilised for the reception of general Inwards Traffic”. It was estimated that the cost of conversion would be in the region of £1,996, to which the Company were required to add the cost

of compensating Kilner Brothers for the relocation of their Bottle Warehouse to premises at the Eastern Coal Drops (TNA RAIL 236/189: 213; Goad Insurance Sheet 12/400, 1921).

- 4.6.2 Shortly after the various claims for compensation from tenants affected by the scheme were settled, drawings of the alterations required to convert the southern end of the shed back to Goods use were issued. Though the surviving example of the contract drawings is in poor condition, it is just possible to discern the new cart entrances in the southern end of the east and west elevations, as well as the configuration of the girders that surmounted the new openings and the design of the new dormers in the roof (NRRG: DMFP 00026298. GNR 15761, 08/04/1915; **Figure 9**).
- 4.6.3 At the beginning of the 1920s the Goods Yard telegraph office was still based on the ground floor of the offices at the southern end of the shed. Since the introduction of telephones at King's Cross in the late 1890s the volume of telegraphic traffic had declined, and it was therefore decided to replace the telegraphic connection between the Goods Yard and the Passenger Station (TNA RAIL 236/158: 294, 318). Five months before the Great Northern was scheduled to be 'grouped' into the new London & North Eastern Railway (LNER), the Way & Works Committee approved a proposal to install a pneumatic tube via which messages could be transmitted in either direction between the Midland Goods Shed telegraph office and its counterpart on the main departure platform at King's Cross (TNA RAIL 236/191: 56). Following Grouping at the beginning of 1923, the newly-founded LNER approved its predecessor's decision to close the office and install the pneumatic connection, thereby saving the company approximately £600 in wages and equipment costs per annum (TNA RAIL 390/296: Memorandum from CGM to Traffic & Works Committee, 10/03/1923; TNA RAIL 390/58: Minute 34, 15/03/1923). The tube was installed by Messrs T. Cooke & Sons of York in June 1923 (TNA RAIL 236/191: 56; TNA RAIL 390/296: Memorandum of the Works Committee 04/06/1923).
- 4.6.4 By the mid-1930s much of the fabric of the Goods Station was in a poor state of repair. In March 1935 the Goods Department complained about the condition of the roofs of the Inward and Outwards Goods Sheds, the Potato Market and the Midland Goods Shed (TNA RAIL 390/72: Resolution 3110). The Engineer reported that water had penetrated the roofs of these sheds causing damage to the goods below, and recommended that the company embark upon "a general systematic overhaul of the roofs" over the next four years (*ibid*). Though the plan that accompanied the report (LNER-140-K-35) has not survived, a plan that appears to be an earlier (c. 1934) version showing the phased roof refurbishment is preserved at the Network Rail Records Group in York. This drawing (not illustrated) indicates that refurbishment of both the Midland Goods Shed and the East and West Transit Sheds of the Granary complex comprised the final phase of the programme, originally scheduled to take place in 1939. These works were to have been carried by the Company's own personnel for a total estimated cost of £16,350.
- 4.6.5 Despite having been an element of the Inwards Goods complex since 1915, the Midland Goods Shed was left out of the scheme to transpose the functions of the existing Outwards and Inwards Sheds proposed by the Chief General Manager in July 1935 (TNA RAIL 390/63: Minute 2709, 25/07/1935). Greater priority was given to the execution of this programme than to the scheme to refurbish the goods shed roofs, which was suspended before the Second World War began.
- 4.6.6 During the War the Midland Goods Shed was spared the structural damage inflicted by enemy bombing upon nearby buildings such as Regeneration House and the Eastern Transit Shed, although windows in the adjacent offices were shattered during the air raids of late 1940 and early 1941 (TNA RAIL 390/1192).
- 4.6.7 At the height of the Luftwaffe bombing campaign in the late autumn of 1940, the Railway Executive Committee (the state supervisory body that oversaw the railways for the duration of the War) expressed concerns regarding the vulnerability of hydraulic power systems at railway depots to aerial attack (Smith, 2008: 20). In February 1942 the Emergency Committee of the LNER sanctioned the removal of a

hydraulic pumping set from the Hydraulic Station to “another part of the depot”, where it was to be installed “adjacent to an existing hydraulic accumulator” (TNA RAIL 390/1973, Minute 2971, 19/02/1942). This appears to have been a reference to the establishment of a blast-proof brick enclosure built in the north-east corner of the Midland Goods Shed, the contract for which was awarded to Pitchers Ltd in June of that year for £522.14.4 (*ibid*, 25/06/1942).

- 4.6.8 The Midland Goods Shed was shown on the 1921 and 1942 Goad Insurance plans (**Figures 10** and **11**) surrounded by the West and East Handyside Canopies.

4.7 The Midland Goods Shed During the Post-War Period, 1946-present

- 4.7.1 Though those structures worst affected by bomb damage were repaired in the months that followed the end of the War, the advent of nationalisation in 1948 further delayed the pre-war refurbishment programme. Projects authorised in the aftermath of nationalisation were confined to those “designed to improve the net revenue position, or of an essential renewal or maintenance character” (TNA AN 8/85: 67). However by the mid-1950s the period of post-war austerity was over, and in 1955 the British Transport Commission (BTC) unveiled a 15-year plan to modernise and re-equip British Railways (TNA AN 8/4; TNA 8/9). Though primarily concerned with the phased replacement of steam, the plan also proposed to transform freight traffic policy by concentrating wagon load traffic in fewer and more efficient goods terminals and new ‘Freight Transfer Depots’ that would streamline transshipment of goods from rail to road and vice-versa (TNA AN 8/4: 30; TNA AN 8/136). As part of the programme a sub-committee of the BTC revisited existing schemes for the modernisation of passenger and goods terminals that had been suspended owing to the earlier curtailment of capital expenditure (TNA AN 8/85: 65). The committee recommended that a scheme to alter facilities in the Goods Sheds at Kings Cross Goods, at a cost of £69,000, offered “a good return on outlay”, and that it would avoid the need for roof renewal work, which was estimated to cost £75,000 (*ibid*: 72, 201).

- 4.7.2 It appears that the roof refurbishment programme did proceed in some form shortly thereafter, and contract drawings for the partial rebuilding of the East Handyside Canopy were issued by the British Railway Eastern Region Chief Engineer’s Department in 1956 (NRRG: 138796 LNE. 56-ME-BM-12, 1956; **Figure 12**). These depict the east elevation of the Midland Goods Shed, which had been reassigned as the Unclaimed Goods Warehouse by this date. Though the relevant drawings have not been traced, it is understood that the leaking and dilapidated roof of the shed was replaced with clear-span steel roof trusses manufactured by Colville’s Steel the following year (Bussell & Tucker, 2004).

- 4.7.3 Subsequently the Midland Goods Shed became part of the holdings of the British Railways owned Freightliners Ltd, though it is not clear to what use the building was put during this period. By the early 1970s the focus of activity at King’s Cross had shifted from the old Great Northern Goods Yard towards the new Freightliner terminal to the north. Although several of the old buildings continued to be used by various state-owned road and rail freight concerns during the 1970s and 1980s, the history of the Midland Goods Shed during this period is somewhat opaque. It is understood that the remaining tracks were removed during the early 1980s, though it is not known whether this was associated with an intended change of use, or whether it represented a step towards the decommissioning of the shed (*ibid*). The contrast between the activity that took place in the shed during first century of its existence and the inactivity of recent decades is noteworthy.

5 BUILDING DESCRIPTION

5.1 General

- 5.1.1 The Midland Goods Shed lies within the Eastern Goods Yard of King's Cross Goods Yard; to the east of the Train Assembly Shed, the Eastern and Western Transit Sheds, the Granary, the Western and Eastern Offices flanking the Granary and Regeneration House; to the north of the Regent's Canal and Wharf Road; and to the west of York Way. It is flanked on either side by the West and East Handyside Canopies (**Figures 1 and 2**).
- 5.1.2 The Midland Goods Shed is a large two-storey building, mainly constructed in yellow London stock bricks. It is rectangular in plan, some 91m (300 feet) north-south and 24m (80 feet) east-west; the same size as the original single-storey carriage shed described in *The Observer* in 1851 (Anon, 1851). A three-storey office block constructed in yellow London stock bricks is attached to the south elevation of the Midland Goods Shed. An office block at this end of the building was first shown on Humber's plan of 1866 (**Figure 5**) with a slightly different footprint to that shown on the 1871 Ordnance Survey map (**Figure 6**), which is the same as its current footprint.
- 5.1.3 A hydraulic accumulator tower, also built in yellow London stock brick, abuts the east end of the north elevation of the Midlands Goods Shed. It was built c.1878 to increase hydraulic power supply in the Goods Yard.
- 5.1.4 The building description begins with the Midland Goods Shed (external elevations, roof, and interior), followed by the accumulator tower and then the office block.

5.2 The Midland Goods Shed

- 5.2.1 Documentary research undertaken during the course of this assessment (Section 4) has revealed the complexity of the history of the Midland Goods Shed, which can be briefly summarised as follows:

Date	History
1850-1858	<u>A single-storey carriage shed</u> was constructed in 1850 and was capable of containing eighty carriages. It has been calculated that the shed could have accommodated six train tracks entering the shed from the north (Bussell & Tucker 2004: 7). The building served the temporary passenger terminus, which lay to its east (Figure 4). Although it was proposed in 1849 that the shed would be a temporary structure, documentary sources suggest it was used as workshops following the completion of the permanent passenger terminus. By 1858 the shed was used as smithies and offices.
1858-1862	<u>The Midland Railway Goods Shed</u> : The 1858 specification (Appendix 1) shows that the Great Northern adapted the building for use by the Midland Railway as a goods shed. Improvements to the structure included the insertion of new doorways and iron girders, the removal and refixing of down pipes and the provision of fire hydrants and new gas fittings, while new facilities for the Midland company included the rebuilding of platform floors and the installation of ten new hand-operated cranes. In 1862 the Midland company vacated its premises at King's Cross Goods Yard, and the Great Northern resumed use of what had become known as the Midland Goods Shed.
1869-c.1915	In 1869 Kilner Brothers were granted a 21-year lease for the southern part of the Midland Goods Shed, which they used as a bottle warehouse. By 1872 a new first floor had been added to the shed for Kilners' use.

1888	<u>West and East Handyside Canopies</u> : In 1888 the open yards on the west, north and east sides of the Midland Goods Shed and the accumulator tower were roofed over with the East and West Handyside Canopies to provide improved handling facilities in all weathers for perishable traffic, especially potatoes. The East Canopy roof trusses were supported on the east wall of the shed, whereas the heavier lattice girders of the West Canopy roof were supported on new cast iron columns tied into the west wall of the shed.
c.1915-1945	In 1915 it was recommended that the Midland Goods Shed be “utilised for the reception of general Inwards Traffic” and Kilners should be compensated for the relocation of their Bottle Warehouse to premises at the Eastern Coal Drops. Drawings of the alterations to convert the southern end of the shed back to goods use included new cart entrances in the southern end of the east and west elevations (Figure 9). By the mid-1930s the roof of the building was in a poor state of repair. Plans to refurbish the roof were shelved for the duration of the Second World War. During the War the building was spared any structural damage inflicted by enemy bombing.
1946-present	The pre-war refurbishment programme was delayed after the war. However by the mid-1950s the period of post-war austerity was over, and the roof was replaced with clear-span steel roof trusses manufactured by Colville’s Steel in 1957.

Side (west) elevation (Figures 14 and 15, Plates 1 to 13)

Single-storey carriage shed (1850-1858)

- 5.2.2 Patches of thin (55-60mm) stock purple moulded bricks in mid-19th century fabrics 3032 and 3034 are visible in the side (west) elevation in the lower part of the wall (shown in dark blue on **Figure 15**). Above these, thick machined frogged (60-68 mm) yellow London stock moulded brick in mid-to late-19th century fabric 3035 are visible. The original single-storey carriage shed appears to have been built in the fabric 3032 and 3034 bricks. Above, the fabric 3035 bricks up to the top of the horizontal brick frieze (shown in mid blue on **Figure 15**) may be from the conversion of the building from carriage shed to Midland Goods Shed in 1858. The fabric 3032 and 3034 brickwork suggests that the arrangement of the elevation in 24 bays with recessed panels of brickwork alternating with brick pilasters is early (**Figures 14 and 15**). It should be noted that the building is covered with soot and grime which makes analysis of the fabric and phasing difficult.

The Midland Railway Goods Shed (1858-1862)

- 5.2.3 Humber’s plan of 1866 (**Figure 5**) reflects the changes made to the building following its conversion from carriage shed to Midland Goods Shed in 1858. The plan shows five openings in the west elevation, which would have been unnecessary in a carriage shed but were essential for the transfer of goods between road and rail vehicles in a goods shed (Bussell & Tucker, 2004: 7). These are shown on the 1866 plan with the two-bay wide openings alternating with three-bay wide panels. A similar arrangement exists today apart from the two southern openings in Bays 18 and 19 and Bays 23 and 24 (**Figure 14**), which have been partially bricked up and completely bricked up, respectively, and the openings moved. The position of these two former openings is marked by their original 1858 cast iron I-beams which spanned over them, the lower flanges of which are visible and the remainder is covered in brickwork (**Figure 14; Plates 3 and 4**). Three 1858 stone supporting blocks are still extant and have been built into the wall at the sides of these original loading bay openings at the level of the openings’ heads. Several 1858 cast iron corbel brackets are still extant over the iron beams and would originally have supported horizontally sliding two-leaf doors to the loading bays (*ibid*). The original openings had a span of 6.9m (22’ 7”) for carts and

were narrower and set lower than all the current loading bay openings. The original eaves line of the single-storey shed was presumably at the top of the horizontal brick frieze between the upper and lower panels. The brickwork up to the top of the frieze is generally laid in Flemish bond, whereas above the frieze English bond is used, suggesting more than one phase of construction. All of the recessed panels at lower level in the elevation have shallow low plinths and horizontal stepped heads.

- 5.2.4 The northern three loading bay openings in the west elevation are now spanned by later plate girders. These have been raised in height from the 1858 opening head level and the openings have been widened (compare the width and height of Loading Bay Openings W1 to W3 with that of the 1858 cast iron beam in Bays 23 and 24). The 1858 stone blocks and cast iron corbel brackets for sliding doors were reused and are still extant at the sides of Loading Bay Openings W1 to W3 and have also been raised. The brackets are built into the cut-back wall (where the string course has been removed see Section 5.2.7 below) at the sides of the loading bay openings at the level of the openings' heads, and would originally have supported horizontally sliding two-leaf doors to the loading bays.
- 5.2.5 Stock purple moulded bricks in mid-19th century fabrics 3032 and 3034 visible in the elevation in the lower part of the wall below the 1858 cast iron I-beams embedded in the wall at Bays 19, 23 and 24 indicate that the 1858 openings did not have embayments, although the 1882 GNR plan (**Figure 7**) suggests otherwise.

1869-c.1915

- 5.2.6 The granting of a lease in 1869 to Kilner Brothers for 21 years for use of the southern part of the Midland Goods Shed as a bottle warehouse resulted in a number of changes to the building. Changes to the west elevation included the brick infilling of the two former loading bay openings at the south end of the building in Bays 18 and 19 and Bays 23 and 24, as shown on the 1871 and 1894-1896 Ordnance Survey maps (**Figures 6 and 8**) but not on the 1882 Great Northern plan (**Figure 7**); the enlargement of the remaining loading bay openings; the replacement of the 1858 cast iron beams over these openings with plate girders; the construction of an upper tier of recessed panels directly above the lower panels and the introduction of a number of cast iron framed windows to the elevation (**Figures 14 and 15**).
- 5.2.7 The 1871 Ordnance Survey map, Great Northern plan of 1882 (revised 1888), 1894-96 Ordnance Survey map and 1915 plan (**Figures 6 to 9**) show the 'Glass Bottle Warehouse' at the south end of the building and the 'Goods Shed' at the north end at ground floor level. Along the west elevation the warehouse lay to the south of Bay 15 from Bays 16 to 24. These most southerly nine bays differ from the northern bays in that the top of the horizontal brickwork frieze has an additional two brick stepped projecting string course detail (**Figures 14 and 15; Plate 4**). It is probable that the string course originally formed a stepped cornice to the single-storey shed and extended along the length of the elevation but was removed to the north of Bay 16 when Loading Bay Openings 1 to 3 were altered to enable their sliding doors to operate.
- 5.2.8 The brickwork in the upper panels is in English bond in contrast to the Flemish bond of the lower panels. Twenty-one of the upper tier of recessed panels have segmental arches (**Plates 1 to 3**), formed of three courses of brickwork in 'brick on edge' position i.e. bricks laid on their sides, with the shortest end of the brick exposed and vertical. The other three panels have horizontal heads: the two in Bays 11 and 20 have timber boarded doors (**Plates 5 and 6**) while the loading bay doorway in the upper panel of Bay 7 has been infilled with brick when the West Handyside Canopy was attached to this elevation in 1888 (**Plates 2 and 7**).
- 5.2.9 The first floor loading doorway in Bay 20 near the eaves of the roof has a pair of timber doors and a concrete lintel (**Plate 6**). These doors are set back slightly from the front of the façade. A quarter-height wooden platform extends out from the doorframe, and is connected by iron chains that allow the platform to be lowered and raised as required. The West Handyside Canopy post-dates these doors because it was constructed so as to include them beneath its protection. One of the canopy roof

trusses is supported on a curved iron bracket projecting from the elevation, which sits on a carved stone corbel, allowing clear access to the doors from the ground.

- 5.2.10 The three upper panels with horizontal heads appear to have been built at the same time as those with segmental heads and there is no evidence that they replaced earlier panels (Falconer & Burgess, 1999). In the west elevation apart from these doors there are no windows to the first floor which is mainly top lit; the floor level is surprisingly high since its underside lies at the level of the upper window heads (see **Figures 25 and 26**). These upper windows are generally spaced in every third bay, in Bays 4, 6, 9, 12, 15, 18 and 22 (**Figures 14 and 15; Plates 1 and 2**). The window in Bay 24, which is not spaced centrally in its panelled recess and is narrower than the others at this level, may have replaced a larger central window in this bay when the West Handyside Canopy was added (**Plate 8**). All the upper windows have segmental arches (**Plates 1, 2 and 5**), composed of two courses of brickwork in '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) at the centre and sides.
- 5.2.11 Five Type 3 windows (**Figure 29**) with cast iron multi-paned frames and sandstone sills are still extant in the upper tier of recessed brickwork panels in Bays 4, 6, 9, 12 and 15 (**Plates 1, 2 and 5**). All of these windows still retain some panes of rolled 'fluted' plate glass (**Figures 14 and 29; Jaggard & Drury, 1936: 379-180**). Two window openings to the south in Bays 18 and 22 have been infilled with brick; their segmental window heads are still visible (**Figures 14 and 15; Plate 3**). In the lower tier of recessed brickwork panels, two Type 2 windows (**Figure 29; Plates 3 and 4**) with cast iron multi-paned frames and sandstone sills in Bays 19 and 23 were added in this phase when the former 1858 loading bay openings were infilled with brickwork.
- 5.2.12 The larger of the two ground floor doorways at the southern end of the elevation is situated in Bay 20 (**Plate 3**). It has a segmental arch, composed of two courses of brickwork in a 'brick on edge' position with a soldier brick placed at the sides and centre of the arch, and a flight of four concrete steps leading up to it. Positioned to the south of the steps is a large stone block slightly higher than the bottom step but in line with the front of it. The width of the doorway suggests that it originally had a set of double doors. Although the opening has been filled with concrete blocks, its timber frame is still extant. Placed around the bottom of the frame are metal caps designed to protect this part of the frame from damage. The doorway is flanked by two timber planks, which are bolted to the wall.

The West Handyside Canopy (1888)

- 5.2.13 The decorative stepped cornice running along the top of the west elevation of the Midland Goods Shed is punctuated six times by the addition of short, brick gables in Flemish bond with concrete copings. These gables were added to the elevation in 1888 in order to receive six apexes of the adjoining West Handyside Canopy (**Figures 14 and 15; Plates 1, 3, 6 and 9**). The West Handyside Canopy is discussed in detail in a separate report covering the Granary group of buildings within the Eastern Goods Yard (Thompson & Gould, forthcoming).
- 5.2.14 The main girders of the West Handyside Canopy, which carry the trusses of the canopy, run east-west with their eastern end partially inserted into the west wall of the Midland Goods Shed. They are supported on semi-circular flat-backed, cast iron columns fixed to the elevation at five points (Bays 7, 11, 15/16, 19/20 and 24; **Figures 14 and 15; Plates 1 to 4**). As these girders join the goods shed wall at a slight angle, the flat backs of the columns necessitated the rebuilding of the wall to provide a flat junction, creating a short projecting section of brickwork (**Figure 19**).
- 5.2.15 The northernmost and smallest of the canopy girders joins the shed directly above Loading Bay W1 in Bay 3 (**Figures 14 and 15; Plates 1, 10 and 11**) and therefore unlike the others it could not be supported on a column. It sits on a plain rectangular stone block which in turn sits on two courses of dark blue engineering bricks. Both stone block and bricks were inserted into the wall to strengthen the support for the girder. The engineering bricks in turn rest upon the girder over the loading bay. This

girder was reinforced by the addition of two extra braces and supported by an iron column with a solid, curved brace.

- 5.2.16 The second most northerly girder (**Plate 2**) continues through the width of the wall in Bay 7 and is visible internally (**Plate 12**); the wall at this point is thinner since it is recessed internally (**Figure 20**). Prior to the insertion of the canopy girder this was the position of a pair of loading doors to the first floor, similar to those found further south along the elevation, but removed when the canopy girder was inserted (**Figures 14 and 15; Plates 2 and 7**). This upper recessed panel has a horizontal head rather than a segmental arch and the cornice is truncated. Similarly, the next canopy girder to the south in Bay 11 coincides with another panel with a horizontal head. Here, a pair of loading doors has been removed and replaced by a single door and a small platform giving access to the roof (**Plate 5**).
- 5.2.17 Generally truss members were inserted into the elevation as the structure of the canopy required and supported on plain stone blocks. Other, lesser iron and timber roof members were inserted into the elevation and the surrounding brickwork was repaired with yellow or red brick (**Plate 11**).
- 5.2.18 Four windows in the lower panels were possibly inserted in 1888 (**Figures 14 and 15**); two (now infilled) were located in the northernmost bay (Bay 1; **Plate 1**) and two are in the southernmost bay (Bay 24; **Plate 4**). They all have segmental brick arches formed of two courses of 'brick on edge' with a soldier brick at the centre and sides. The most southerly top tier window (Type 2; **Figure 29**) in Bay 24 is smaller than the rest of the windows at this level (**Plate 8**), although the same as most of the windows in the north elevation which are thought to date to the Kilner phase. It is possible that this window belonged to the Kilner phase but was moved when the 1888 West Handyside Canopy was erected, since it does not sit centrally within its panelled recess and its north jamb lies close to a column support for the canopy.

c.1915

- 5.2.19 In 1915 the southern end of the Midland Goods Shed was converted from its use as a bottle warehouse back to goods use. Changes to the west elevation include the creation of Loading Bays W4 and W5 with the insertion of large girders and the blocking of two windows in Bays 18 and 22 over these openings (**Figure 9**). In addition, it is possible that two windows (Type 4; **Figure 29**) were inserted between Loading Bays W2 and W3 in Bays 10 and 12 (**Figures 14 and 15**). These cast iron multi-paned framed windows are different to the other windows in this elevation in that they have dark blue engineering bullnose brick sills rather than sandstone sills, and they are different in size and design, each with a central opening panel. The segmental arches to these windows also differ in that they have three rather than two courses of 'brick on edge', and they are located partially within the horizontal brick frieze that separates the lower from the upper recessed panels. The openings for these windows are exactly the same as four blocked openings in Bays 10, 11, 14 and 15 of the east elevation. The girders over Loading Bays W4 and W5 sit on large sandstone blocks and are more heavily braced than those over the other loading bays in this elevation (**Plate 3**).

Later alterations

- 5.2.20 In addition to the roof being replaced in 1957, other 20th century changes to the west elevation include the blocking of two window openings at lower level with late-20th century red brick at the northernmost end of the elevation in Bay 1 (**Figures 14 and 15; Plate 1**).
- 5.2.21 The lower part of all of the loading bays has been infilled with brick or rendered brickwork to the same height as the raised platform of the interior floor level, removing the previous vehicle access at exterior ground level. The three southern infilled loading bays are faced with cement rendered brick surmounted by a row of late-20th century bricks set 'brick on edge' (**Plate 3**). Loading Bay W1's infill is not rendered (**Plate 1**) and is constructed of thirteen courses of late-20th century machine-cut bricks in English bond. The upper part of the loading bays are boarded up with wood panelling (**Plates 1 and 3**), except for Loading Bay W2 which has been fitted with a

roller shutter that extends to ground level, so that the platform infill is not visible (**Plate 2**).

- 5.2.22 The ground floor doorway in Bay 23 has a concrete lintel (**Plate 4**). Like the doorway in Bay 20, the door is set back from the main frontage of the elevation. Five concrete steps continue past the external wall to reach the foot of the four-panelled timber door. The altered brickwork around the door and the concrete lintel suggest that it was inserted in the 20th century.
- 5.2.23 At several points along the west elevation at the height of the upper tier of panels are iron fixings for telegraph cables without their original ceramic insulators, which are visible elsewhere on the building (**Figures 14 and 15; Plate 5**). There are large, white painted numbers (1 to 4) between Loading Bays W1 and W2 (**Plates 1 and 2**). On the north side of Loading Bay W5 is a painted-over letter C (**Plate 3**) and yellow circles within the brick frieze seem to be replacing painted-over 'Fire Hydrant' signs (**Plates 1, 2 and 13**).
- 5.2.24 Three of the twelve metal-framed windows across the elevation are bricked up internally with the window left intact.

End (north) elevation (Figure 16, Plates 14 to 17)

Single-storey carriage shed (1850-1858)

- 5.2.25 A patch of thin (55-60mm) stock purple moulded bricks in mid-19th century fabrics 3032 and 3034 in Flemish bond is visible in the corner pier at the west end of the north elevation. The rest of the elevation is constructed in thick machined frogged (60-68 mm) yellow London stock moulded brick in mid- to late-19th century fabric 3035 in English bond. The original single-storey carriage shed appears to have been built in the fabric 3032 and 3034 bricks. The six bays of the north elevation suggest that six train tracks originally entered the shed from the north. This is supported by the 1866 Humber plan (**Figure 5**) which showed four train tracks approaching the north side of the shed with room for two more; this plan was drawn up after the shed was converted to the Midlands Goods Shed and the two train tracks entering the shed was established.

The Midland Railway Goods Shed (1858-1862)

- 5.2.26 Humber's plan of 1866 (**Figure 5**) reflects the changes made to the building following its conversion from carriage shed to Midland Goods Shed in 1858. The plan shows two train tracks entering the building from the north. The two large openings that brought the railway tracks into the shed are still extant and are spanned by their original 1858 cast iron I-beams, the lower flanges of which are visible (**Figure 16; Plates 14 and 15**). The beams are the same thickness as the wall. Each opening still has its original 1858 cast iron corbel brackets built into the wall over the iron beams and at the sides of the openings at this level; these would originally have supported horizontally sliding two-leaf doors to the openings (*ibid*). The original openings had a span of 3.9m (12' 9") for the trains. The recessed panels at lower level in the elevation have horizontal stepped heads (**Plates 15 and 16**). The western lower bay has a shallow low plinth.

1869-c.1878

- 5.2.27 The granting of a lease in 1869 to Kilner Brothers for 21 years for use of the southern part of the Midland Goods Shed as a bottle warehouse resulted in a number of changes to the building, which included the addition of a new storey by 1872. Changes to the north elevation included the construction of an upper tier of recessed panels directly above the lower panels and presumably the raising of the original double gable roof rather than the construction of a new roof (**Figure 16; Plates 15 and 16**). A section through this roof is shown on the 1915 drawings of alterations to the Old Midland Goods Shed (**Figure 9**). Most of the windows in the north elevation date to the Kilner phase of alteration. These cast iron framed windows (Type 6; **Figure 29**) have 16 panes set four by four with stone sills (**Figure 16; Plates 15 and 16**). They have segmental brick arches formed of two courses of 'brick on edge' with a soldier brick at the centre and sides. Some panes of rolled glass still survive in all of

these windows. The windows were originally placed centrally in each of the upper tier of recessed panels, but some were later moved when the East and West Handyside Canopies were added. The two first floor windows are the only windows in any of the elevations to light the first floor which is mainly top lit.

Accumulator Tower (c.1878)

- 5.2.28 The accumulator tower was added to the east end of the north elevation c.1878 (**Plate 14**) and is described in 5.3 below.

The East and West Handyside Canopies (1888)

- 5.2.29 One of the main girders of the West Handyside Canopy joins the west elevation of the accumulator tower near its junction with the north elevation of the Midland Goods Shed (**Figure 19; Plates 14, 15 and 17**). The large lattice girder is partially recessed into the wall of the accumulator tower and supported by a semi-circular cast iron column. The wall directly behind this column has been rebuilt on a slightly north-western facing angle to create a flush junction. The north-south West Handyside Canopy roof trusses are supported on one side by this girder and on the other by five small stone pads in the north elevation of the Midland Goods Shed (**Figure 16; Plate 15 and 16**). Three of the pads have a stepped, brick corbel beneath. Where the trusses meet the wall, T-shaped iron truss members have been built directly into the brickwork.
- 5.2.30 The eastern window in the upper recessed panels in the north elevation is lower than the other windows at this level and breaks through the lower edge of its recessed panel (**Figure 16; Plates 14, 15 and 17**). It was lowered to fit beneath the West Handyside Canopy. Its stone sill does not project beyond the face of the elevation so that it fits behind the cast iron column at the corner of the accumulator tower and the Midland Goods Shed. The window above the west train entrance has also been moved off-centre to allow a West Handyside Canopy truss to be inserted and supported on a stone pad and brick corbel (**Figure 16; Plates 14 and 15**).

Later alterations

- 5.2.31 In the corner created by the junction of the accumulator tower and the shed, a platform, at the same height as the interior floor, extends northwards. Most of the surface is concrete, but the western side was edged by stone slabs which may once have continued southwards to edge the raised floor in the goods shed (**Plate 17**).
- 5.2.32 The large ground floor window (Type 5; **Figure 29**) at the west end of the north elevation is the only window of this type and the mortar of the surrounding brickwork is considerably darker than that of the main body of the wall. It has a segmental arched head formed of two courses of brick on edge with soldier bricks at the centre and sides. It appears to have been inserted in the early 20th century (**Figure 16; Plates 14 to 16**).
- 5.2.33 The double gabled roof, which is now visible as a scar on the north elevation of the Midland Goods Shed, was replaced by a clear-span symmetrically-pitched roof in 1957 (**Figure 16; Plates 14 to 16**). The elevation is topped by a low parapet wall with concrete copings.
- 5.2.34 Both train openings in the north elevation have been boarded up and the lower parts where the tracks once entered the shed have been bricked up to the height of the interior platform. The two openings have also been partially widened above the platform level with corbelled engineering brick reveals inserted in the lower parts of the openings (**Figure 16; Plates 14, 15 and 17**). For the east and possibly the west opening this enabled pedestrian access between the inside and outside platforms.
- 5.2.35 To the west of the train entrances is an inserted doorway, which has a concrete lintel and is edged with late-20th century red brick. The door is at the same level as the interior floor and it has no steps up to it from the outside. The presence of a truncated section of brickwork on the west edge of the west train entrance may be the remnants of a platform that extended northwards and westwards to include the area in front of the doorway.

- 5.2.36 A large crack is visible on the west side of the north wall at upper panel height (**Figure 16**; **Plates 15 and 16**).

Side (east) elevation (Figure 17 and Plates 18 to 26)

Single-storey carriage shed (1850-1858)

- 5.2.37 Patches of thin (55-60mm) stock purple moulded bricks in mid-19th century fabrics 3032 and 3034 are visible in the side (east) elevation particularly in the lower part of the wall. Above thick machined frogged (60-68 mm) yellow London stock moulded brick in mid-to late-19th century fabric 3035 are visible. The original single-storey carriage shed appears to have been built in the fabric 3032 and 3034 bricks. Above the fabric 3035 bricks up to the top of the horizontal frieze between the lower and upper recessed panels may be from the conversion of the building from carriage shed to Midland Goods Shed in 1858. The fabric 3032 and 3034 brickwork suggests that the arrangement of the elevation in 24 bays with recessed panels of brickwork alternating with brick pilasters is early (**Figure 17**).

The Midland Railway Goods Shed (1858-1862)

- 5.2.38 Humber's plan of 1866 (**Figure 5**) reflects the changes made to the building following its conversion from carriage shed to Midland Goods Shed in 1858. The plan shows six openings in the east elevation, which would have been unnecessary in a carriage shed but essential for the transfer of goods between road and rail vehicles in the goods shed (*ibid*). Each opening spans the width of two bays and are located in Bays 3 and 4, Bays 8 and 9, Bays 12 and 13, Bays 16 and 17, Bays 19 and 20 and Bays 23 and 24. The arrangement is not as rhythmical as that of the west elevation possibly because a train track used to enter the shed at Bays 16 and 17 (**Figures 5 to 8**). The 1866 plan shows that the openings alternate with one- to three-, and mainly two-bay wide panels. A similar arrangement exists today apart from the two southern openings in Bays 19 and 20 and Bays 23 and 24 (**Figure 17**; **Plate 21**), which have been completely bricked up and the openings moved. The position of these two former openings is marked by their original 1858 cast iron I-beams which spanned over them, the lower flanges of which are visible and the remainder is obscured by brickwork. The 1858 cast iron corbel brackets are still extant over the iron beams; these would have originally supported horizontally sliding two-leaf doors to the loading bays (*ibid*). The original openings had a span of 6.9m (22' 7") for carts. The original eaves line of the single-storey shed was presumably at the top of the horizontal brick frieze between the upper and lower panels (*ibid*). The brickwork up to the top of the frieze is generally laid in Flemish bond, whereas above the frieze English bond is used, suggesting more than one phase of construction. All of the recessed panels at lower level in the elevation have shallow low plinths and horizontal stepped heads.

- 5.2.39 The northern four loading bay openings in the east elevation are now spanned by later plate girders and the heads of these openings have been raised in height from the 1858 level. The 1858 stone blocks and cast iron corbel brackets are still extant and have also been raised. The iron brackets have been built into the wall at the sides of the loading bay openings at the level of the openings' heads and would originally have supported horizontally sliding two-leaf doors to the loading bays (*ibid*). The stone blocks support the iron beams.

1869-c1915

- 5.2.40 The granting of a lease in 1869 to Kilner Brothers for 21 years for use of the southern part of the Midland Goods Shed as a bottle warehouse resulted in a number of changes to the building. Changes to the east elevation included the brick infilling of the two former loading bay openings at the south end of the building in Bays 19 and 20 and Bays 23 and 24, as shown on the 1871 and 1894-1896 Ordnance Survey maps (**Figures 6 and 8**); the replacement of the 1858 cast iron beams over the other loading bay openings with plate girders; the widening and heightening of these openings; the construction of an upper tier of recessed panels directly above the lower panels, and the introduction of a number of cast iron framed windows to the elevation (**Figure 17**).

- 5.2.41 The 1871 Ordnance Survey map, Great Northern plan of 1882 (revised 1888), 1894-96 Ordnance Survey map and 1915 drawings (**Figures 6 to 9**) show the 'Glass Bottle Warehouse' at the south end of the building and the 'Goods Shed' at the north end at ground floor level. Along the east elevation the warehouse lay from Bays 18 to 24. The most southerly six bays (Bays 19 to 24) differ from the northern bays in that the top of the horizontal brickwork frieze has an additional two brick stepped projecting string course detail (**Figure 17; Plates 20 and 21**). As on the west elevation, this was probably originally a cornice that was removed in order to enable the altered loading bay sliding doors to operate.
- 5.2.42 The brickwork in the upper panels is in English bond in contrast to the Flemish bond of the lower panels. Twenty-two of the upper tier of recessed panels have segmental arches, composed of three courses of brickwork in 'brick on edge' position (**Figure 17; Plates 20 and 22**). The other two panels in Bays 7 and 21 have horizontal heads with a concrete lintel and timber boarded doors, which are accessed via late-20th century external steel stairs (**Plates 19 and 20**), the southern flight rising northwards and the northern flight rising southwards. The upper panels with horizontal heads appear to have been built at the same time as those with segmental heads and there is no evidence that they replaced earlier panels (Falconer & Burgess, 1999). In the east elevation, apart from these doors there are no first floor windows which is mainly top lit; the floor level is surprisingly high since its underside lies at the level of the upper window heads (see **Figures 25 and 26**).
- 5.2.43 These upper windows are generally spaced in every third bay apart from at the south end where they are more frequent and are situated in Bays 3, 6, 9, 12, 15, 18 to 24 (**Figures 17; Plate 20**). All the upper windows have segmental arches, composed of two courses of brickwork in 'brick on edge' position with a soldier brick at the centre and sides. All the upper windows apart from those in Bays 23 and 24 have been infilled with brick; the brick infill is lighter in colour than the surrounding brickwork (**Plates 20, 21, 22 and 24**). The upper windows in Bays 18 to 24 were taller than those in Bays 3, 6, 9, 12, 15 and 22 and extended down to the bottom of the panel (**Figures 9 and 17**). The shorter windows appear to have been Type 3 (**Figure 29**) and would have had cast iron multi-paned frames and sandstone sills. The two upper windows in Bays 23 and 24 have replacement late-20th century frames and light an inserted mezzanine floor (see **Plate 44**).
- 5.2.44 Of the windows in the lower tier of recessed brickwork panels, the four windows at the southern end of the east elevation (in Bays 19, 20, 23 and 24) may belong to this phase. These windows are in the infilled bays that were former openings. They have segmental arches formed of three courses of 'brick on edge' with a soldier brick at the sides and centre. The two windows in Bays 23 and 24 have replacement late-20th century frames, while the former window openings in Bays 19 and 20 have been infilled with brick although they still retain their stone sills (**Plate 21**). Bays 21 to 24 are shown as a ground floor office on the 1871 and 1894-96 Ordnance Survey maps (**Figures 6 and 8**).

Accumulator Tower (c.1878)

- 5.2.45 The accumulator tower was added to the north end of the east elevation c.1878 (**Plate 14**) and is described in 5.3 below.

The East Handyside Canopy (1888)

- 5.2.46 The East Handyside Canopy joins the east elevation of the goods shed from Bays 1 to 20; it covers a small part of Bay 21 and does not cover Bays 22 to 24 (**Figure 17; Plates 18 to 20**). The west eaves and gutter of the Canopy joins the east elevation midway through the upper tier of windows (**Plates 22 to 24**), which have since been infilled with brick. A 1956 drawing of the east elevation (**Figure 12**) suggests that the windows had not been infilled by this time; indeed one caption on this drawing describes them as "existing windows of unclaimed goods warehouse". The ends of the roof trusses of the Canopy sit on stone corbels, which have been inserted into the east elevation (**Plate 24**). Where a Canopy roof truss end coincides with a window, two corbels on each side of the window (as in Bays 3, 6, 9, 12 and 15) or series of

blocked windows (as in Bays 18 to 20) carry a girder across the face of the window(s) and the truss end was directly bolted to this (**Plate 24**). Above each one of these pairs of stone corbels is another stone fitted flush into the side of the recessed brickwork panel. At two locations the purpose of these was revealed, as there remains in situ the severed ends of a girder that once spanned the panel and thus formed an earlier support system for the Canopy trusses. The current support system is shown on the 1915 east elevation drawing (**Figure 9**) indicating that this system had been installed before this date. The East Handyside Canopy continues northwards beyond the shed and the accumulator tower (**Plates 18 and 23**). The East Handyside Canopy is discussed in detail in a separate report covering the Granary group of buildings within the Eastern Goods Yard (Thompson & Gould, forthcoming).

c.1915

- 5.2.47 Documentary evidence shows that in 1915 the southern end of the Midland Goods Shed was converted from its use as a bottle warehouse back to goods use. Changes to the east elevation include the creation of Loading Bay Opening E5 with the insertion of a larger girder, the blocking of two windows in Bays 21 and 22 over this opening (**Figure 9**). In addition, it is possible that four windows (Type 4; **Figure 29**) were inserted in Bays 10, 11, 14 and 15. These windows have since been infilled with brick. They are different to the other windows in this elevation in that they are different in size, their segmental arches had three rather than two courses of 'brick on edge' and they are located partially within the horizontal brick frieze that separates the upper from the lower recessed panels (**Figure 17; Plate 25**). The openings for these windows are exactly the same as two windows in the west elevation in Bays 10 and 12 (**Figures 14 and 15**).

Later alterations

- 5.2.48 The north-east corner of the goods shed contains a pump house (MGSG2; **Figure 19**) which appears to have been inserted in the 20th century. It does not have any windows and is only accessible from the exterior via a pair of metal doors at ground floor level in Bay 2 (**Figure 17; Plate 18 and 26**). Just to the south of the pump house is Loading Bay Opening E1, which has metal shutter doors. The loading bay opening is slightly narrowed at its north end by the south brick wall of the pump house (**Plate 26**). The edge of the loading bay opening is protected by a reused rail on the west side and by a curved iron plate on the southern side. The top of the loading bay opening is supported by a large plate girder, from which is suspended the rail for the steel shutters. When fully open the shutters are protected from damage by a metal post filled with concrete.
- 5.2.49 Each of the five loading bay openings in this elevation is similarly equipped with metal shutters and a protective post. All five loading bay openings also retain three iron hinge fixings on each side from a previous set of doors.
- 5.2.50 The late-20th century insertion of a goods lift to the first floor in Bay 11 meant the roof had to be extended over the lift shaft (**Figure 17**). At ground level the lower part of the brickwork panel in this bay was removed to create the access to the lift and a steel girder was inserted as a lintel over the opening (**Plate 25**).

Roof

- 5.2.51 The 1957 replacement roof of the Midland Goods Shed is pitched with gables at the south and north ends. Low brick parapets with concrete copings follow the rooflines and terminate at the side walls upon 19th century carved stone corbels (**Plates 8, 16 and 20**). The south gable wall is masked by the office block apart from its apex (**Plate 27**), but the interior elevation of the south gable and exterior of the north gable wall are visible, and changes in the colour and bonding of the brickwork reveal the previous double roofline with central valley (**Figures 9, 16 and 26; Plates 14 to 16, 28 and 29**). From the inside of the second floor of the Midland Goods Shed Offices the previous roofline is also discernable from recessed areas in the north wall (**Figure 27; Plates 30, 67 and 68**).

- 5.2.52 Both sides of the shed roof are split into three sections. Corrugated asbestos sheets cover the outer sections, at the eaves and the apex (**Figure 23; Plate 31**), while wired glass window panels form the central section allowing light into the shed. This skylight runs the length of the roof except for a section at each gable end between the last roof truss and the gable. A walkway runs along the entire length of the bottom edge of both lines of skylight panels. This consists of two wooden planks supported on a steel frame with a handrail on the outside. This is accessed from the first floor door in Bay 21 of the east elevation (**Figure 17; Plate 20**) via a permanent metal ladder fixed to the exterior and a wooden crawl board at the southern end of the roof. The west elevation has a similar access arrangement in Bay 11 (**Figure 14; Plate 5**). Two large open, steel gutters run the length of both east and west eaves with downpipes set at regular intervals.
- 5.2.53 Half way along the east elevation in Bay 11, the roof had been raised to form a flat topped dormer, due to the installation of a lift beneath in the late twentieth century (**Figures 17 and 23; Plate 31**). This roof extension was executed in the same materials as the main roof covering.
- 5.2.54 A brick chimney stack in the south-east corner of the shed roof has two pots of different sizes (**Figures 23 and 26; Plate 31**) and would once have served the two fireplaces in the rooms in the south-east corner of the goods shed.

Interior

Roof structure

- 5.2.55 The present 1957 roof structure is supported by 23 riveted steel clear-span symmetrically-pitched trusses by Colvilles (**Figure 25; Plate 28**). These rest upon 23 brick buttresses along the east and west walls of the shed creating its twenty-four bays, each some 3.8m (12' 6") wide (**Figure 22**), although they are not always centred on them. This may suggest that the roof replacement was carried out bay by bay, installing a new truss before removing its predecessor. The booms or tie beams are of double angles back-to-back, while the other truss members are single angles. The corrugated asbestos sheet and roof lights (wired glass) are supported on each sloping face by six angle purlins and a central ridge piece. Panels in each of the two skylights that run the length of the roof could be opened by operating two pulleys with mechanical linkages fixed to two of the roof trusses (**Figures 22 and 30; Plates 32 and 33**).

First floor

- 5.2.56 A timber staircase in the south-west corner (**Figures 19 and 20; Plate 39**) is the only internal staircase to serve the first floor; although the two flights of stairs remain *in-situ* they are no longer safe to use and the area was inaccessible at the time of the recording. The first floor is constructed of timber floor boards running north-south on east-west timber joists.
- 5.2.57 The first floor of the goods shed is open over its entire length, but this was not always the case. In the north-east corner, vertically aligned holes in the wall and differences in wall paint show where a small room had once been (**Figures 24 and 25; Plate 34**). Lines on the floor in Bays 15 to 18 mark where room partitioning had once existed (**Figure 20**) and truncated pipes in the floor in Bay 18 show where there had once been toilets. A very short section of the thin steel frame for the partitioning remains in the east wall between Bays 14 and 15.
- 5.2.58 At the south end of the first floor there are two blocked fireplaces equally spaced along the wall (**Figure 26; Plate 28**). The chimney breasts and projecting flues for these rise vertically and are approximately in line with where each roof apex would once have been. These flues had been truncated at the height where the double gable wall had been rebuilt into a single gable to support the existing single span roof. The central valley of the previous arrangement is visible in the brickwork of the wall (**Figure 26; Plate 29**). A large crack now runs through this valley scar and another is visible to the east of the east chimney flue (**Figure 26**). Other cracks are also visible in the north wall at first floor level (**Figure 25; Plate 34**).

- 5.2.59 The rooms associated with the first floor fireplaces in the south wall no longer remain, but paint scars and the remains of wall fixings suggest that they continued across the width of the shed and for several bays northward. At the south end of the first floor wire mesh had been placed horizontally at tie beam or boom height (**Figure 26; Plate 29**) and vertically between tie beam and rafter between Bays 21 and 22 on the west side of the shed (**Figure 20; Plate 28**), probably to form a secure storage area.
- 5.2.60 The first floor would once have had several hatches through to the ground floor; there are two at the north end straddling Bays 5 and 6, and two towards the south end in Bays 18 and 21 (**Figure 20**). Although none of the hatches are still operative and most of the hatch openings had been replaced by floorboards, their presence is indicated by the edge of the hatch and the missing floor joists beneath.
- 5.2.61 Just north of the southernmost hatch are three smaller rectangular blocked openings in the floor in Bays 19 and 20 (**Figure 20**). They are in a north-south line and are narrow enough to fit between floor joists. The underside is fitted with a painted, splayed wooden box that has a rounded edge, finishing just below the joists. These joists have evidence that they once were covered by a lath and plaster ceiling suggesting that there were once rooms beneath the openings. It is possible that the openings formerly contained glass and were used to illuminate the rooms.
- 5.2.62 Four circular glass discs with short, silvered tubes beneath them are situated in the floor in the south-east corner of the shed (**Figure 20; Plate 35**). Four adjacent timber insets may indicate where another four tubes had been situated. These light wells were presumably intended to brighten rooms below that would otherwise have been unlit by natural means.

Ground floor

- 5.2.63 The east-west timber joists of the first floor are carried on five north-south rows of riveted plate girders (**Figures 25 and 26; Plate 36**), which in turn span between deeper plate girders (**Figures 19, 24 and 25**). The latter are two bays apart north-south (7.6m or 25') except in Bays 11-16, where they are three bays apart (11.4m or 37'6"), presumably because of the former transverse rail track which entered through the east wall of the shed at Bay 16 and is shown on 19th century maps (**Figures 5 to 8**). The east-west girders span across half the width of the building, about 11m (36'), from rectangular hollow cast iron columns set against the brick buttresses of the east and west side walls onto circular hollow cast iron columns and brick piers down the centre of the building (**Figure 19; Plate 36**). The central columns have corbelled capitals to support the girders (**Figure 31; Plate 37**).
- 5.2.64 The columns like the east-west girders which connect with them are spaced every two bays, except in two adjacent spans (Bays 11 to 13 and Bays 14 to 16) in the middle of the building, where they are three bays apart (**Figures 19 and 24**). Here (Bays 11 to 16) the columns are shorter because the longer span north-south girders are naturally deeper and hence so too are the east-west girders (**Figure 24; Plates 36**). The shallower north-south girders have curved haunches where they meet the deeper east-west girders (**Plate 37**).
- 5.2.65 Along the centre-line of the shed at the north end of the ground floor is a longitudinal brick wall two bays in length with thicker piers at each end and in the middle (**Figure 19; Plate 38**). At the southern end of the shed the girders are supported by a brick pier against the south wall and a rectangular (in plan) brick column (**Figure 19; Plate 39**). Both the brick pier and the brick column have buttresses. The northern central brick wall and the southern brick pier and column appear to be shown on Humber's plan of 1866 and may have been part of the original 1850 arrangement (Bussell & Tucker, 2004). The heavy construction of the plate girders and columns appears to date to the 1872 Kilner addition of the first floor (*ibid.*).
- 5.2.66 The base of a hollow cast iron side column is visible in Pump House MSGS2 because of its lower floor level (**Figure 24; Plate 40**); it sits on a large sandstone block, which rests upon a brick foundation. These rectangular side columns and circular central columns were inserted specifically for the purpose of supporting the first floor. Humber's plan of 1866 (**Figure 5**) shows a prior arrangement of central line

columns in the same locations, but square and probably of brick, like the remaining example at the south end of the shed.

- 5.2.67 Between the north-south girders supporting the first floor, at two locations: next to Loading Bays E1 and E3, mountings for a crane survive (**Figure 19; Plate 41**). Each has an east-west timber beam with a central mortice and horizontal bracing members to hold the top of a swivelling platform crane (**Figure 32**). The Great Northern plan of 1882, revised 1888 shows that originally each loading bay opening had mountings for a crane (**Figure 7**).
- 5.2.68 The present shed ground floor is mainly at the level of the loading platform, which is raised above ground level. When trains entered from the north end of the shed the raised floor, at the same level as the wagon and van floors, provided a platform the length of the train for easy access and handling of goods. All of the western and two of the eastern (at Loading Bays E2 and E3) ground level loading embayments have been infilled and raised to the level of the loading platform. The infill of the embayments and the surface of the platform have been covered with a cement screed. The construction of the platform is visible where the late-20th century lift shaft in Bay 11 on the east side of the shed has been removed (**Figure 19: Plates 42 and 43a**). The floor of the platform is constructed from timber boards over joists resting on low brick walls. The voids between the brick walls have been backfilled with rubble. Loading bay edges are dwarf brick walls with stone and concrete facing protected by large timbers, reused rails or in one instance a curved iron plate.
- 5.2.69 A linear crack in the floor surface runs south from the eastern train entrance in the north wall. In areas where the cement has flaked away the wooden floor beneath is exposed. The crack aligns with the edge of the raised platform to the north of the shed and probably delineates the previous edge of the platform before the railway tracks were filled in.
- 5.2.70 The pump house (MGSG2) in the north-east corner of the goods shed is only accessible from the exterior. A pair of metal double doors in the east elevation in Bay 2 (**Figures 17 and 24; Plates 18 and 26**) gives access to the rectangular, windowless space. Its north wall forms the south wall of the accumulator tower and a doorway (now blocked) used to connect the pump house with the accumulator tower. A row of former joist scars is visible in the north wall just below current ceiling height, showing the ceiling has been replaced (**Plate 43b**). The floor level of the pump house is at ground rather than raised platform level. The centre of the room has a slightly raised concrete platform that had acted as the base for machinery (now removed) (**Figures 19 and 24**). A large slot (now infilled) on the east side of the base may have been for a flywheel or more likely for a large gear wheel (Smith, 2008: 3). A large east-west RSJ (rolled steel joist) crosses the room towards the north end (**Figure 24: Plates 43b and 43c**). Two smaller beams run at right angles from it to the north wall. Below, a cut-off water pipe protrudes from the floor towards the west side, and a truncated high voltage cable and conduit runs from east to west across the north wall.
- 5.2.71 It has been observed that the arrangement of this room was “typical of a small hydraulic pump house. The machine base probably supported an electrically-driven three-throw ram pump. The pump would [have been] driven through reduction gear. The suction head would [have been] provided by a header tank which sat on the rolled steel beams. The pump was controlled by the accumulator next door” (Smith, 2008: 4). It is likely that this pump house was the brick-built enclosure erected by Pitchers Ltd in the summer of 1942, which was built following the expression of concern by the Railway Executive Committee regarding the vulnerability of hydraulic power systems to enemy bombing (see Section 4.6.7 above).
- 5.2.72 A 1915 east-west section drawing through the south end of the Midland Goods Shed, presumably from Loading Bay Opening E5 to W5 and facing south, shows an intermediate floor between the raised platform at ground floor level and the current first floor (**Figure 9**). The floor appears to be supported by columns sitting on the raised platform situated midway between the side walls and the central column. The floor was presumably inserted in the 1870s for Kilners’ use and was removed when Loading Bay Openings E5 and W5 were created in 1915. Physical evidence that the

south-east corner of the shed was used as office space comes from the soffits of the first floor joists. These bear stains showing that they had once been covered with lath and plaster and have narrow timbers orientated north-south with slots in them to receive narrow vertical timbers for former partition walls. The south wall of the ground floor of the shed also bears the scars of previous walls. Areas of this wall have been plastered and still have a skirting board, showing where the former floor between the ground and first floor has been removed. No physical evidence was found for this floor extending to the west of the blocked doorway into the Midlands Goods Shed Offices to the south (**Figure 26**).

- 5.2.73 The south end of the east wall also has scars left in internal wall plaster and holes for joists of floors and walls on two levels below the existing first floor. The scars and holes went no further north than Bay 18 (**Figure 24**).
- 5.2.74 Some late 20th timber offices on two levels with a staircase up one side have been added to the south-east corner of the goods shed (**Figure 19; Plate 44**). The offices may be associated with a late 20th century east-west timber partition across the goods shed between Bays 20 and 21 (**Figure 19; Plate 39**). The south-east corner of the shed has a chimney stack emerging from the roof (**Figure 23; Plate 20**). The two small fireplaces this served are now boxed in and are located below first floor level, diagonally across the south-east corner of the modern offices (**Figure 19**).

5.3 Accumulator Tower

- 5.3.1 A square brick tower was added c.1878 to the east end of the north wall of the goods shed (**Figures 16, 17, 19 and 23; Plates 14, 17 and 18**). It houses the remnants of an accumulator hydraulic mechanism. Hydraulic power was used for operating cranes and shunting capstans, several of the latter remain *in-situ* to the north of the goods shed (**Plate 14**). Executed in English bond, the exterior of the accumulator tower bears the same recessed brickwork panels as the elevations of the Midland Goods Shed but being taller is three panels high. The top of the tower was also designed to match the shed as it has a decorative brick cornice. Unlike the current goods shed roof, the pitched roof of the accumulator tower is covered with slate.
- 5.3.2 The east elevation of the accumulator tower at the north end of the east elevation of the Midland Goods Shed (**Figure 17; Plate 18**) has a pair of ground floor timber doors with a six paned, segmental arched window above. The glass in this window is broken. The brickwork on each side of the door has been heavily repaired with black, engineering bricks. In the recessed brickwork panel directly above the door is a window infilled with brick (**Plate 46**).
- 5.3.3 The north-south lattice spine girder carrying the East and West Handyside Canopies is supported by a cast iron column at the east end of the north elevation of the accumulator tower (**Figures 16 and 19; Plates 17 and 18**). To accommodate the flush fitting of a large, iron lattice girder supported by a semi-circular iron column to the elevation, the brickwork has been rebuilt, decreasing the width of the lowest two recessed panels and so creating a broader flat surface at the east end (**Figure 16**).
- 5.3.4 As the east elevation of the accumulator tower projects further east than the Midland Goods Shed, the pair of now redundant stone pads, which once supported the trusses of the East Handyside Canopy, on each side of the window in the accumulator tower are slightly higher than the rest of the redundant stone pad supports in the east elevation of the Midland Goods Shed to allow for the slope of the Canopy roof (**Figure 17; Plate 46**). Brickwork above these pads on the tower has also been cut back in a horizontal line (**Plate 46**) to provide space for the eaves of the East Handyside Canopy (see Section 4.5.8). The stone pads just below this line (**Plate 46**) represent the remnants of a system of canopy supports that predates the present arrangement.

Roof

- 5.3.5 The accumulator tower has a square, four-sided, pitched roof of grey slates and lead flashing, with an access hatch on the southern slope (**Figure 23**). Of timber

construction, this roof structure is in a very poor state of repair with many missing slates and sections of lead, and decaying timbers (**Plate 45**).

Interior

5.3.6 The accumulator tower houses the hydraulic accumulator mechanism. This tall circular structure nearly fills the interior space, with little room between it and the walls (**Plate 47**). A metal ladder fixed to the south wall extends to the top of the mechanism.

5.3.7 Owing to concerns (noted above) regarding the safety of the interior of the accumulator tower, this area has yet to be recorded. An addendum report will be prepared when recording has been carried out.

5.4 Midland Goods Shed Office Block

5.4.1 The three-storey office block constructed in yellow London stock bricks is attached to the south elevation of the Midland Goods Shed. It is seven bays wide east-west but quite shallow in its depth north-south, being only one bay deep. Its upper or second floor is built in lighter coloured bricks suggesting that this floor was a later addition to the building.

5.4.2 Documentary sources (Section 4) give an indication of the complexity of the history of the Midland Goods Shed Offices, which can be summarised as follows:

Date	History
By 1858	The 1858 specification for the conversion of the carriage shed to the Midland Goods Shed (Appendix 1) implied that offices (referred to as the Engineer’s Offices) at the southern end of the shed had been built by this date.
1858	In 1858 the Midland Railway submitted a request for additional office space for their clerks at the shed. Walter Brydone (GNR Engineer) calculated that the necessary facilities could be built for a cost of £900, a figure accepted by both companies. Brydone advised that the proposed offices could be completed at a cost of £880, provided that the proposed ‘upper floor’ was omitted, with additional space provided on the ‘second floor’ in lieu. It is conceivable that Brydone’s ‘second floor’ was built above the former Engineer’s Offices referred to in the 1858 conversion specification.
1866	Offices attached to the south end of the shed with a slightly different footprint to the current plan were shown on Humber’s plan of 1866 (Figure 5).
1871	Offices with the same footprint as the current building were shown on the Ordnance Survey map of 1871 (Figure 6). An unlabelled rectangular room inside the shed in its south-east corner was presumably offices (see 1894-96 Ordnance Survey map (Figure 8)). A door in the east wall of the shed into this space was shown on the 1871 map. By 1872 a new storey had been added to the Midland Goods Shed for Kilners’ use. Logically this (or at least the upper part of the south wall) would have had to have been built before the first and second floor of the Midland Goods Shed Offices.
1875	Kilners also leased space in the offices at the southern end of the shed. In 1875 the company requested that the Great Northern provide ‘additional office room’ for £100, for which Kilners were prepared to pay an additional £30 in rent per annum. At least one room on the ground floor of the office block was used as the Goods

	Yard telegraph office.
1882	In 1882 the Traffic Committee recommended that a further request from Kilners “to make certain alterations in their offices” for an outlay of £159 also be approved.
1920s	In 1923 the telegraphic apparatus was removed from the Goods Yard telegraph office, and replaced by a pneumatic tube via which messages could be transmitted in either direction between the Midland Goods Shed ground floor office and the telegraph office on the main departure platform at King's Cross.

Front (south) Elevation

- 5.4.3 The front (south) elevation of the office block (**Figure 18; Plate 27**) is built in Flemish bond. It has a brick plinth and two very shallow brick buttresses, which were built asymmetrically on each side of the elevation being one bay in from the west end and two bays in from the east end of the block. They extend to approximately half way up the third storey. The buttresses are in English bond and are in the same lighter coloured brickwork as the second floor (see Section 5.4.1) suggesting that they were built at the same time that the second floor was added. The buttresses were positioned in the only places between windows that were not backed by cross walls (**Figures 19 to 21**), suggesting that the buttresses were added to support the south wall when it was raised a further storey.
- 5.4.4 The façade has a series of small, rectangular air vents and the remains of many fixings for lights, signs and cabling. Fixings for what may well have been a small canopy are located above the main entrance doorway.
- 5.4.5 Segmental brick arches consisting of three courses of ‘brick on edge’ span all openings in this elevation, but every door, window and frame has been removed. However, a surviving example of an upper sash (removed from its frame) and weights was found in ground floor room MGSOG7 (see **Figure 19** for location; **Plate 48**). This sash has six panes, thin glazing bars, swivel catch and horns.
- 5.4.6 The south elevation has three rectangular ground floor window openings of the same size to the east of the centrally located main entrance doorway. To the west of the front door lie a smaller doorway, a small hatch and two rectangular windows, identical in size to those on the east side and those on the first floor.
- 5.4.7 The first floor has a row of seven equally sized and spaced windows. Just above these windows there is a noticeable change in the brickwork, suggesting the second floor was added later with the buttresses added at the same time to provide extra support. The second floor has the same arrangement of windows, although they are not as tall.
- 5.4.8 The ground floor of the Midland Goods Shed Offices had been built before 1871 (see **Figure 6**) and there is no physical evidence to suggest that the first floor was a later addition. Since the offices abut the shed, the first floor and the second floor must have been built after the first floor of the goods shed had been added. The second floor may have been added in 1875. The seven pilasters of the south side of the south wall of the Midland Goods Shed are still evident at ground floor level in the Midland Goods Shed Offices (**Figure 19**), whereas they are not at first and second floor level (**Figures 20 and 21**). This suggest that the offices were not anticipated when the shed was built but were anticipated when the height of the shed was raised.

West Elevation

- 5.4.9 The west (side) elevation of the Office Block has a gable with a projecting eave on its south side (**Figure 14; Plate 8**). A change in the brickwork between the first and second floors suggests that the top floor was added later. A vertical and horizontal metal brace at first floor level may have been needed as a result of the extra weight of

the new floor. This elevation has two window openings with segmental arched heads formed of two course 'brick on edge', one is at ground floor level while the other is at second floor level.

East Elevation

- 5.4.10 The east (side) elevation of the Office Block also has a gable with a projecting eave on its south side (**Figure 17; Plate 20**). A change in the brickwork between the first and second floors again suggests that the top floor was added later.
- 5.4.11 Two segmental arched windows with stone sills, one at first floor level and the other at second floor level, are mostly obscured from view by advertising boards. The first floor window has a head formed of two courses of 'brick on edge'. A door with a flat concrete lintel has been inserted at the north end of the elevation at ground floor level. The brickwork of this elevation does not have the decorative embellishments of the goods shed, such as the cornice and string course, apart from a shallow plinth.

Roof

- 5.4.12 The slate roof of the Office Block is aligned east-west. It does not have any gable parapet walls. The Office block has two chimney stacks, one towards each end (**Figure 23; Plate 27**). The western stack serves the three fireplaces in the north wall of the offices, while the other at the apex of the roof serves the fireplaces in the north-south wall between the offices in the east side of the building (**Figures 19, 20, 21 and 27**).

Interior

Ground Floor

- 5.4.13 Two doorways in the south elevation give access to the east and west sides of the ground floor of the Midland Good Shed Office Block (**Figures 17 and 19; Plate 27**). The western doorway leads into a hallway (MGSOG5) orientated north-south that runs the depth of the building and leads only to the western ground floor rooms (**Figure 19; Plate 49**). The ceiling of the hallway is covered with lath and plaster. The north wall is plastered and painted (the upper two-thirds are beige and the lower third is dark green), and the once external projecting plinth and a pier of the goods shed's south wall are still visible. A large fixed window into the office to the west (MGSOG4) helps to illuminate the space. It has six panes of frosted glass.
- 5.4.14 A door in the northern end of the west wall of the hallway (MGSOG5) leads into a corridor (MGSOG2) leading to three rooms. The rooms and corridor were created by subdividing what would once have been one space heated by the now blocked fireplace in the north wall of Corridor MGSOG2 (**Figures 19 and 27**). The dividing walls do not reach the ceiling (**Plate 50**) and all the rooms have lath and plaster ceilings. The partitions are largely faced with tongue and groove boards, but the office closest to the main entrance (MGSOG4) was presumably of higher status as it has panelled partitions (**Plate 51**). The door into Room MGSOG3 has two lower panels and six panes of glass above (**Figure 33**).
- 5.4.15 The room furthest to the west (MGSOG1; **Plate 52**) differs from the others in that it is painted light blue, as opposed to beige and green, and does not have any of the built-in office furniture found elsewhere. The room has a sink, heater and a hand-written note on the door stating it to be, at least in its last use, a first aid room.
- 5.4.16 Entrance hallway MGSOG6 leading to the eastern side of the ground floor offices contains the staircase to the two floors above (**Plate 53**). The ceiling of this room is covered with lath and plaster. The brickwork of its north wall is not covered with plaster in the cupboard under the stairs and the former external plinth and a pier of the goods shed's south wall are visible. The south wall of the goods shed would once have been six bays wide like the north wall of the goods shed. This wall has been modified in that what is now an electrical cupboard at the first landing of the flight of stairs was once a doorway into the goods shed (**Figures 19 and 27**).
- 5.4.17 Leading off this hallway (MGSOG6) to the east is a large office (MGSOG7) with a high ceiling and a fireplace and sink at its east end (**Plate 54**). The fireplace has a

mid 20th century brick surround (**Figure 34**). The room is in a poor state of repair; the floorboards are heavily decayed, and the west wall has many cracks. Missing wall plaster in the south-west corner reveals that there is plant growth in the wall fabric. In the north-west corner of this room is a small partitioned cubicle (MGSOG9). This room has tongue and groove partition south and east walls that stop a metre short of the ceiling and a worktop fixed to the west wall. Just above the worktop on the west wall are cables and fixings suggesting a telephone may have been located here (**Plates 55 and 56**). To the south of these fixings a pipe or tube has been boxed in; this leads from the small partitioned cubicle (MGSOG9) over the doorway in the east wall of Room MGSOG7 and out through the south wall of the building. This may be the remains of the pneumatic tube via which messages could be transmitted in either direction between the Midland Goods Shed ground floor office and the telegraph office on the main departure platform at King's Cross, which was installed in June 1923 (see Section 4.6.3). Two piers of the south wall of the Midland Goods Shed are visible in the north wall of Room MGSOG7 (**Figure 19 and 27**; **Plates 54 and 55**).

- 5.4.18 East of the main office (MGSOG7) is a further room (MGSOG8; **Plate 57**). An original fireplace has had its grate and surround removed and a sink on the west wall mirrors that of the main room (MGSOG7). A similar poor condition is also evident. The concrete floor has suffered considerable subsidence, both east and west walls are heavily cracked and the ceiling has been renewed by a new system of east-west concrete beams over steel girders. The north end of the east wall has a later inserted door to the outside. This has a concrete step and late 20th century fittings.

First Floor

- 5.4.19 The first floor offices are laid out with two rooms to the east and west of the central staircase (**Figure 20**). The two offices to the west consist of one large room (MGSOF1) and a much smaller compartmentalised space (MGSOF2 and 3). The larger room (MGSOF1) has an original fireplace surround (**Figures 27 and 35**), but no grate, and a sink with an electric water heater on the north wall (**Plate 58**). Below each of the two windows in the south wall fixed to the skirting board is a cylindrical electric heater. The door between Rooms MGSOF1 and 2 is a 19th century door with four moulded recessed panels (**Figure 36**).
- 5.4.20 The smaller room closer to the stairs has three distinct areas. The main space (MGSOF3) widens slightly at its south end to take in the full width of the window and a Belfast sink has been fitted here (**Plate 59**). Along one (east) side of this space are two walk-in cupboards. One of the cupboards has walls lined with an extra thick, unpainted lime plaster at a lower level and the floor reinforced with extra floorboards for the storage of some commodity, possibly coal.
- 5.4.21 The two rooms on the east side of the staircase have the same layout as those on the ground floor. A large room (MSGOF5; **Plate 60**) with two south facing windows has a fireplace and projecting chimney breast at its eastern end, although this fireplace has been bricked up and an electric fire installed (**Figure 37**). Between the chimney breast and the south wall is a hatch that opens into the room to the east (MSGOF6).
- 5.4.22 This room (MSGOF6) has 'PRIVATE' painted on the door and has been fitted with two locks, a cylinder rim latch lock and a horizontal mortice lock. This nineteenth century door has four moulded recessed panels; the upper two contain glass (**Figure 38**). The interior of the room (MSGOF6) has been painted light blue, like the first-aid room on the ground floor (MGSOG1), and the room contains a screened-off sink on the north wall (**Plate 61**), a fireplace with original surround (**Figure 39**), and a built-in cupboard beneath the hatch on the west wall (**Plate 62**).
- 5.4.23 Electric light switches in the Midland Goods Shed offices are 1930s in appearance and were supplied by the General Electric Company (GEC) (**Figure 40**).

Second Floor

- 5.4.24 The second floor landing (MGSOS2) at the top of the stairs has a built-in desk overlooking the stairwell (**Figure 21**; **Plates 63 and 64**). Tongue and groove boards enclose the lower section of the desk, while a short, clear glass screen forms the

upper part above the work surface. A small hatch opens into the large room to the west (MGSOS1) and the base fitting for a gas light is situated on the wall above the desk.

- 5.4.25 The large room to the west of the stairs (MGSOS1) contains more complete examples of gas light fittings (**Figure 41**; **Plate 65**). Like all spaces on this floor, this room is open to the roofline, exposing three timber roof trusses reinforced with wrought iron straps (**Figure 42**; **Plate 66**) with the lath and plastered ceiling between. The north wall has a plain fireplace, without a grate, and an original undecorated timber surround (**Figures 27** and **43**; **Plate 66**). On each side of the projecting chimney breast is a recessed section of wall that reveals the former goods shed roofline (**Figure 27**; **Plates 67** and **68**), before it was reroofed by a single-span structure.
- 5.4.26 East of the stairs, the layout differs from the two floors below, in that the first space is divided by a timber panelled partition into a room (MGSOS4; **Plate 69**) and long corridor against the north wall (MGSOS3; **Figure 21**; **Plate 70**). The room (MGSOS4) is unusual in that the south and east brick walls are unplastered and painted beige (**Plate 69**). The projecting chimney breast in the east wall does not have a fireplace and the wall has several large cracks. The roof trusses are visible and pass through the partition and are also exposed in the corridor (**Plate 70**).
- 5.4.27 The corridor is poorly lit by natural light from both ends and one glass panel in the partition with the room to the south (MGSOS4). The room at the far end of the corridor (MGSOS5), like the two rooms beneath it, has a fireplace and sink on its west wall (**Plate 71**). A shallow recessed section of the north wall displays the former roofline of the goods shed (**Figure 27**; **Plate 30**). The north wall plate of the Midland Goods Shed Offices is secured to the south wall of the Midland Goods Shed with iron brackets (**Figure 27**; **Plate 30**). The room is again open to the roof structure, but the purlins and ridge beam span the room from the chimney breast to the eastern gable wall without the need for another truss.

6 CONCLUSION

- 6.1 Documentary research and building recording of the Midland Goods Shed has shown that the building underwent numerous phases of alteration during its long period of railway use. It was constructed in 1850 by the Great Northern as a single-storey carriage shed, serving the temporary passenger terminus sited to the east. It had the capacity to store 80 carriages, and had several – probably six – tracks entering from the north end to accommodate them. Humber's plan of 1866 with four tracks approaching the shed with room for two more, and the north elevation of the building with its six bays, appear to support this. The shed continued in Great Northern use after the temporary terminus had ceased operations with the opening of King's Cross Station in 1852, and documentary research has shown that it was used for offices and workshops, including smithies with chimneys. Mid-19th century bricks visible in the lower parts of the walls suggest that the recessed panels of brickwork alternating with brick pilasters is early.
- 6.2 The 1858 specification for the conversion of the carriage shed confirmed that the original 1850 shed was altered to meet the requirements of the Midland Railway, which planned to use the building as a goods shed. By this time the Great Northern had agreed that the Midland could run trains on Great Northern tracks into both the Goods and Passenger Stations at King's Cross. Humber's plan of 1866 reflects the changes made to the building following its conversion from carriage shed to goods shed in 1858. The plan shows two train tracks entering the shed at its north end. Five and six openings were inserted into the west and east elevations respectively; these would have been unnecessary in a carriage shed but essential for the transfer of goods between road and rail vehicles in the goods shed. Other improvements to the building included the removal and refixing of downpipes, the rebuilding of platform floors and the installation of ten new hand-operated cranes. Recording of the building showed that some of the iron girders over loading bay and train entrance openings from the 1858 refurbishment are still extant within the building. Two in the north wall still form the heads of the openings, while two each in the east and west elevations are buried in the wall following blocking of the former loading bay openings at the south end of the shed. These show that the current loading bay openings are higher and wider than those of 1858.
- 6.3 At the beginning of the 1860s the Midland Railway built its own Goods Station at Agar Town, following which the building reverted to the Great Northern. In 1869 a 21-year lease was granted to Kilner Brothers for the use of the southern part of the Midland Goods Shed as a bottle warehouse, which resulted in a number of changes to the building. These included the addition of a first floor carried on riveted plate girders and cast iron columns; the raising of all the walls with the construction of a tier of recessed panels above the lower ones; the infilling of four former loading bay openings at the south end of the building; the enlargement of the remaining loading bay openings; the replacement of the 1858 cast iron beams over these openings with plate girders; the introduction of a number of cast iron framed windows; and presumably the raising of the original double gable roof rather than the construction of a new roof.
- 6.4 The accumulator tower was added to the east end of the north elevation of the Midland Goods Shed c.1878 in order to augment hydraulic power supply in the Eastern Goods Yard. In 1888 the open yards on the west, north and east sides of the Midland Goods Shed and the accumulator tower were roofed over with the East and West Handyside Canopies to provide improved handling facilities in all weathers for perishable traffic, especially potatoes. The East Canopy roof trusses were supported directly on the east wall of the shed, whereas the heavier lattice girders of the West Canopy roof were supported on new cast iron columns tied into the west wall of the shed, with some secondary trusses bearing directly into the west wall brickwork. The building recording has shown that the addition of the canopies resulted in a number of alterations to the building, such as the moving of windows and the insertion of supports.

- 6.5 In 1915 it was recommended that the Midland Goods Shed be “utilised for the reception of general Inwards Traffic” and that Kilners should be compensated for the relocation of their Bottle Warehouse to premises at the Eastern Coal Drops. Alterations to the building included the insertion of new loading bay openings at the southern end of the shed in the east and west elevations; the infilling of a number of windows; and the removal of an intermediate floor between the raised platform and current first floor at the southern end of the shed. The latter entailed the removal of a number of offices.
- 6.6 By the mid-1930s the roof of the building was in a poor state of repair. Plans to refurbish the roof were shelved for the duration of the Second World War. During the War the building was spared any structural damage inflicted by enemy bombing. However by the mid-1950s the period of post-war austerity was over and the roof was replaced with clear-span steel roof trusses manufactured by Colville’s Steel in 1957. The building remained in goods shed use until the 1960s and as a warehouse for some years longer. Other changes to the building in the later 20th century included the insertion of offices into the south-east corner of the building and the creation of an almost continuous floor at platform level, with the infilling of most of the embayments to the loading bay openings and over the train tracks following the cessation of railborne traffic to the shed c.1982. Areas of brickwork were also renewed in the late 20th century, particularly at low level adjacent to the loading bay openings, due to damage.
- 6.7 Documentary research and building recording of the Midland Goods Shed have revealed that it has an extremely complex history. Each time the building changed in use, alterations were made to its fabric. The history of the offices at the south end of the building is almost as complex as that of the main structure. Offices were clearly extant when the shed was converted in 1858/9, though the 1866 Humber plan shows that the offices were in the same location as at present, but with a different footprint. The offices originally had two storeys; a third storey was added possibly in 1875 for Kilner’s use. At least one room on the ground floor of the office block was used as the Goods Yard telegraph office. In 1923 the telegraphic apparatus was removed from the office and a pneumatic tube was installed via which messages could be transmitted in either direction between the office and the telegraph office on the main departure platform at King’s Cross. The building recording found that the remains of this tube are still extant within the building. The offices retain many other interesting fixtures and fittings of 19th and early 20th century date including gas light fittings, electric switches, fireplace surrounds, panelled doors, cupboards, timber partition walls, timber banisters and a desk. The finishes within the buildings are mostly painted plaster with some exposed brickwork. The paint is mostly peeling and colours used in the Offices include beige, dark green, white, pink and pale blue. The latter three colours appear to be later paint schemes.
- 6.8 It has not yet been possible to record the interior of the hydraulic accumulator tower as safe access has not been available. An addendum report will be produced in due course documenting the accumulator tower when safe access can be obtained.

7 ACKNOWLEDGEMENTS

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- 7.2 The staff of the British Library, Camden Local Studies Library, The National Archives at Kew and Network Rail Record Group, York, are thanked for their help and assistance.
- 7.3 The project was managed for Pre-Construct Archaeology Ltd by Helen Hawkins and Charlotte Matthews. The building recording was carried out by Malcolm Gould, Daniel Graham, Amanda Hayhurst, Daniel Jackson, Paul McGarrity, Tom O'Gorman, Rhiannon Rhys and Tudor Skinner. Edwin Baker undertook the photographic survey. This report was written by Guy Thompson (Historical Background) and Malcolm Gould (Building Descriptions), and Mark Roughley and Amanda Hayhurst prepared the illustrations.

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9 APPENDIX 1: 1858 GOODS SHED SPECIFICATION

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

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

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

10 APPENDIX 2: NMR OASIS FORM

OASIS ID: preconst1-78782

Project details

Project name	Midland Goods Shed Building Recording
Short description of the project	<p>Pre-Construct Archaeology Ltd was commissioned by King's Cross Central General Partner Ltd to undertake building recording of the Midland Goods Shed, King's Cross, London, centred on OS NGR TQ 3024 8356. The building lies in the Regent's Canal Conservation Area. Although within the curtilage of the Grade II listed Granary, it is not described in the listing citation. A major regeneration 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. Outline planning consent has been granted for its refurbishment and reuse and recording was carried out in 2008 in accordance with English Heritage's Level 4. It was constructed in 1850 as a carriage shed and converted into the Midland Railway Goods Shed in 1858 with the creation of new openings. In 1862 use of the building returned to the GNR. In 1869 Kilners were granted a lease for use of part of the shed as a bottle warehouse. Some openings were infilled and a first floor was added. The accumulator tower was added in c.1878. In 1915 the shed was converted back to goods shed use. The roof was replaced in 1957. From the 1960s the building was used as a warehouse. Two storeys of the offices at the south end of the building had been built by 1871. A third storey was added in 1875. The offices retain many 19th and early 20th century fixtures and fittings.</p>
Project dates	Start: 08-09-2008 End: 10-10-2008
Previous/future work	Yes / Yes
Any associated project reference codes	KXM08 - Sitecode
Any associated project reference codes	k1768 - Contracting Unit No.
Type of project	Building Recording
Site status	Conservation Area
Current Land use	Industry and Commerce 4 - Storage and warehousing
Monument type	RAILWAY CARRIAGE SHED Post Medieval
Monument type	RAILWAY GOODS SHED Post Medieval

Significant Finds NONE None

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

Prompt Planning condition

Project location

Country England

Site location GREATER LONDON CAMDEN CAMDEN Midland Goods Shed King's Cross

Postcode N1C 4LW

Study area 2184.00 Square metres

Site coordinates TQ 3024 8356

Project creators

Name of Organisation Pre-Construct Archaeology Ltd

Project brief originator IHCM

Project design originator Pre-Construct Archaeology Ltd

Project director/manager Helen Hawkins

Project supervisor Malcom Gould

Type of sponsor/funding body Developer

Name of sponsor/funding body King's Cross General Partner Limited

Project archives

Physical Archive No

Exists?

Digital Archive recipient LAARC

Digital Archive ID KXM08

Digital Contents 'Survey'

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

Paper Archive recipient LAARC

Paper Archive ID KXM08

Paper Contents 'Survey'

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

Project bibliography

Publication type Grey literature (unpublished document/manuscript)

Title Historic Building Recording of the Midland Goods Shed, King's Cross Central, London Borough of Camden

Author(s)/Editor(s) Thompson, G. and Gould, M.

Date 2010

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PLATES

MGS = Midland Goods Shed



Plate 1: North end (Bays 1 to 7) of the west elevation of the MGS



Plate 2: View towards the southern end of the west elevation (Bays 5 to 24) of the MGS



Plate 3: Loading Bays W4 and W5 in the west elevation (Bays 18 to 22) of the MGS



Plate 4: Bays 23 and 24 in the west elevation of the MGS showing lower flange of cast iron beam spanning 1858 opening (now infilled)



Plate 5: Loading door and roof access in Bay 11 of the west elevation of the MGS



Plate 6: Loading doors and West Handyside Canopy truss with ornate iron bracket on stone corbel in Bay 20 of the west elevation of the MGS



Plate 7: Bays 5 to 8 in the west elevation of the MGS, view from the south

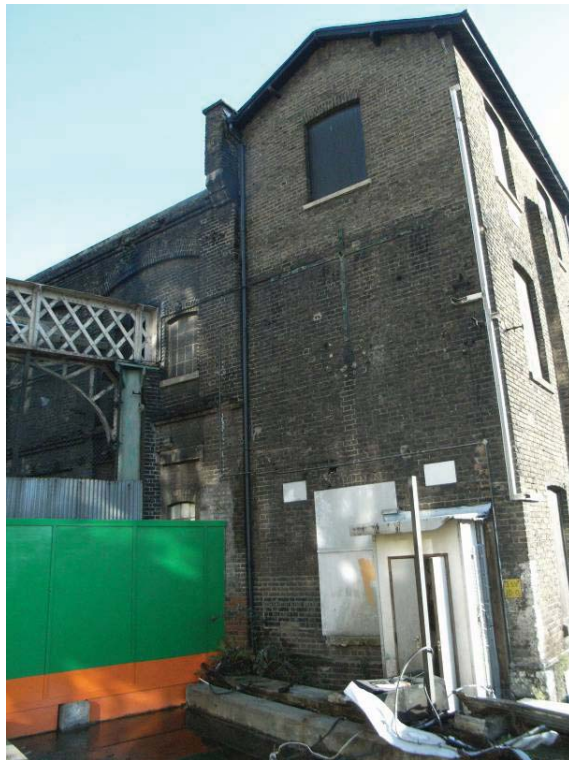


Plate 8: West elevation of the MGS (Bay 24) (left) and MGS Offices (right)



Plate 9: Junction between an apex of the West Handyside Canopy (left) and the west elevation of the MGS in Bay 5 (right)



Plate 10: West Handyside Canopy girder and roof truss inserted above Loading Bay W1 in Bay 3 of the west elevation of the MGS



Plate 11: West Handyside Canopy girder and roof truss inserted above Loading Bay W1 in Bay 3 of the west elevation of the MGS



Plate 12: West Handyside Canopy girder visible in the interior of the of the MGS at first floor level in Bay 7 of the west wall



Plate 13: Fire Hydrant sign between Bays 5 and 6 in the west elevation (see Figure 14 and Plate 1 for location) of the MGS



Plate 14: North elevation of the accumulator tower (left) and MGS (right) with capstan in the right (west) foreground



Plate 15: North elevation of the MGS



Plate 16: West end of the north elevation of the MGS



Plate 17: North and west elevation of the accumulator tower (left) and east end of the north elevation of the MGS (right) showing canopy columns, platform and east train entrance



Plate 18: East elevation (Bays 1 to 11) of the MGS and the accumulator tower (right)



Plate 19: East elevation (Bays 4 to 20) of the MGS and the East Handyside Canopy (left)



Plate 20: MGS Offices (left) and east elevation of MGS (Bays 21 to 24)



Plate 21: Bays 19 and 20 in the east elevation of the MGS showing lower flange of cast iron beam spanning 1858 opening (now infilled)



Plate 22: Upper part of the east elevation of the MGS (Bays 7 to 20; left) and East Handyside Canopy (right), view from the south



Plate 23: East elevation (Bays 1 to 6) of the MGS (left) and the East Handyside Canopy (right), view from the south

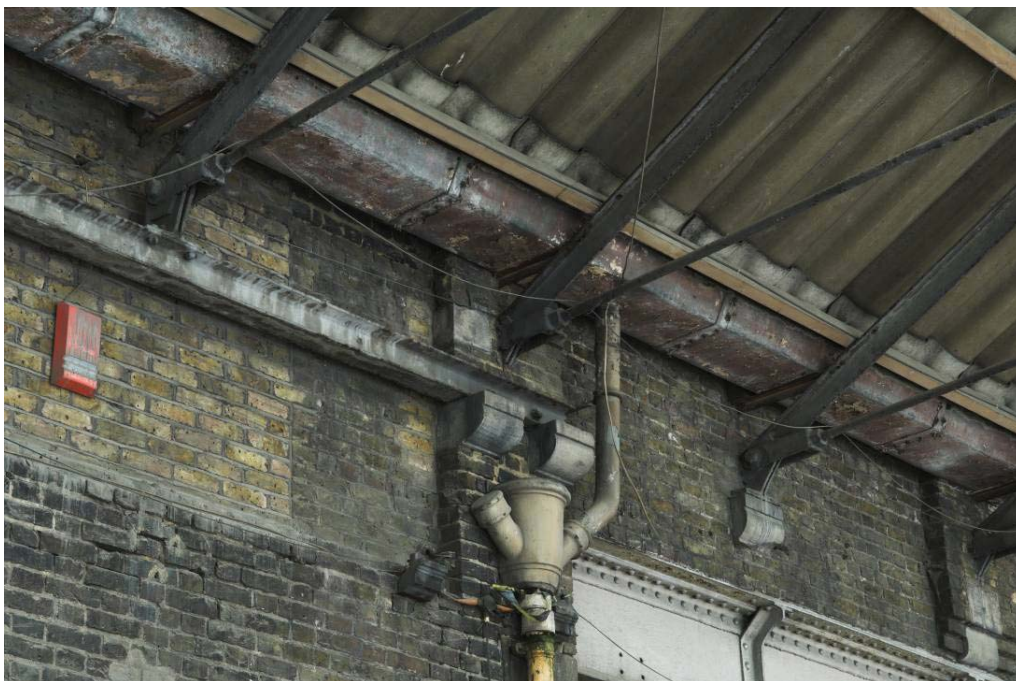


Plate 24: East elevation (upper panels of Bays 17 and 18) of the MGS showing the support for East Handyside Canopy (right)



Plate 25: East elevation (Bays 10 to 17) of the MGS



Plate 26: Loading Bay Opening E1 in the east elevation (Bays 2 to 5) of the MGS



Plate 27: Front (south) elevation of the MGS Offices with the apex of the south gable of the MGS behind

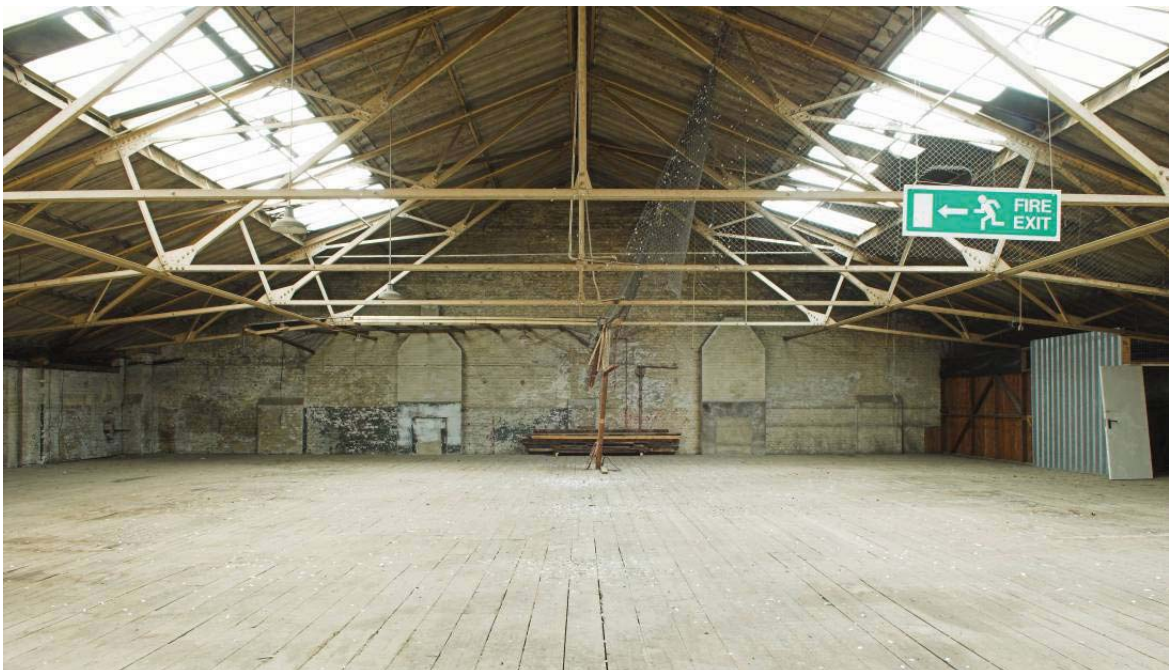


Plate 28: South wall of the interior of the MGS at first floor level



Plate 29: Valley of the former double gable roof visible in the brickwork of the south wall of the MGS

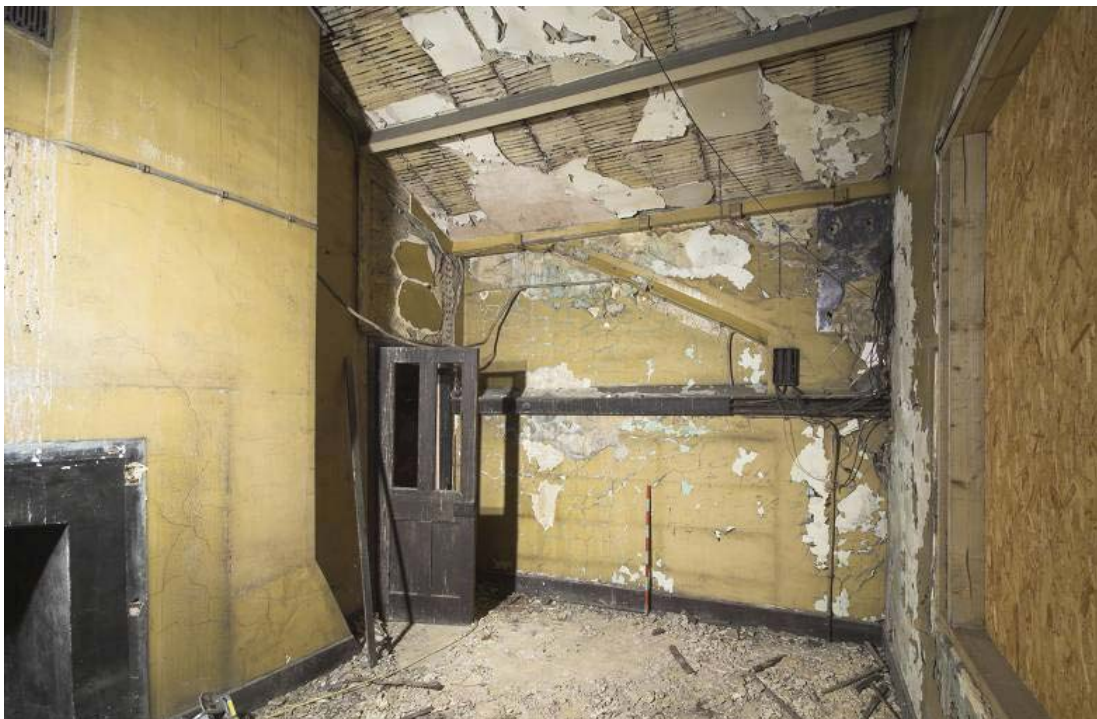


Plate 30: West, north and east wall of Room MGSOS5 (see Figures 21 and 27 for location) in the MGS Offices showing former roofline of the MGS, view from the south



Plate 31: Roof of the East Handyside Canopy (left) and east side of the MGS (right), view from the north



Plate 32: Pulley wheel system on roof truss which opens panels in the skylight of the MGS



Plate 33: First floor of the MGS viewed from the south



Plate 34: North-east corner of the first floor of the MGS



Plate 35: Glass disc in the first floor of the MGS



Plate 36: Ground floor of the MGS, view from the south-west



Plate 37: Column capital and ceiling girders supporting the first floor of the MGS



Plate 38: North end of the ground floor of the MGS, view from the south-east



Plate 39: South end of the ground floor of the MGS, view from the north-east



Plate 40: The base of a hollow cast iron side column in Pump House MGSG2 of the MGS, view from the north-west



Plate 41: Ceiling-mounted fixing under the first floor of the MGS for a swivelling platform crane, view from the south



Plate 42: North side of the lift shaft in Bay 11 (east side) of the MGS showing construction of the platform



Plate 43a: North-west corner of lift shaft in Bay 11 (east side) of the MGS showing construction of the platform



Plate 43b: North-east corner of Pump House MGSG2 in the MGS



Plate 43c: North-west corner of Pump House MGSG2 in the MGS



Plate 44: Late 20th century offices in the south-east corner of the MGS, view from the north



Plate 45: Roof of accumulator tower viewed from the east with the MGS to the south (right)



Plate 46: Blocked first floor window in the east elevation of the accumulator tower with girder across to support trusses for the East Handyside Canopy



Plate 47: Hydraulic accumulator mechanism within the accumulator tower; south wall with ladder (left); north wall to right



Plate 48: *Ex situ* upper sash window found in ground floor MGS Office Room MGSOG7 (see Plate 54)



Plate 49: West, north and east wall of ground floor MGS Office Room MGSOG5, view from the south



Plate 50: South, west and north wall of ground floor MGS Office Corridor MGSOG2, view from the east



Plate 51: East, south and west wall of ground floor MGS Office MGSOG4, view from the north

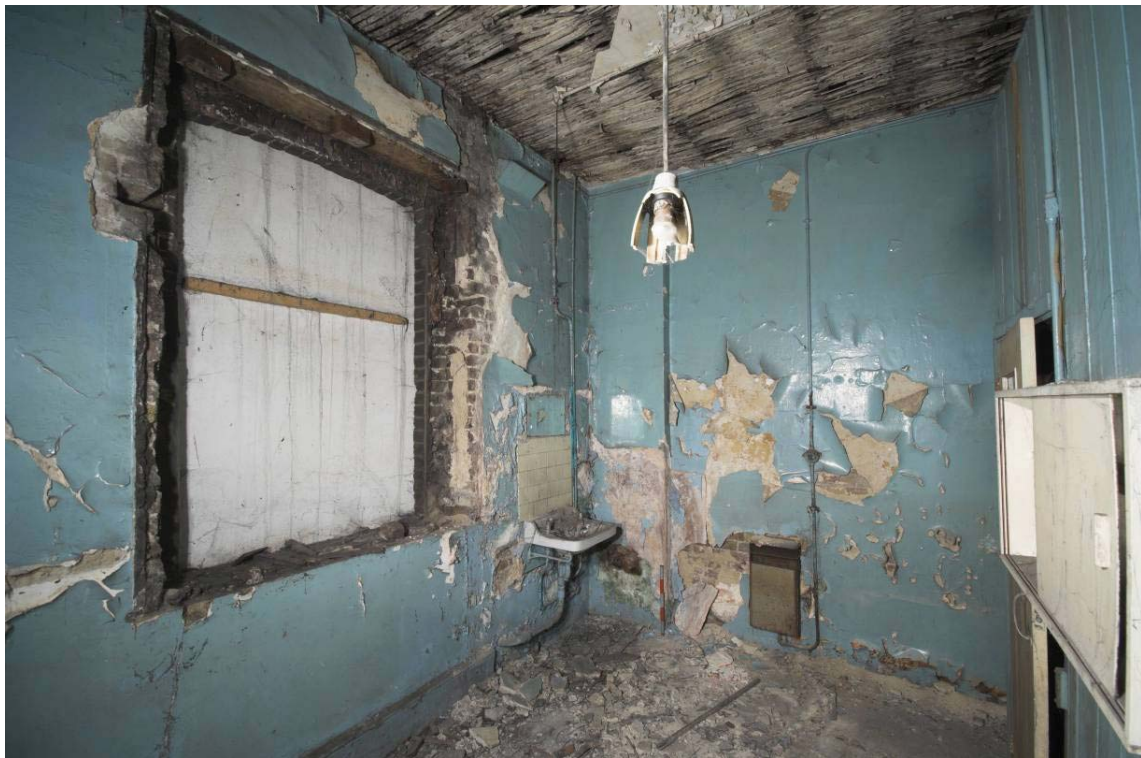


Plate 52: West, north and east wall of ground floor MGS Office MGSOG1, view from the south



Plate 53: West, north and east wall of ground floor MGS Office entrance hall MGSOG6 with former doorway to the MGS in the north wall, view from the south



Plate 54: North, east and south wall of ground floor MGS Office MGSOG7, view from the west



Plate 55: South, west and north wall of ground floor MGS Office MGSOG7 with 'telephone' cubicle (MGSOG9), view from the east



Plate 56: South and west wall of ground floor MGS Offices 'telephone' cubicle MGSOG9, view from the north-east



Plate 57: East, south and west wall of ground floor MGS Office MGSOG8, view from the north-east

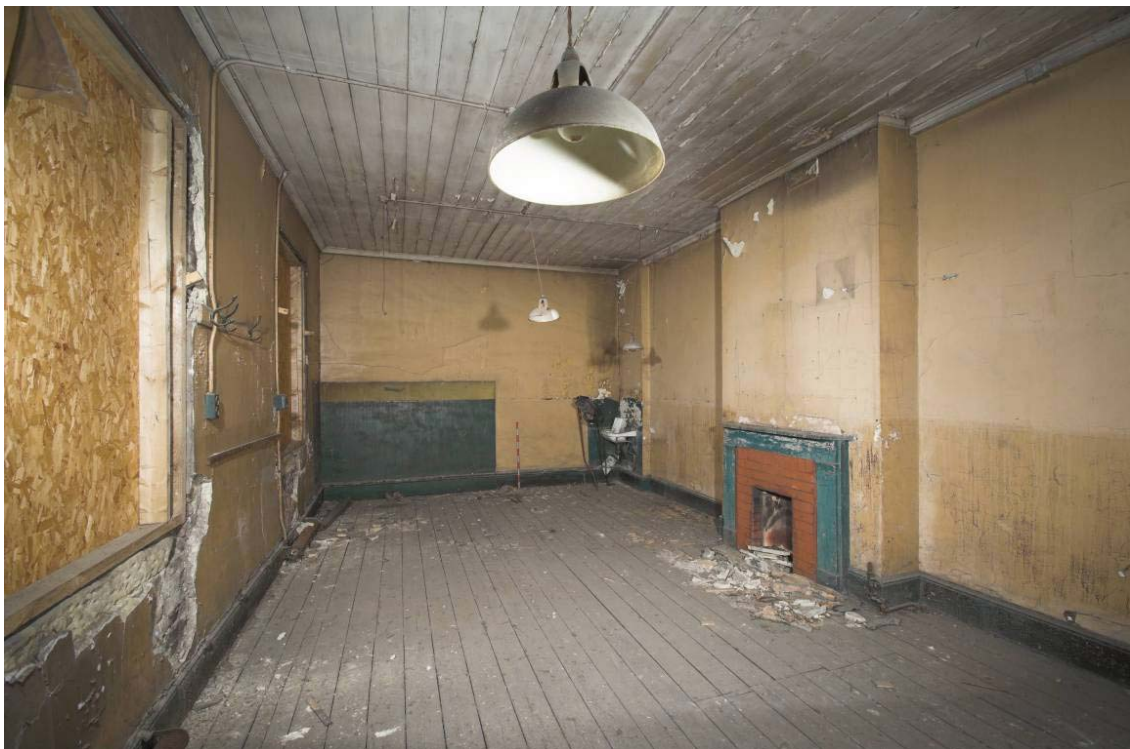


Plate 58: South, west and north wall of first floor MGS Office MGSOF1, view from the east



Plate 59: East, south, and west wall of first floor MGS Office MGSOF3, view from the north

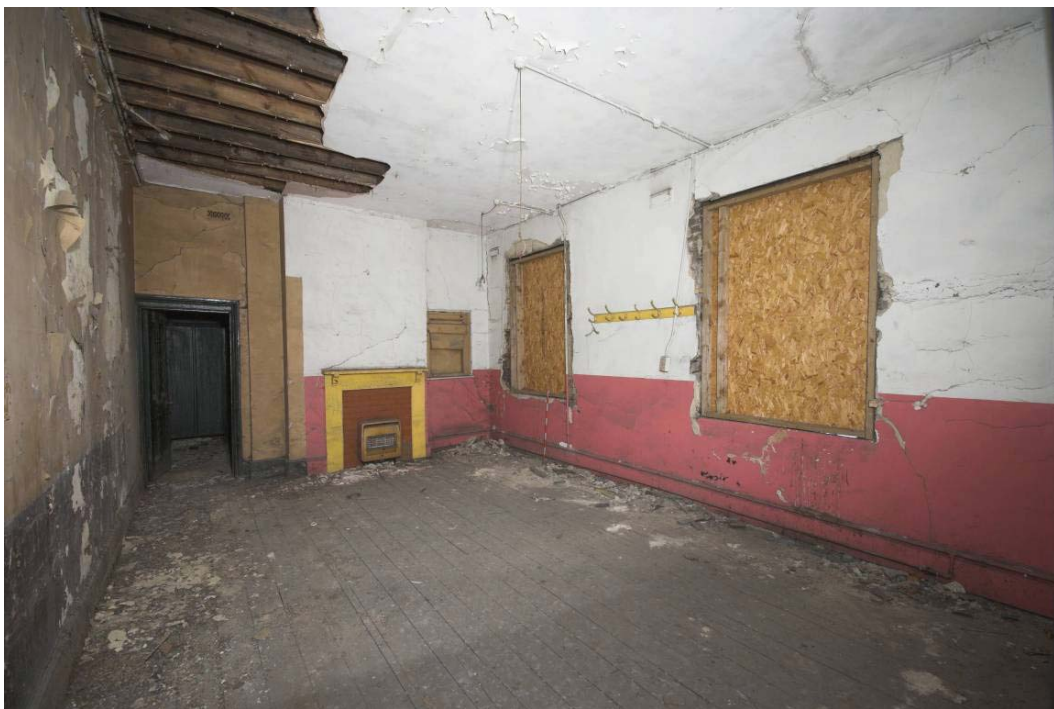


Plate 60: North, east and south wall of first floor MGS Office MGSOF5, view from the west



Plate 61: West, north and east wall of first floor MGS Office MGSOF6, view from the south



Plate 62: South and west wall of first floor MGS Office MGSOF6, view from the north-west



Plate 63: West, north and east wall of MGS Office Stairwell MGSOS2 showing second floor landing and desk, view from the south



Plate 64: South, west and north wall of MGS Office MGSOS2 showing desk on second floor landing, view from the east



Plate 65: Gas light fitting on the south wall of MGS Office MGSOS1, view from the north-east

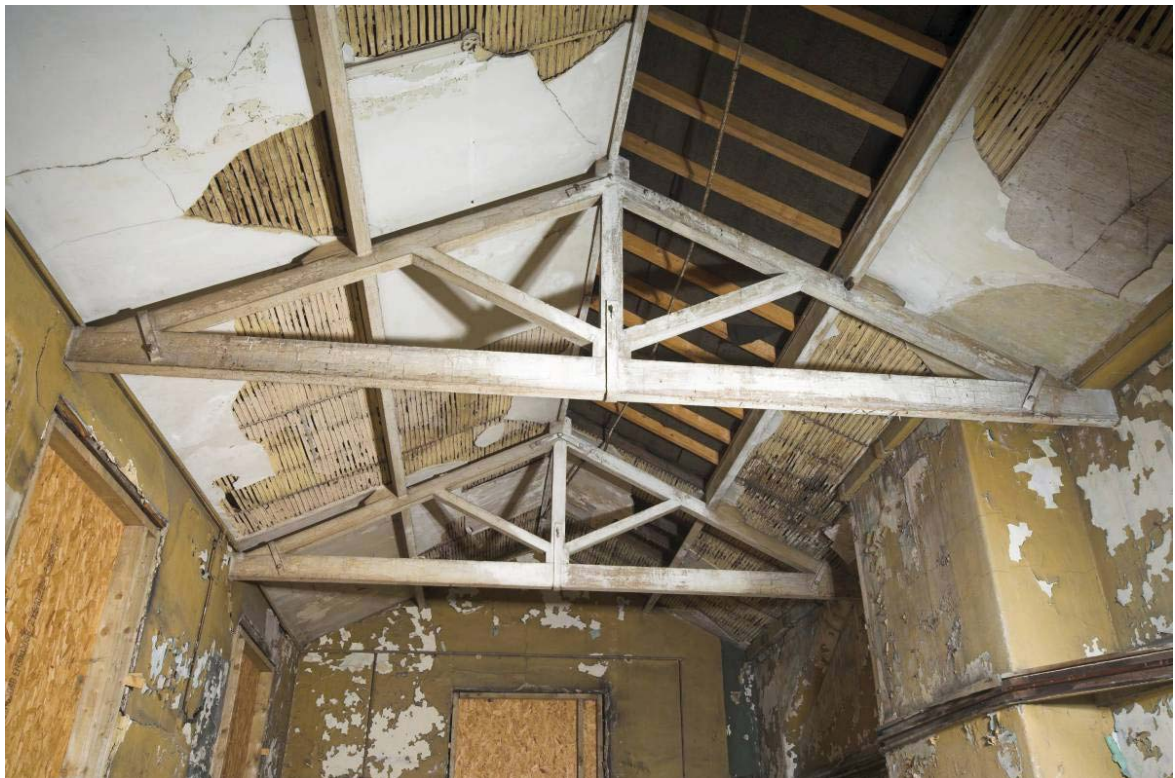


Plate 66: South, west and north wall of MGS Office MGSOS1 showing roof trusses, view from the east



Plate 67: East end of north wall of MGS Office MGSOS1, view from the south



Plate 68: North and east wall of MGS Office MGSOS1, view from the south-west



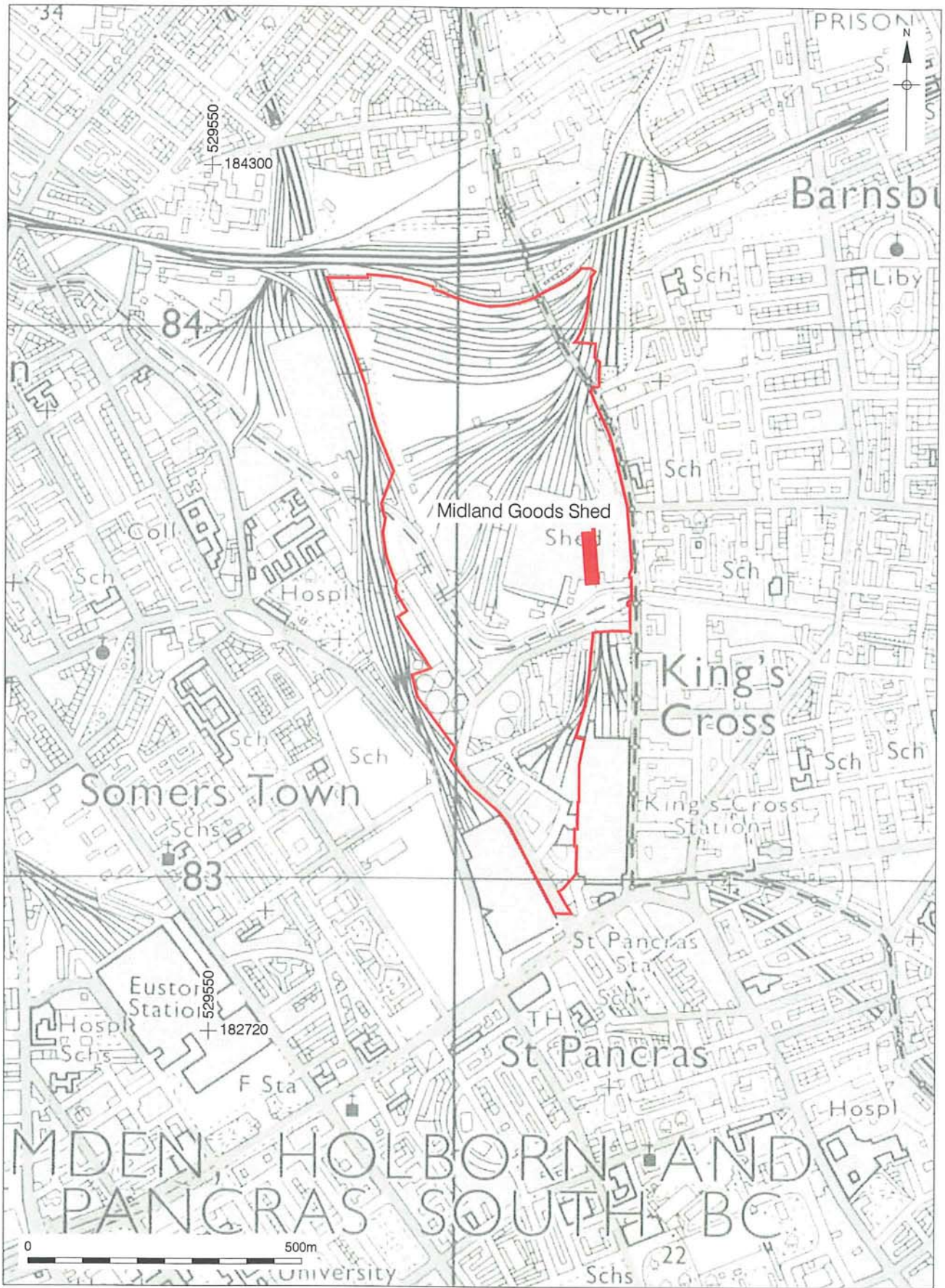
Plate 69: North, east and south wall of MGS Office MSGOS4, view from the west



Plate 70: North, east and south wall of MGS Office Corridor MGSOS3, view from the west

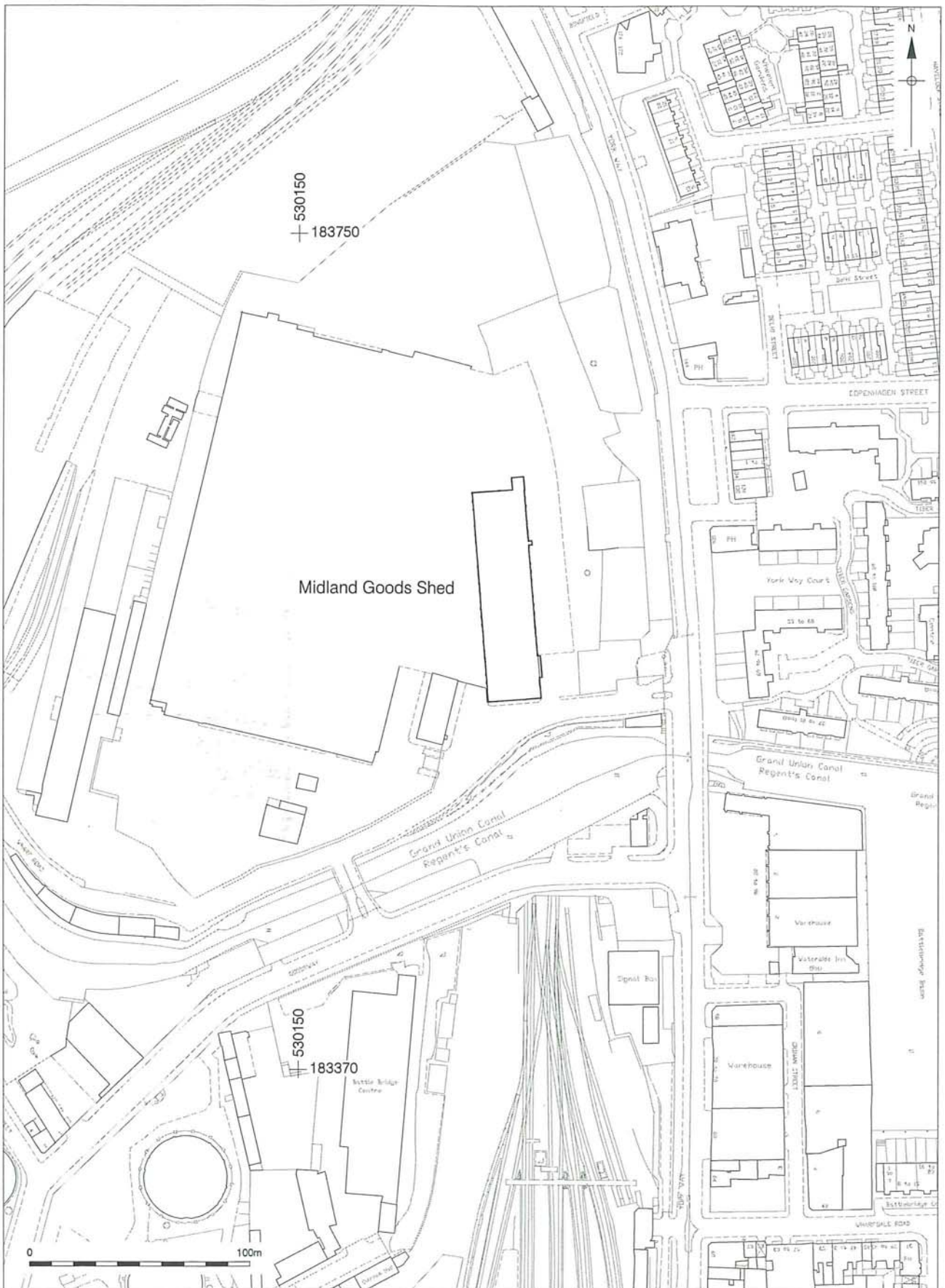


Plate 71: South and west wall of MGS Office MGSOS5, view from the north-east



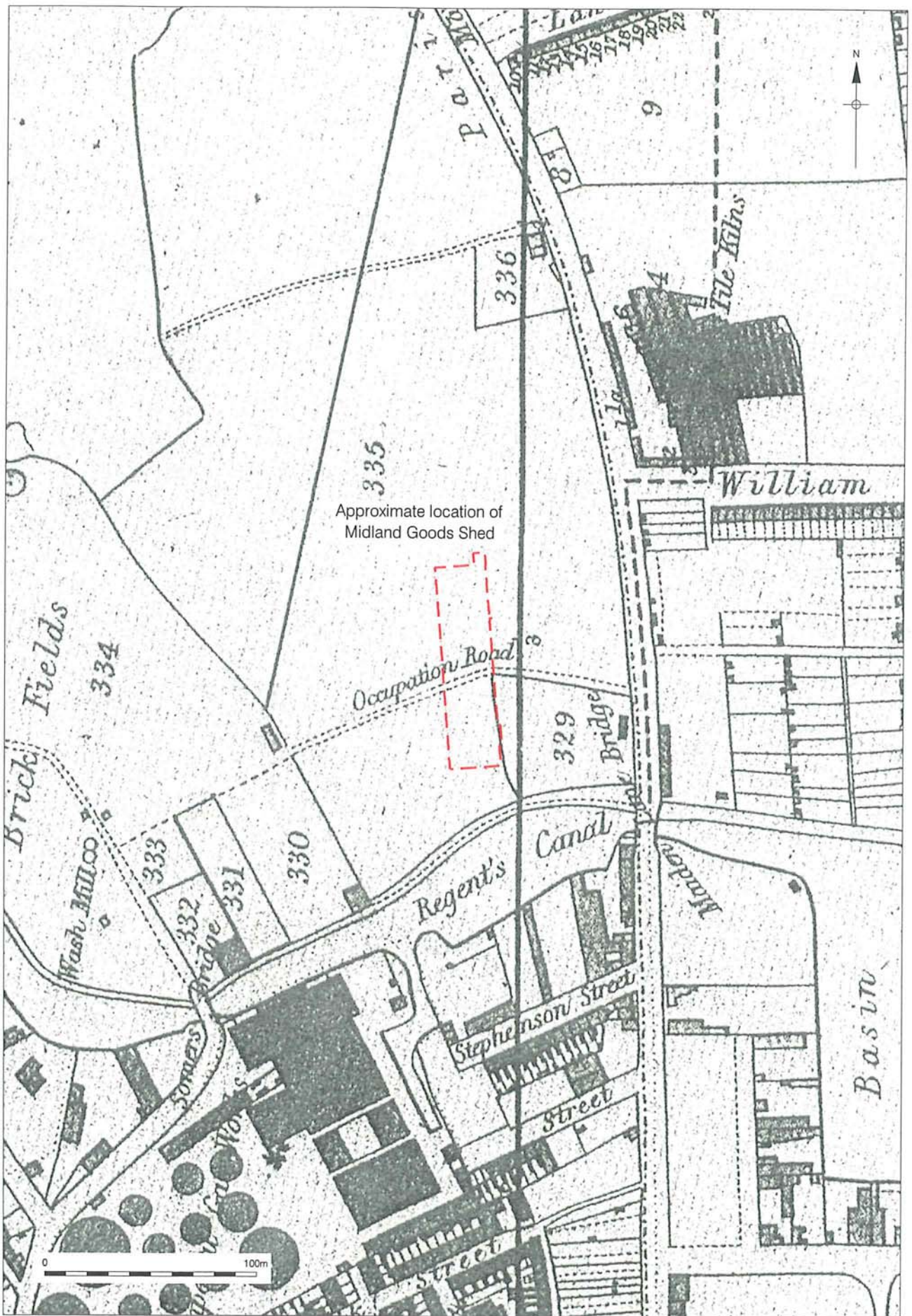
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Figure 1
 Site Location
 1:10,000 at A4



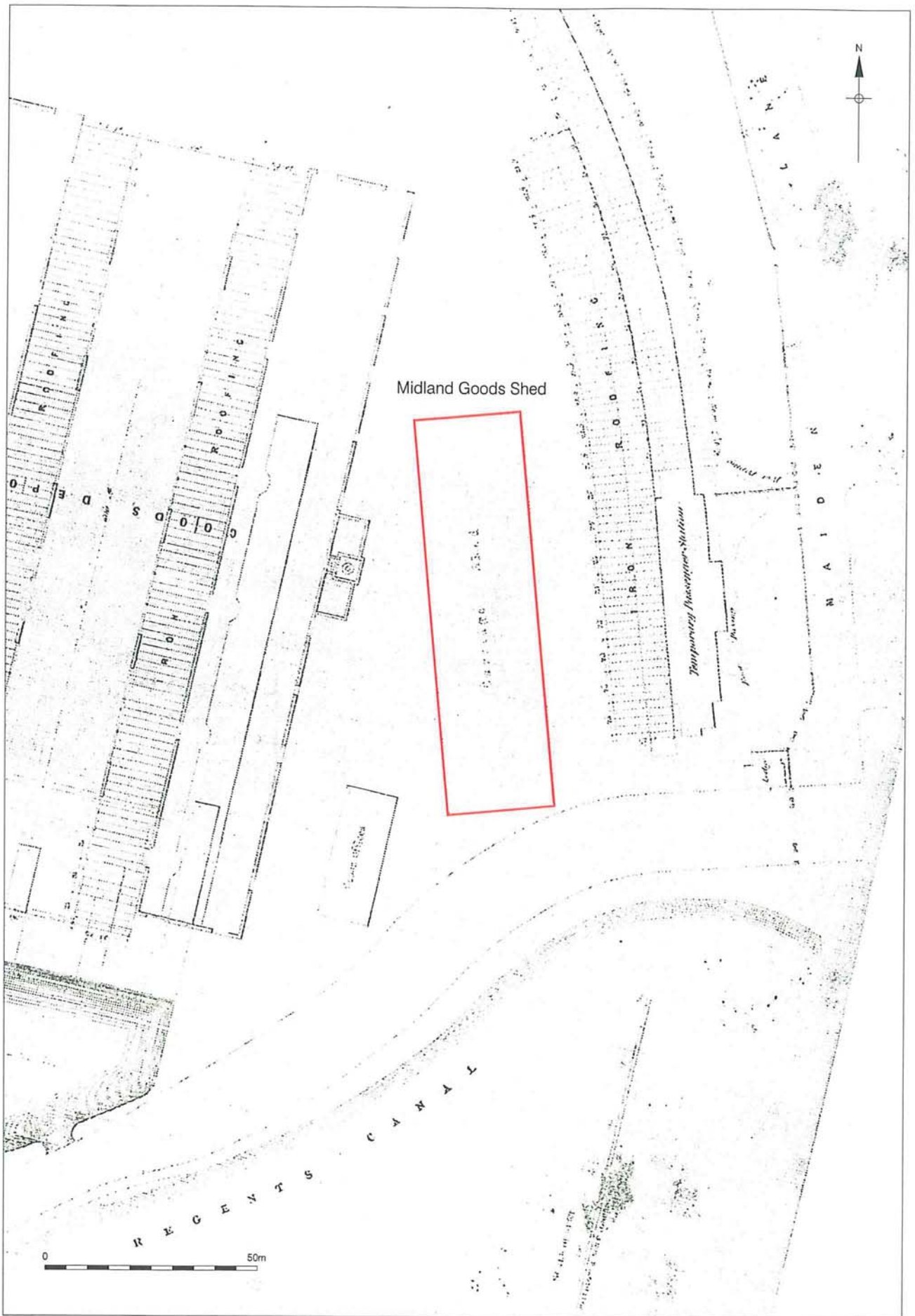
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Figure 2
 Detailed Site Location
 1:2,500 at A4



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Figure 3
1846 map reproduced in 1852 GNR Proposed Site of Terminus plan
1:2,500 at A4



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Figure 4
Cubitt's Temporary Passenger Station Roofing Specification Plan, 1850
1:1250 at A4

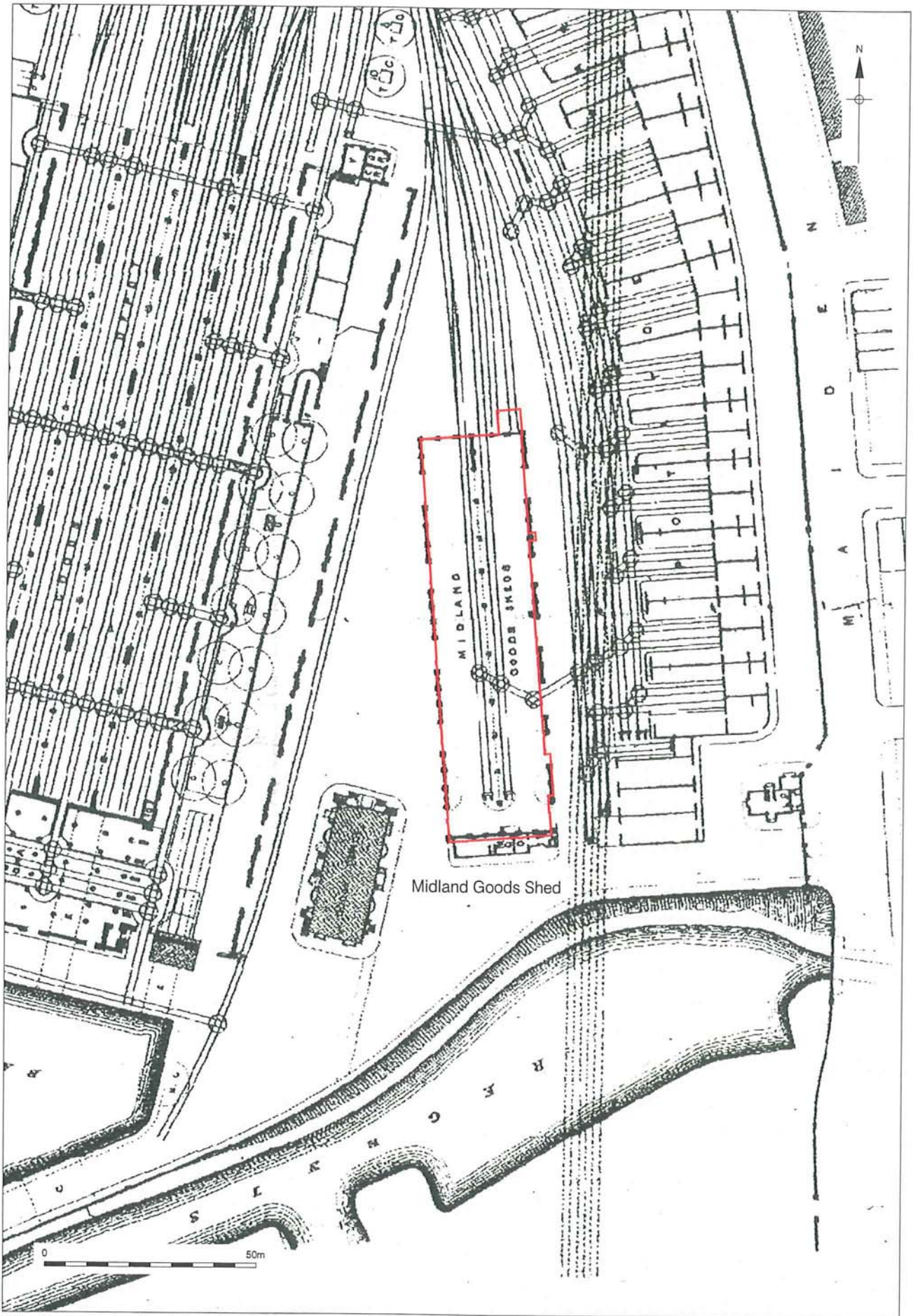
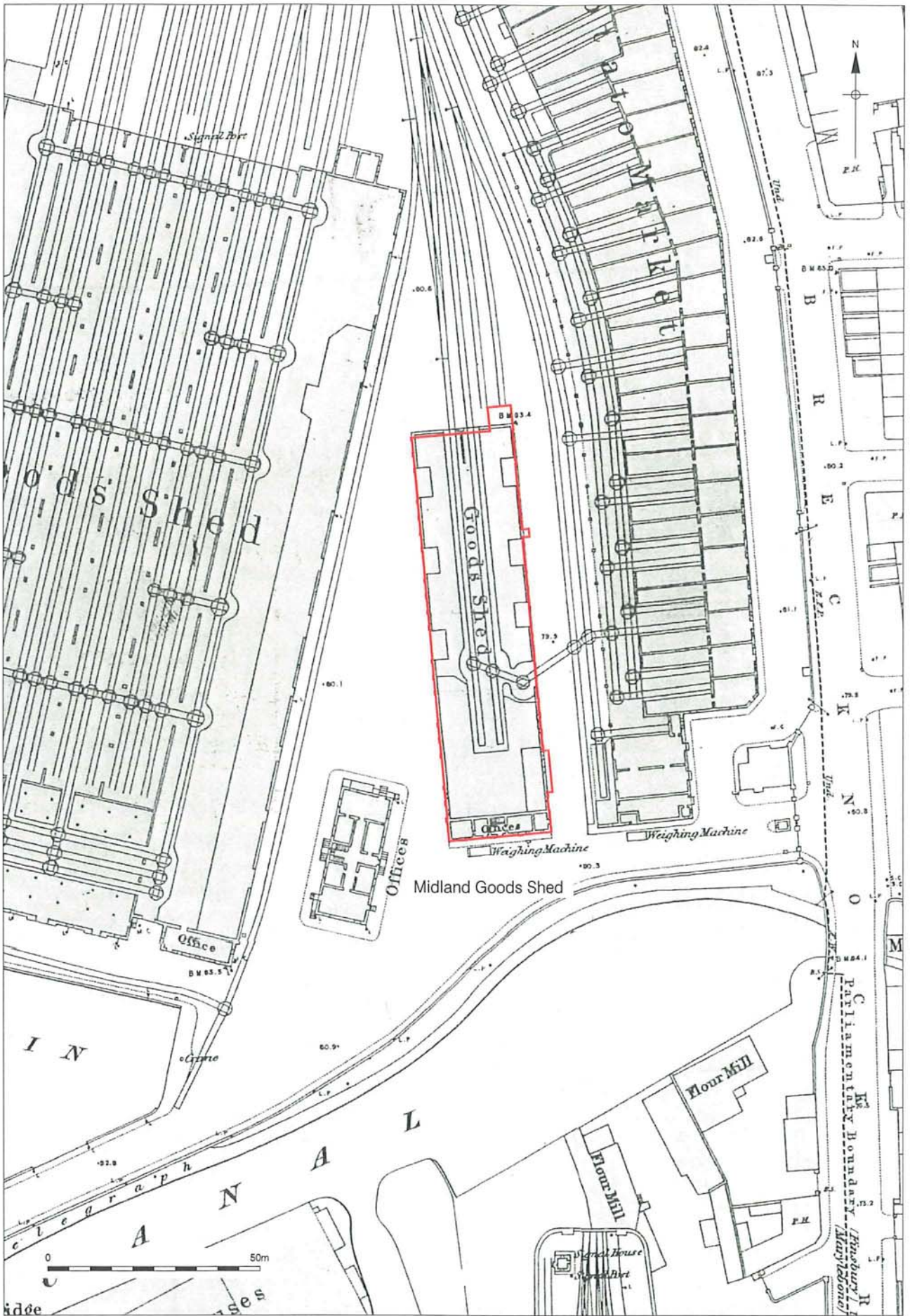


Figure 5
Humber's Plan of 1866
1:1,250 at A4



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Figure 6
 1871 Ordnance Survey large-scale map (originally 1:1,056)
 1:1,250 at A4

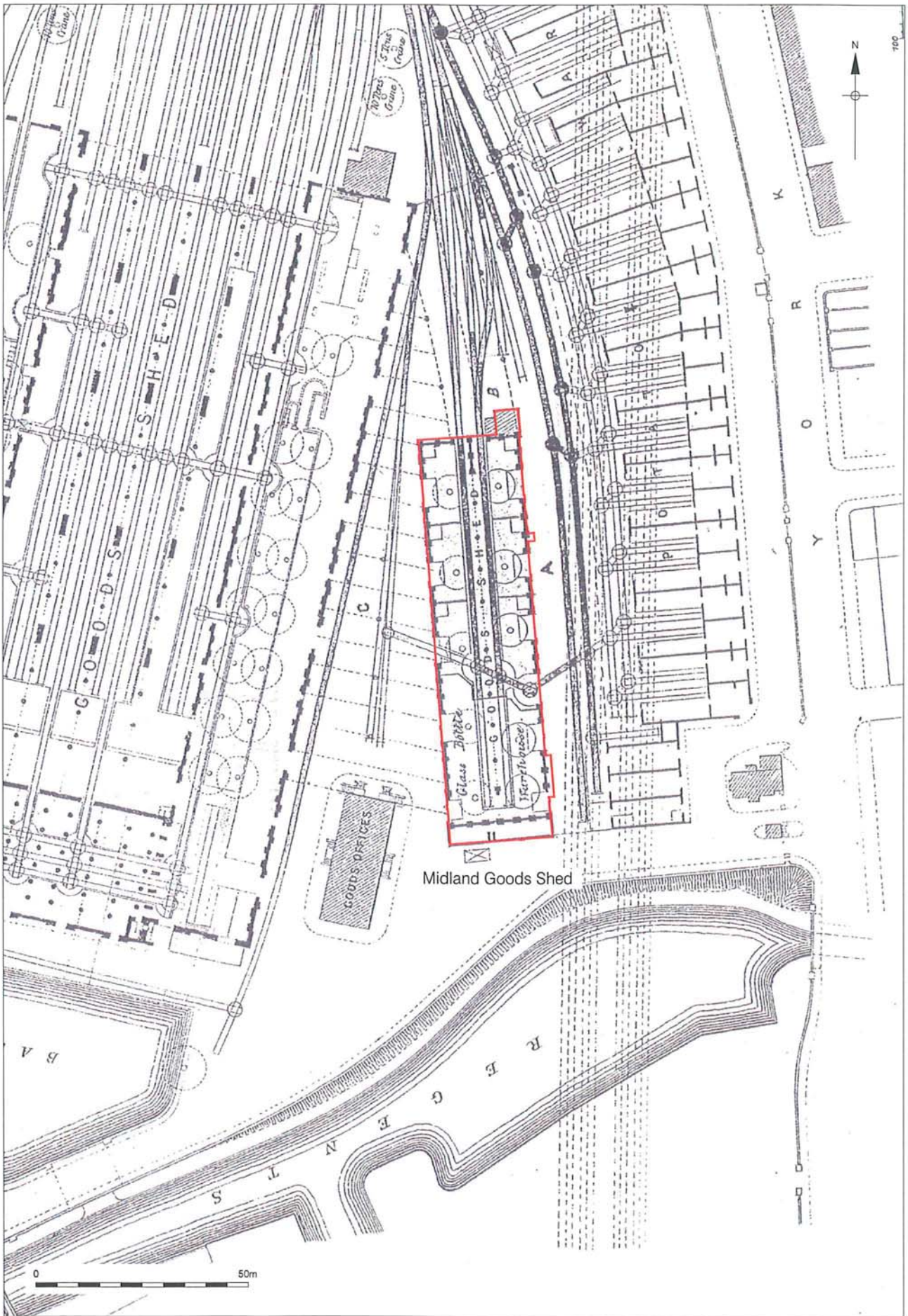
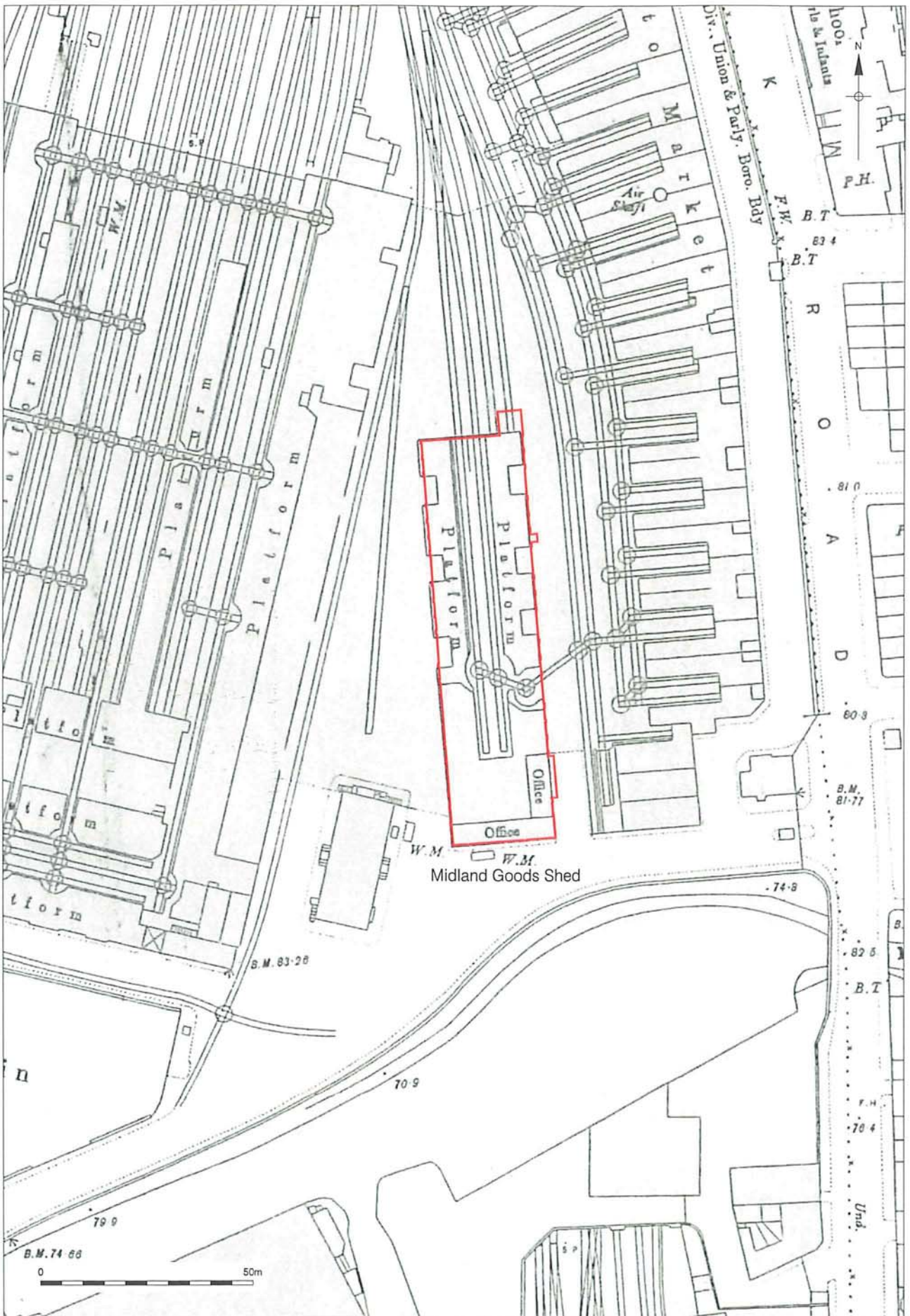


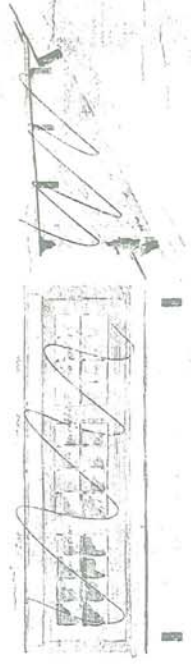
Figure 7
 GNR plan of 1882, revised 1888
 1:1250 at A4



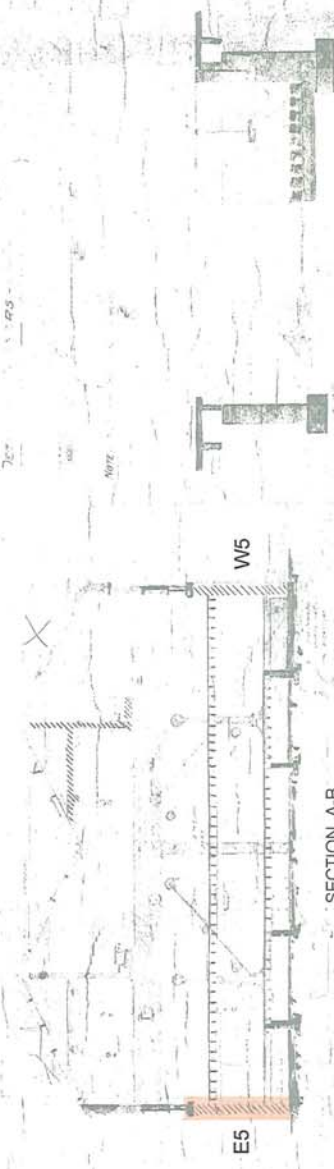
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Figure 8
 1894-96 Ordnance Survey map
 1:1,250 at A4

C. R. LONDON GOODS YARD ALTERATIONS TO OLD MIDLAND GOODS SHED.

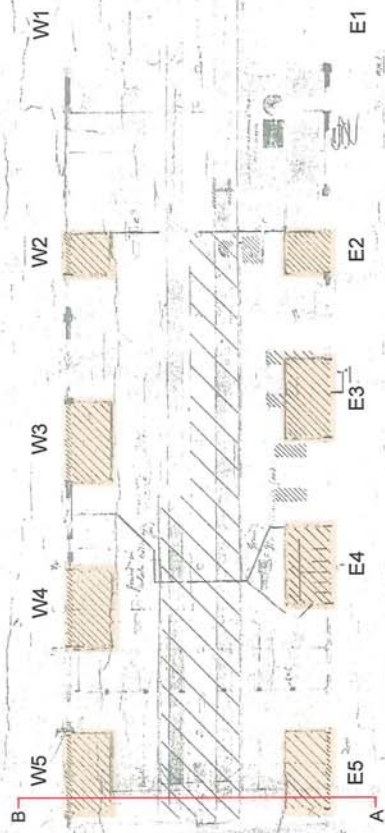


GIRDERS OVER NEW OPENINGS



PART EAST ELEVATION SHOWING NEW OPENING

SECTION A-B

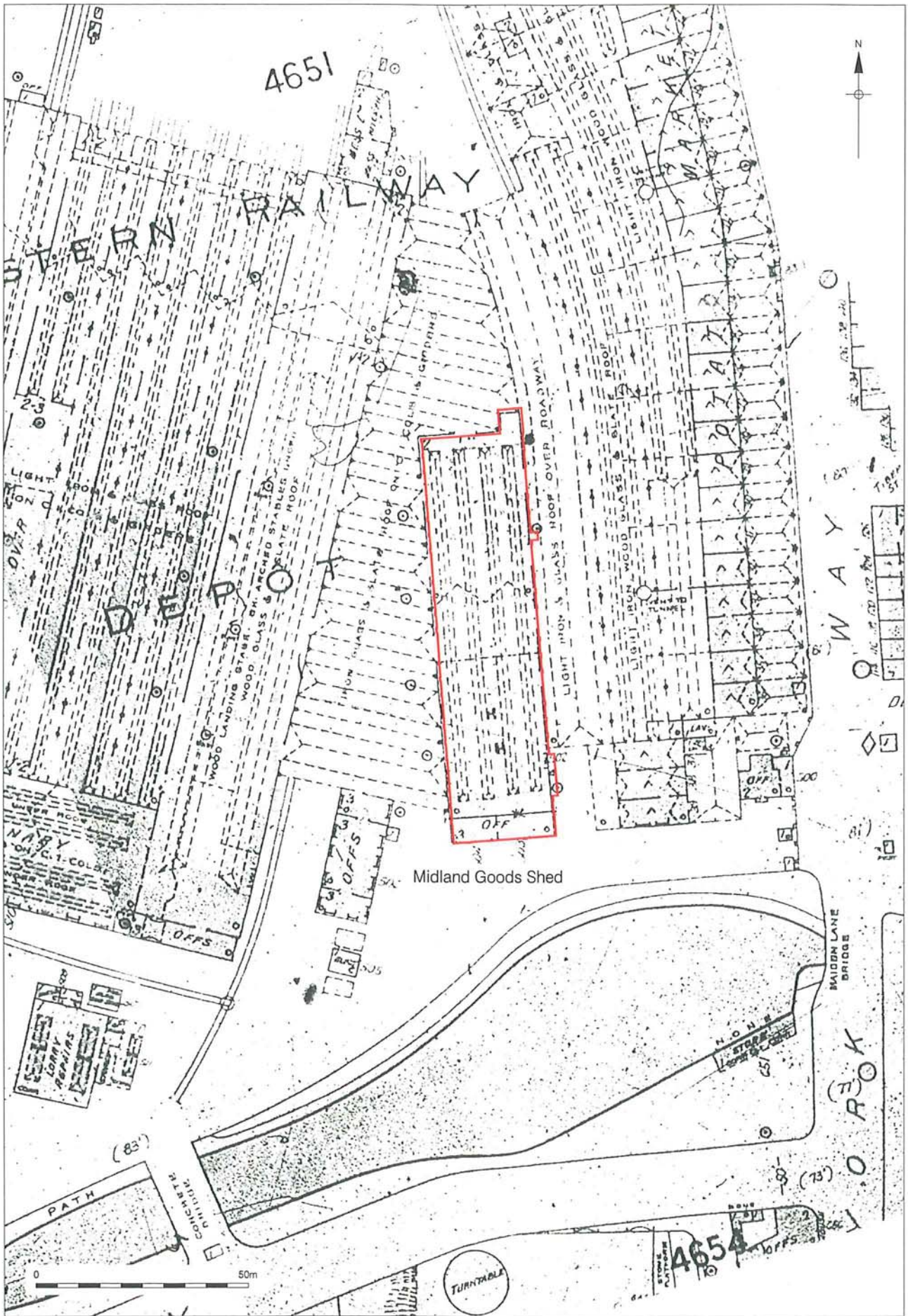


Midland Goods Shed Offices

Accumulator Tower

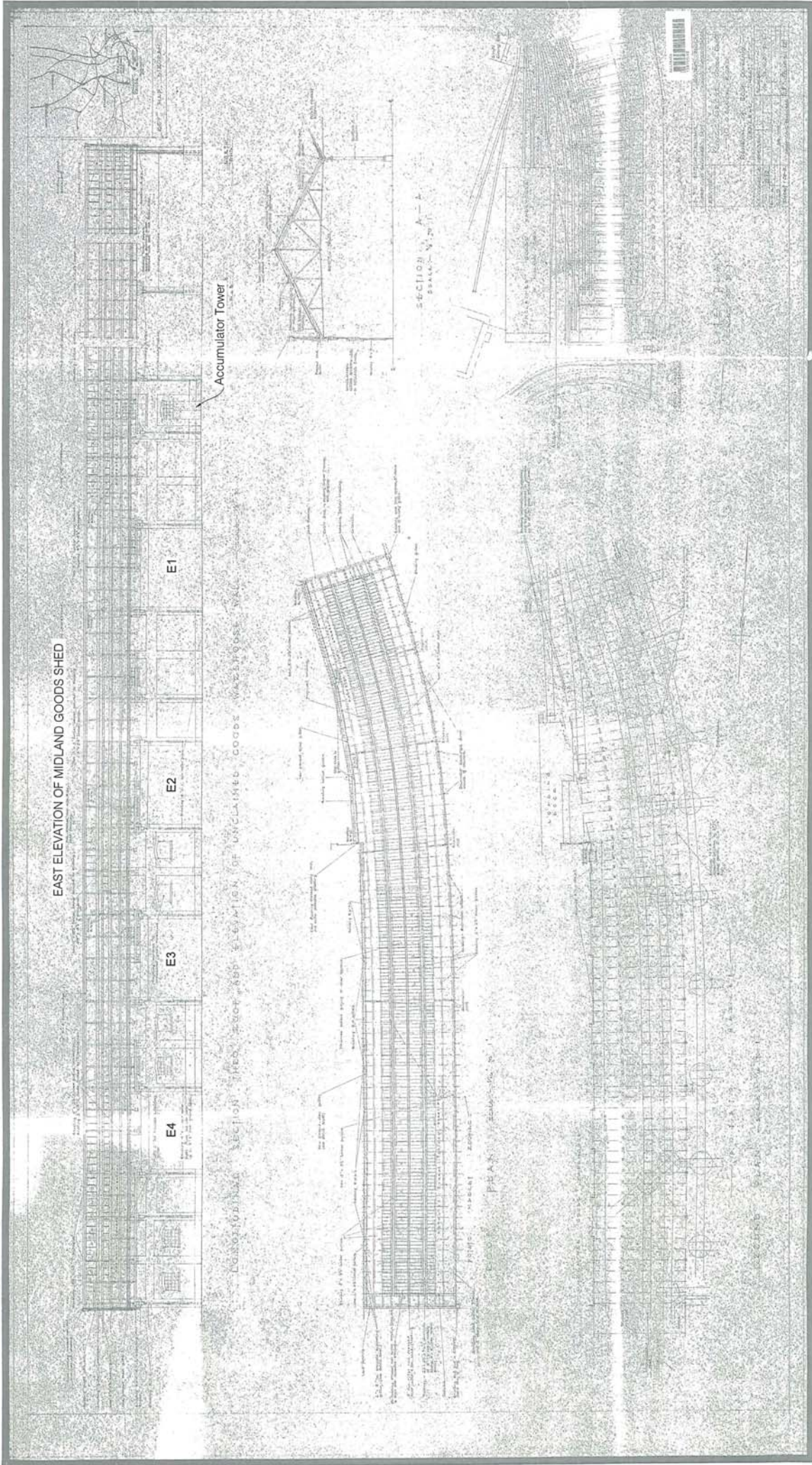
- Loading Bay Opening shown on Figure 17: East Elevation
- Loading Bays shown on Figure 19: Ground Floor Plan

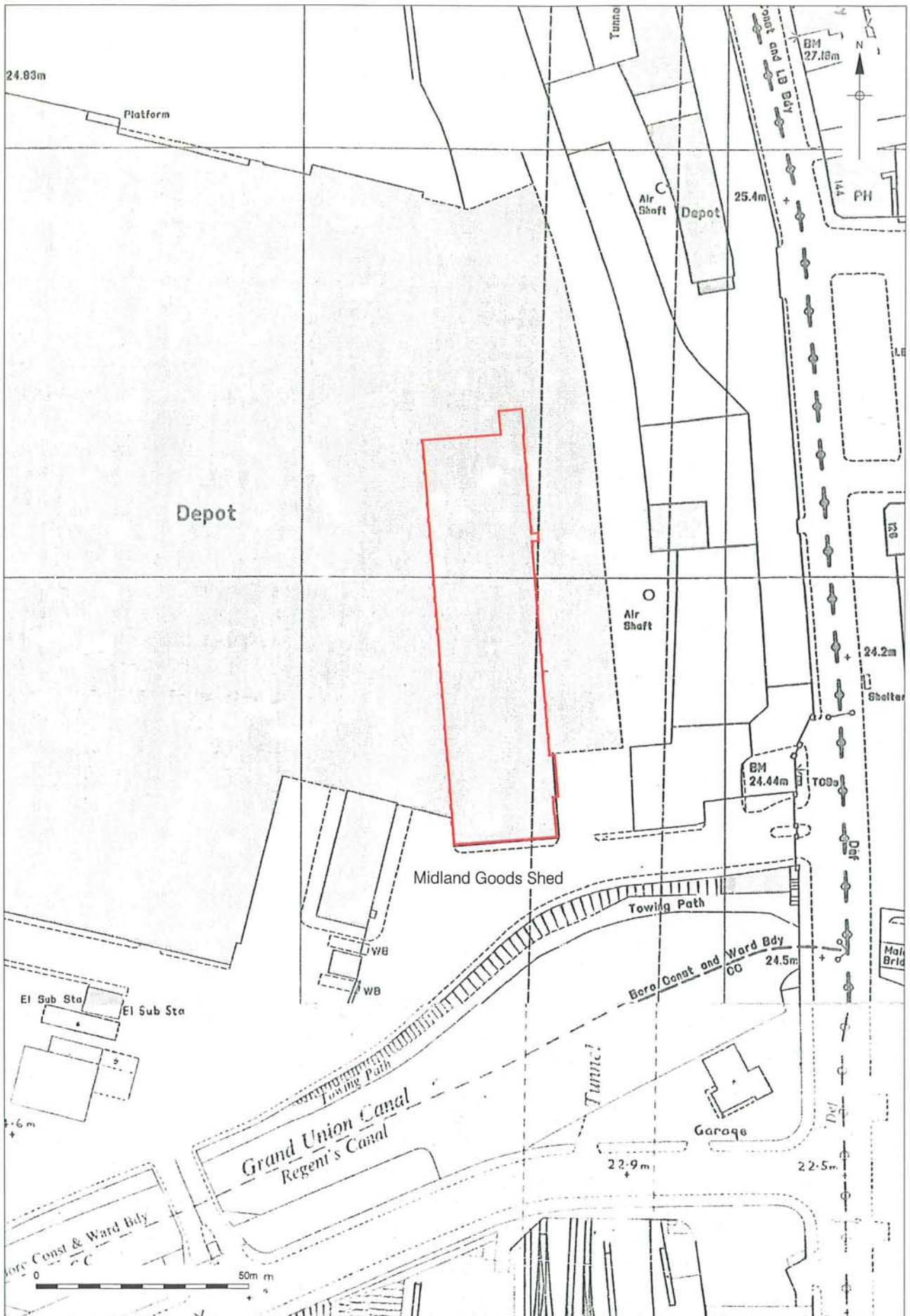




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Figure 11
 1942 Goad Insurance Plan, Vol. XII Plan 400
 1:1,250 at A4





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Figure 13
1982 Ordnance Survey map
1:1,250 at A4

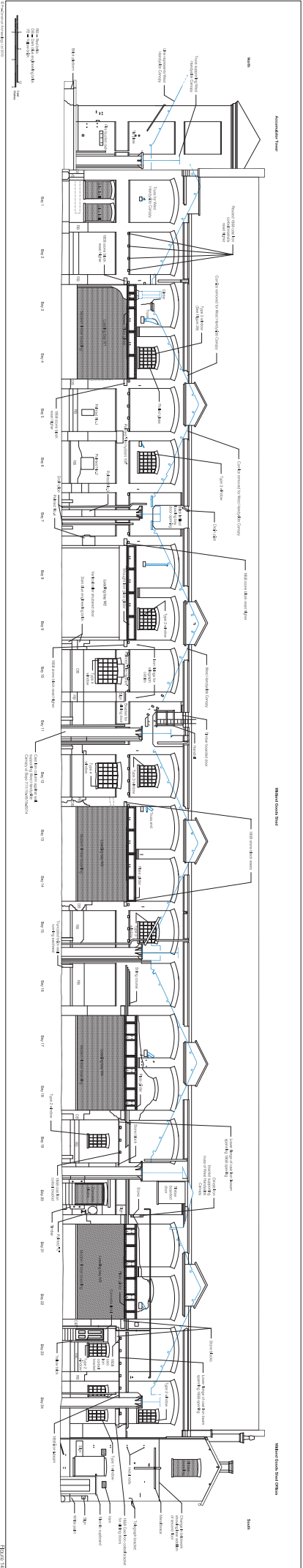
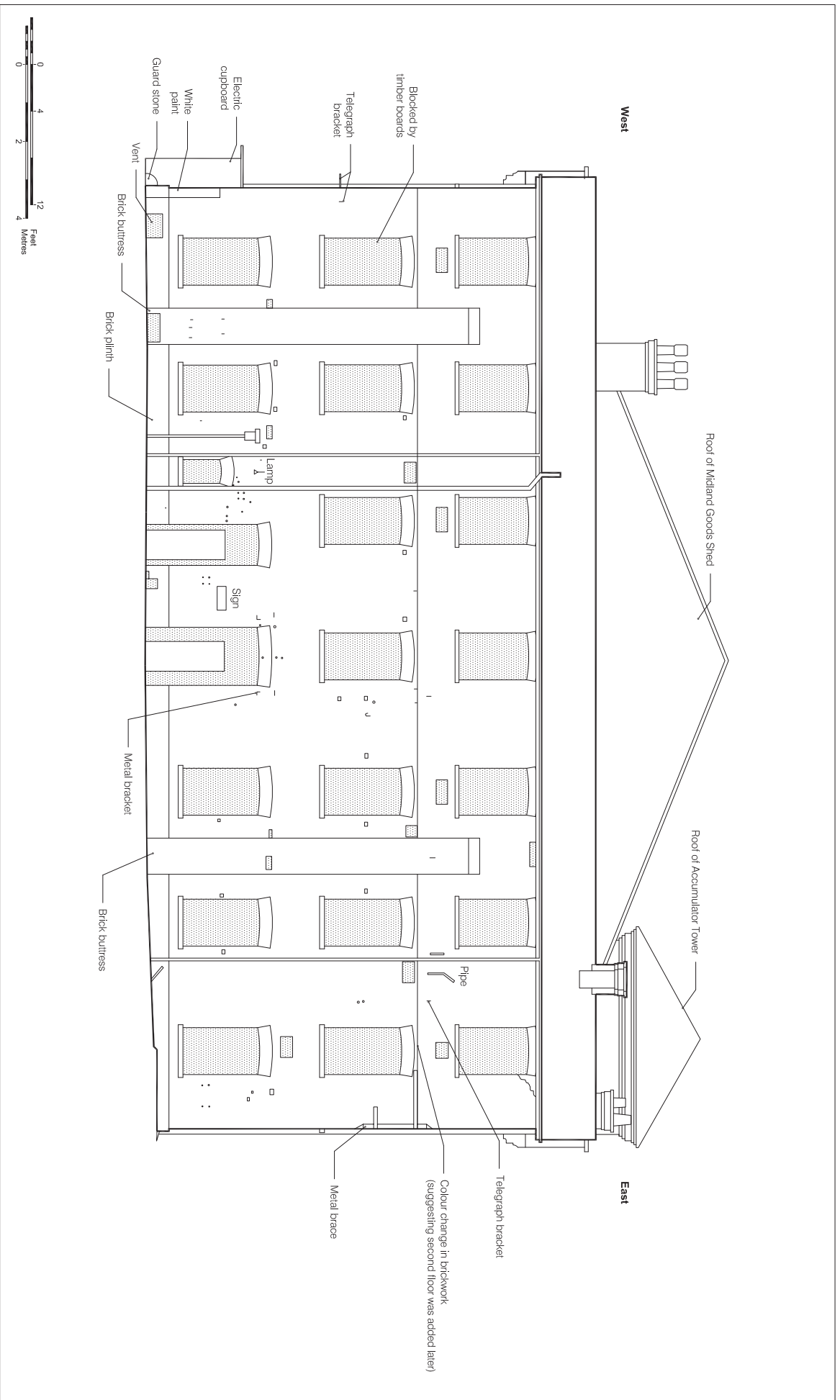


Figure 14
 West Tower
 Mixed-Use, Steel and Glass
 17th Floor
 17th Floor



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Figure 18
 South Elevation
 Midland Goods Shed Offices
 Kings Cross
 1:100 at A3

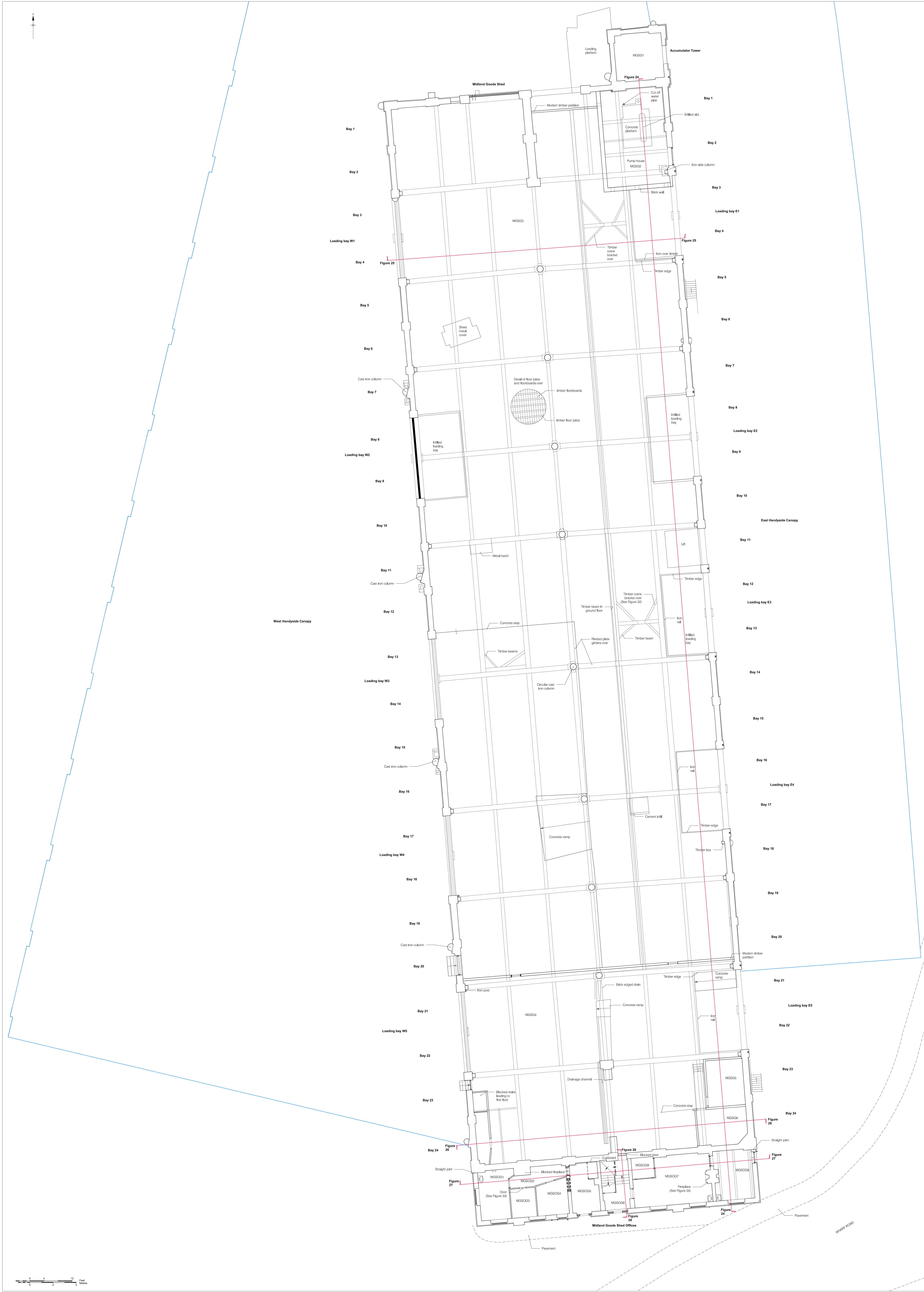
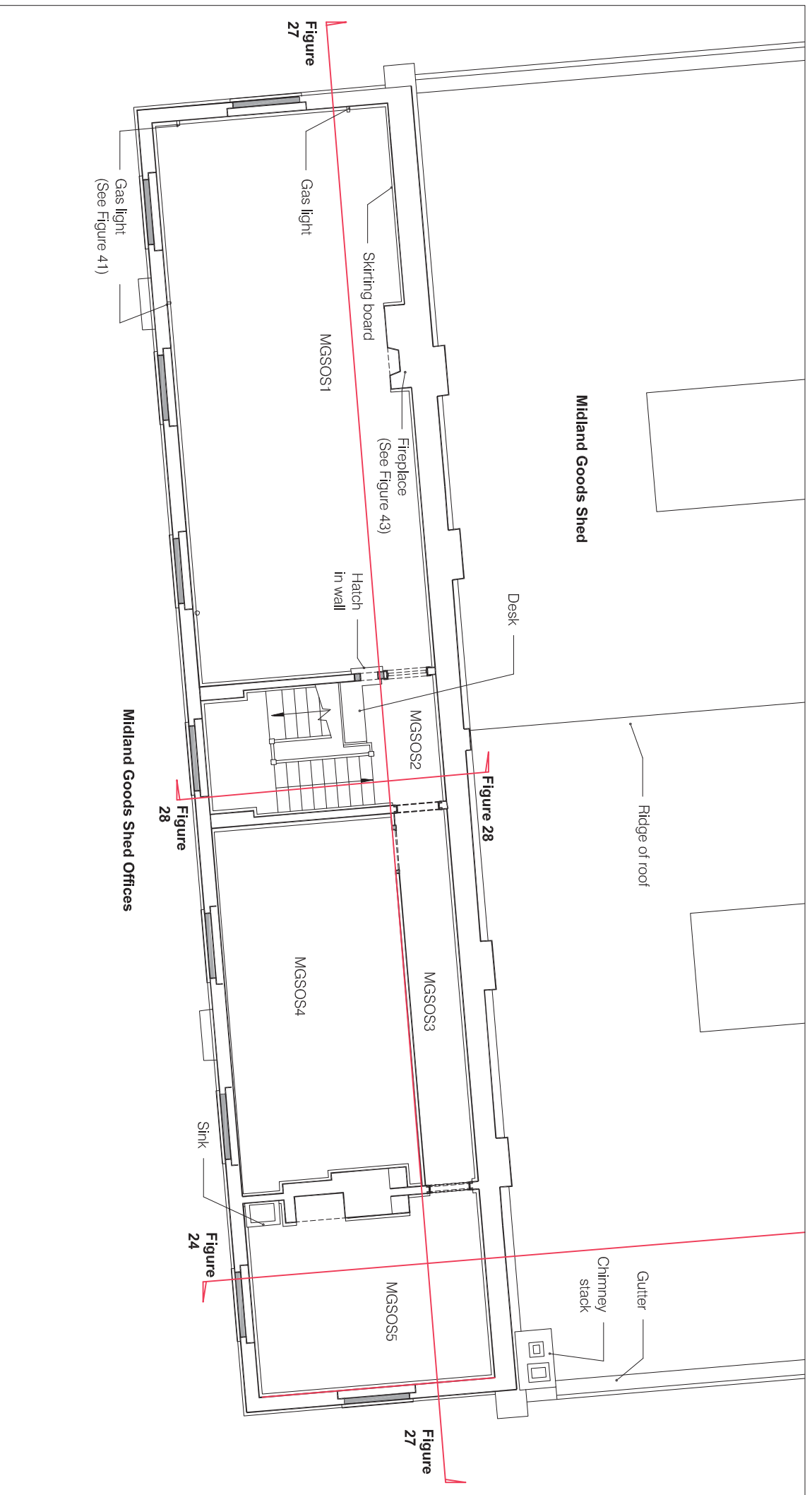


Figure 19 Ground Floor Plan Midland Goods Shed and Offices King's Cross 1:100 at A0



Figure 20
 First Floor Plan
 Midland Goods Shed and Offices
 RHYA Cross
 © 100 or AG



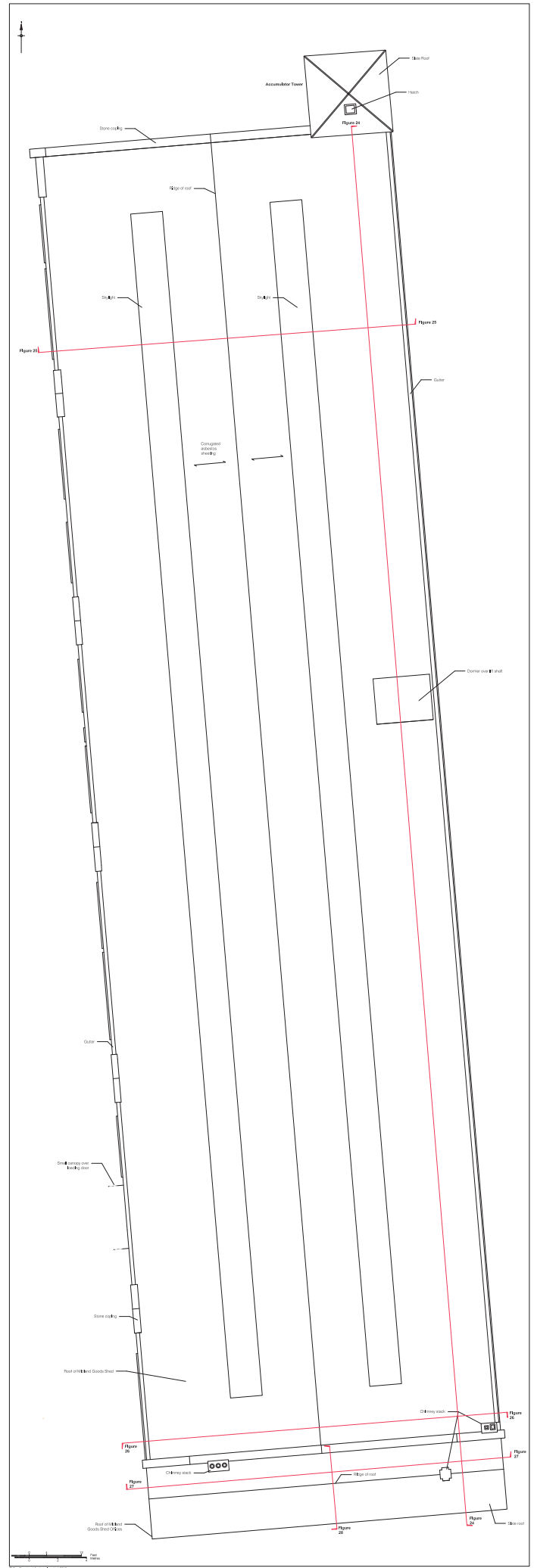


Figure 23
 Roof Plan
 Millard Goods Shed, Accumulator Tower and Culter
 King's Cross
 1:100 at A0

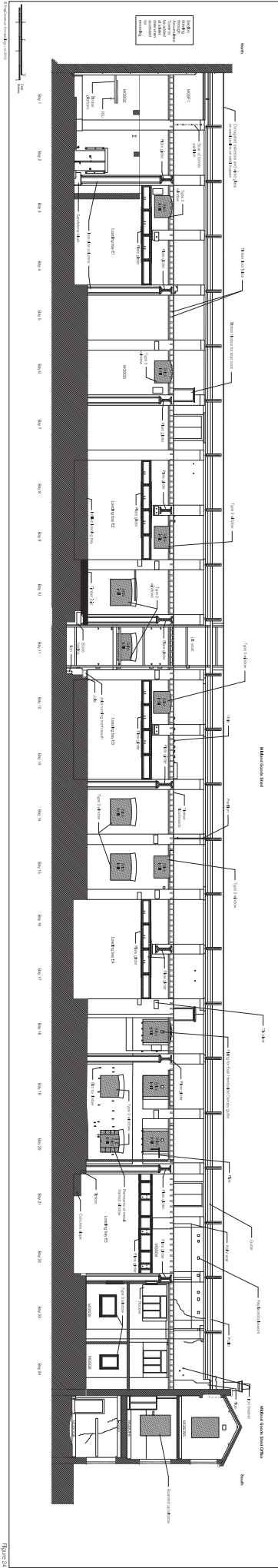
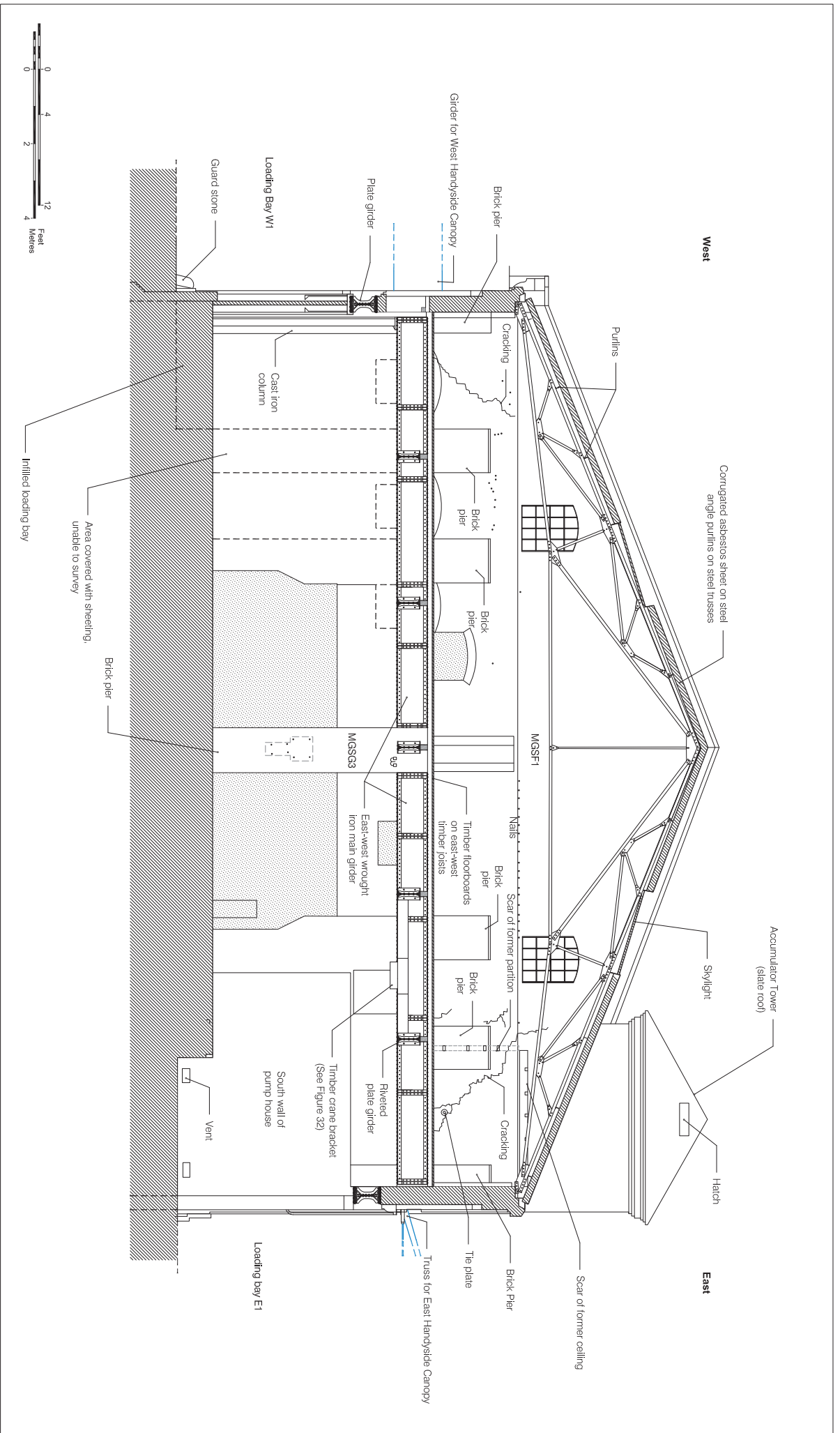
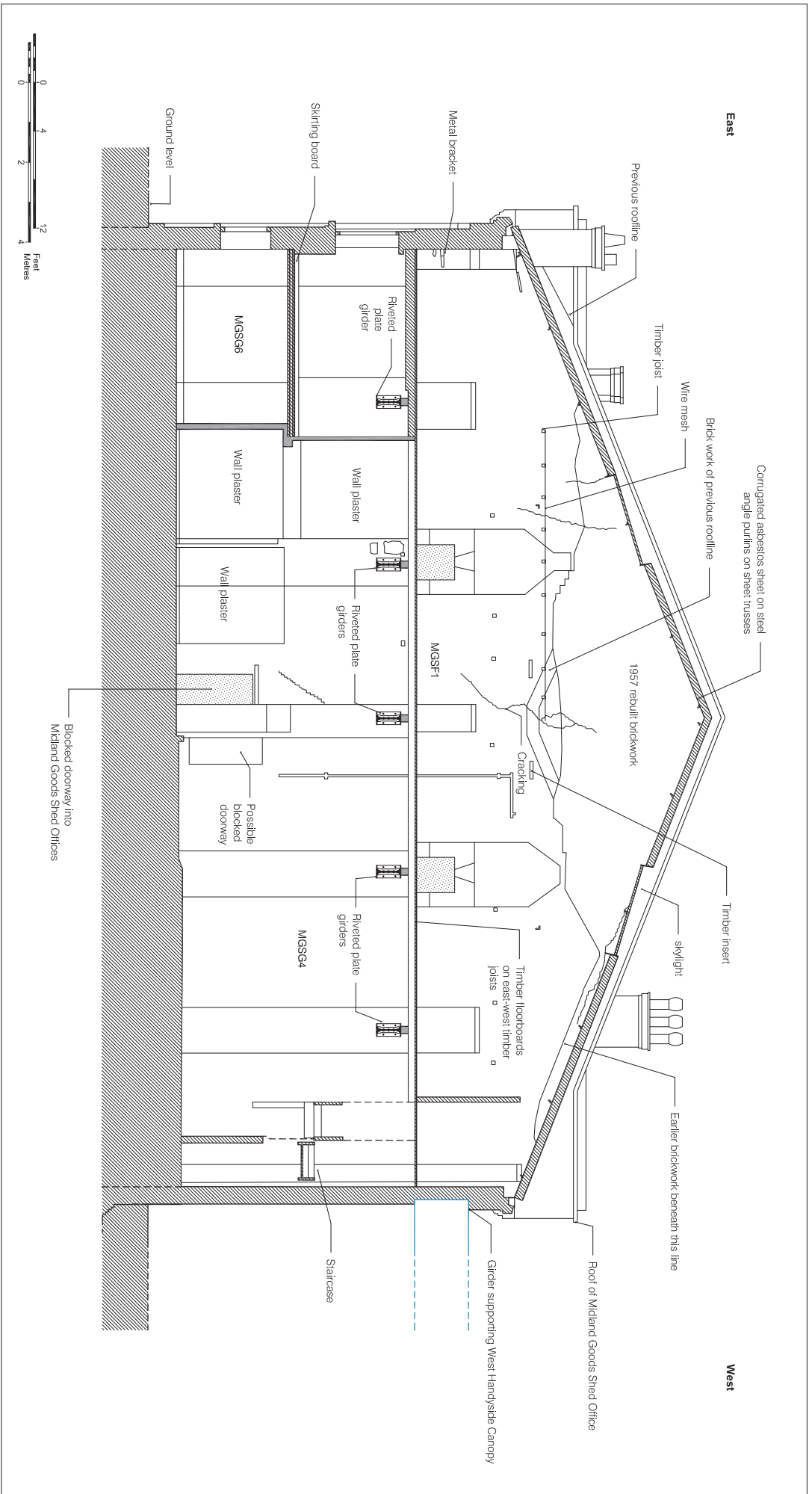


Figure 24
 Long Dorm-Separated Buildings Through Vertical Doors Show 2
 (See Figures 20 and 21 for
 1/4" = 1'-0" Scale
 1/16" = 1'-0" Scale



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Figure 25
 Cross-Sectional Elevation Through Midland Goods Shed
 Looking North
 (See Figures 19, 20, 22 and 23 for Location)
 King's Cross
 1:100 at A3



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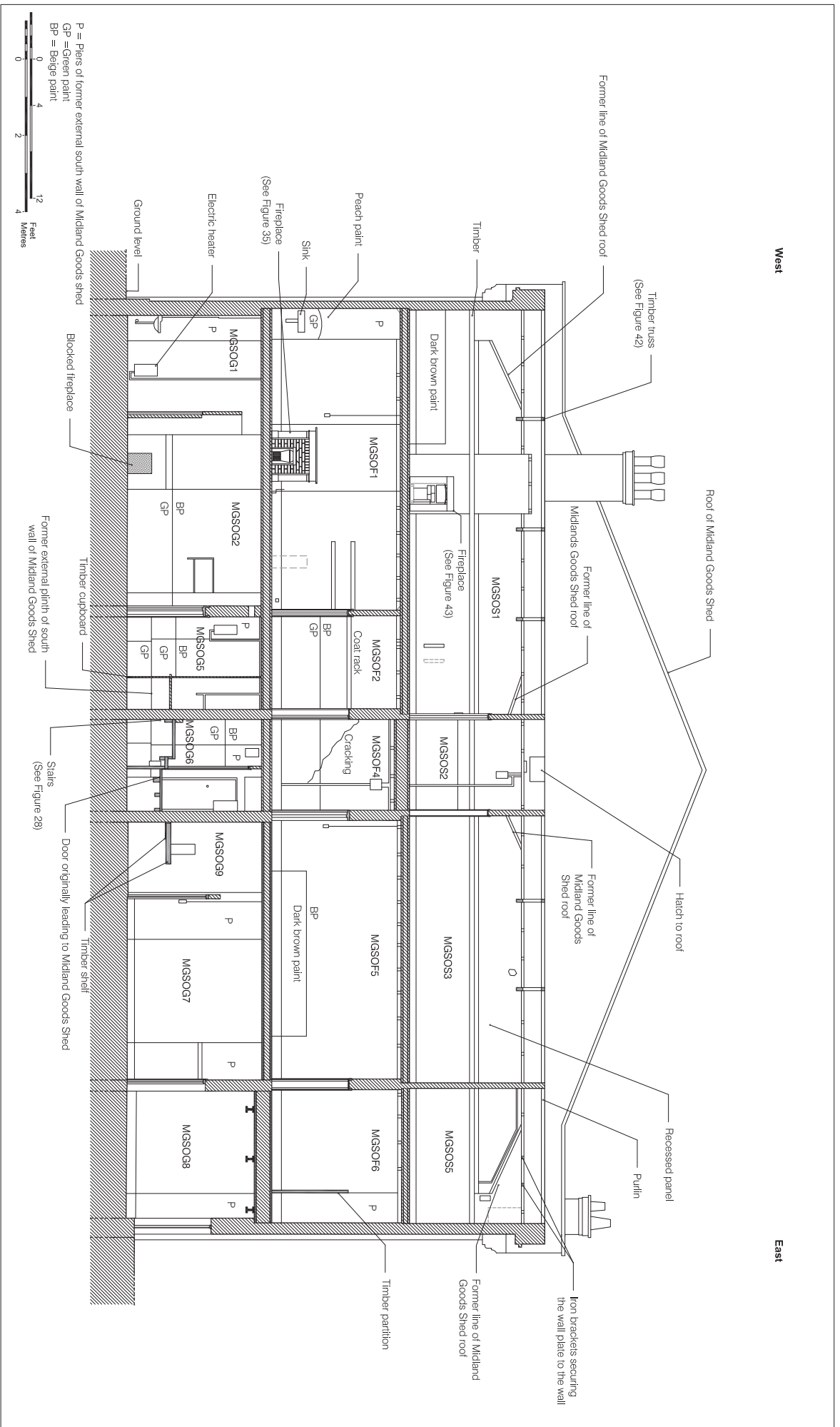
Figure 26
Cross-Sectional Elevation Through Midland Goods Shed

Looking South

(See Figures 19, 20, 22 and 23 for Location)

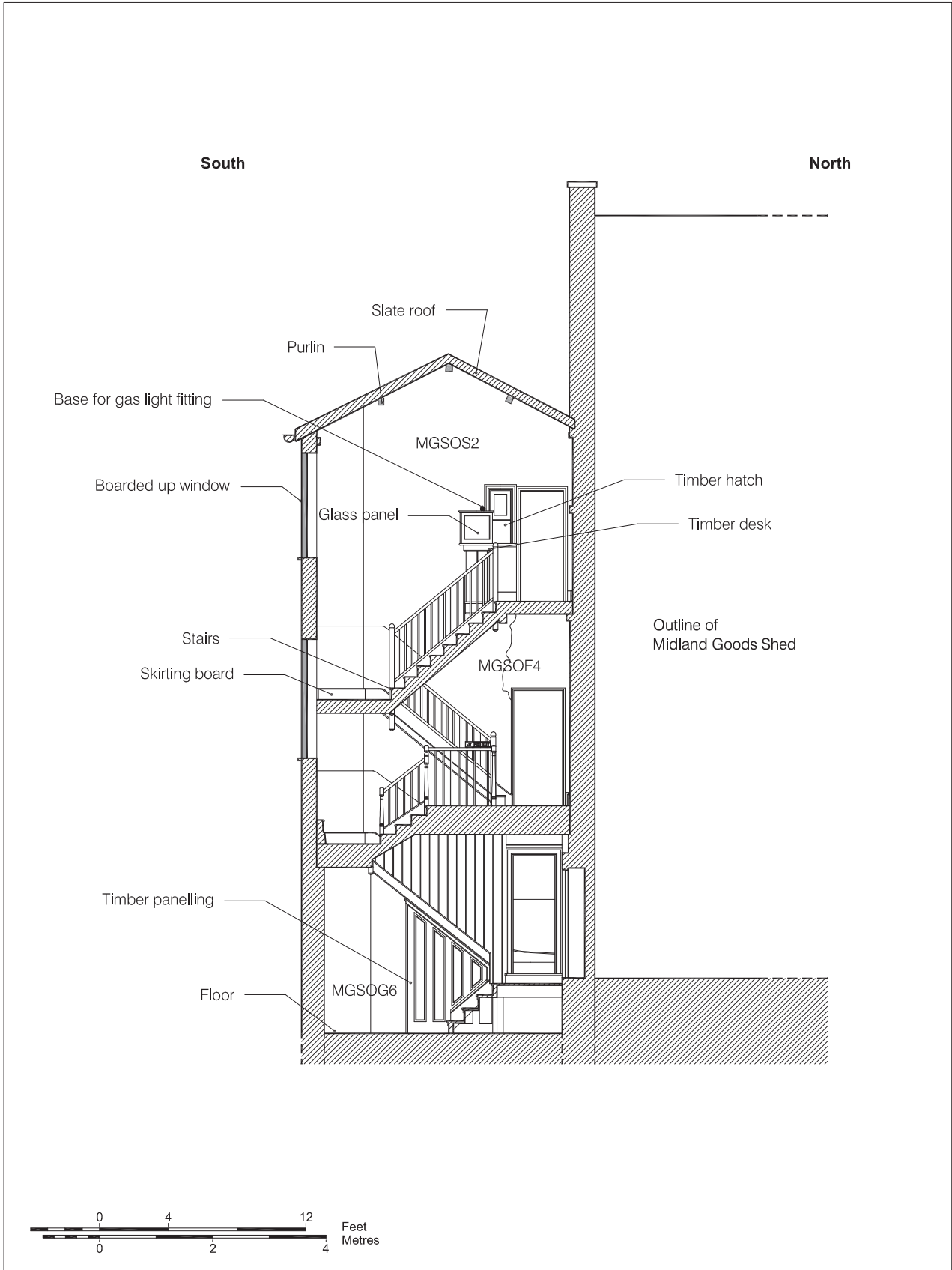
Kings Cross

1:100 at A3



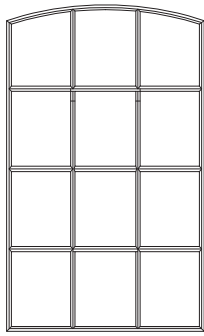
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Figure 27
 Cross-Sectional Elevation Through Midland Goods Shed Offices
 Looking North
 (See Figures 19 to 23 for Location)
 King's Cross
 1:100 at A3

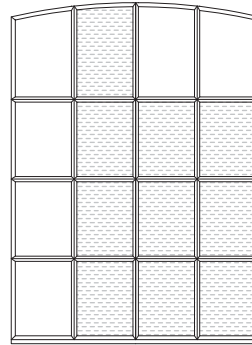


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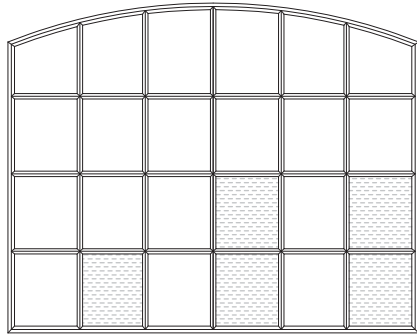
Figure 28
 Cross-Sectional Elevation Through Midland Goods Shed Offices
 Looking West
 (See Figures 19 to 23 for Location)
 King's Cross
 1:100 at A4



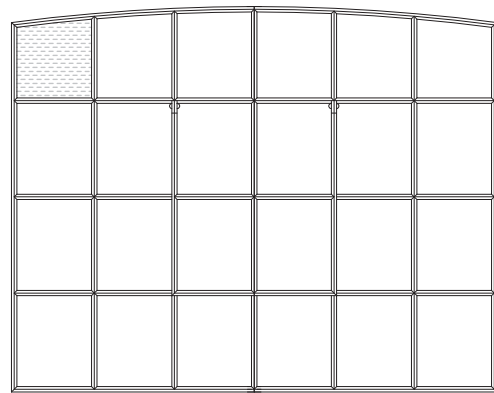
Type 1



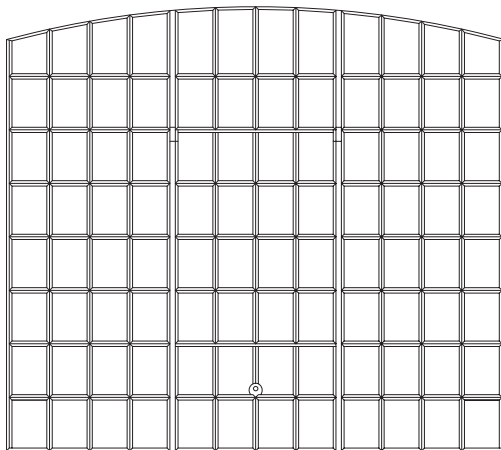
Type 2



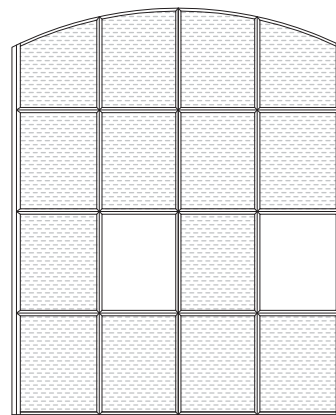
Type 3



Type 4

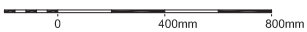


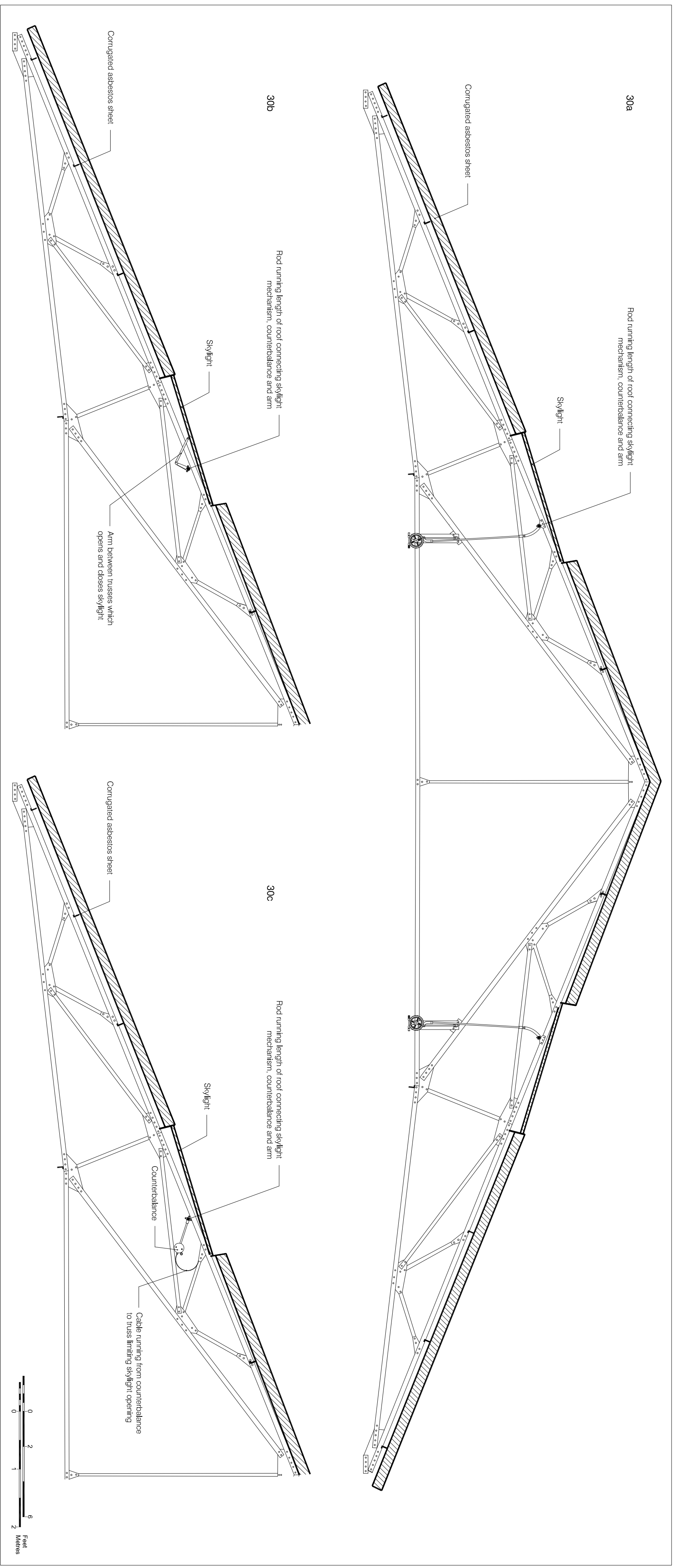
Type 5



Type 6

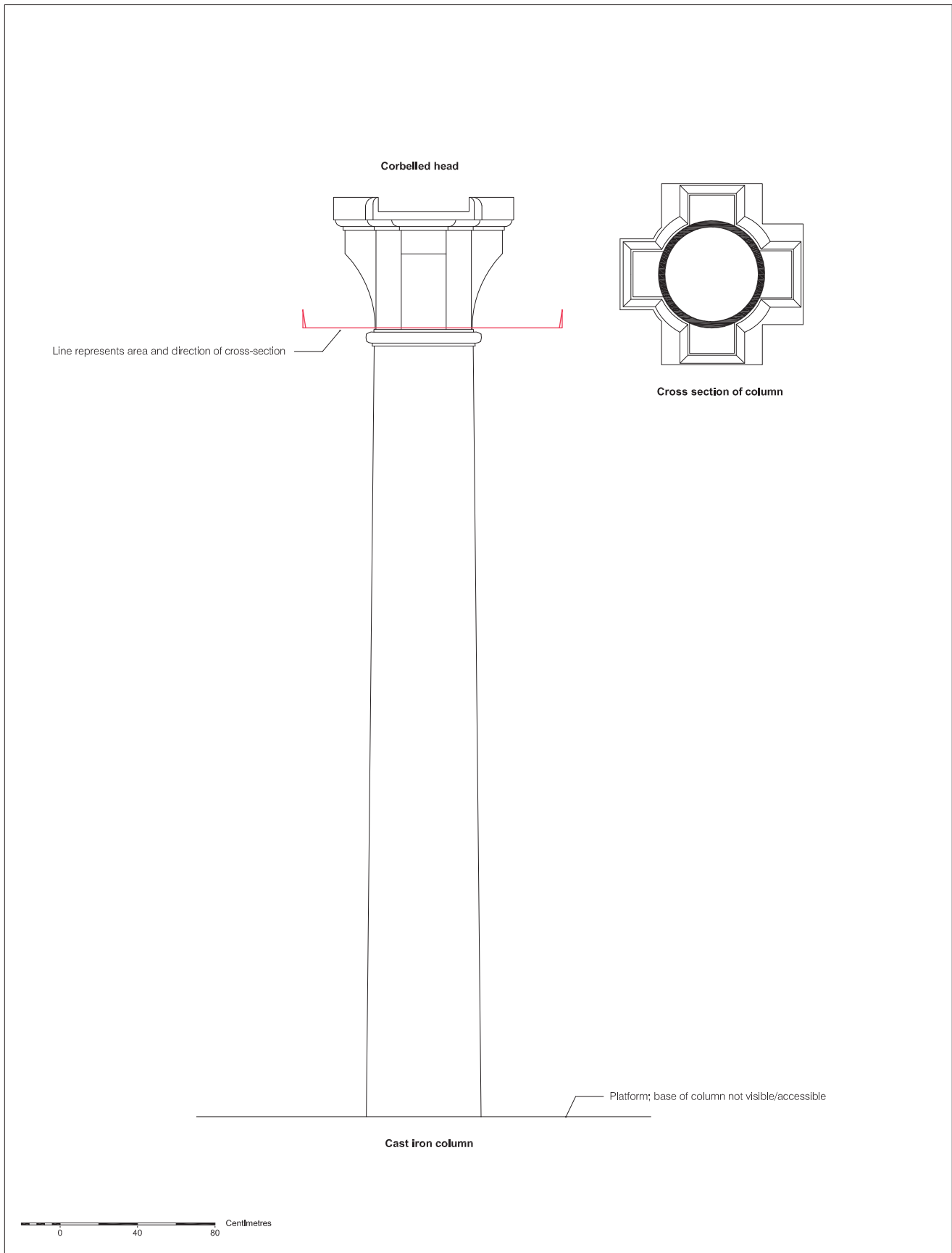
 Rolled glass

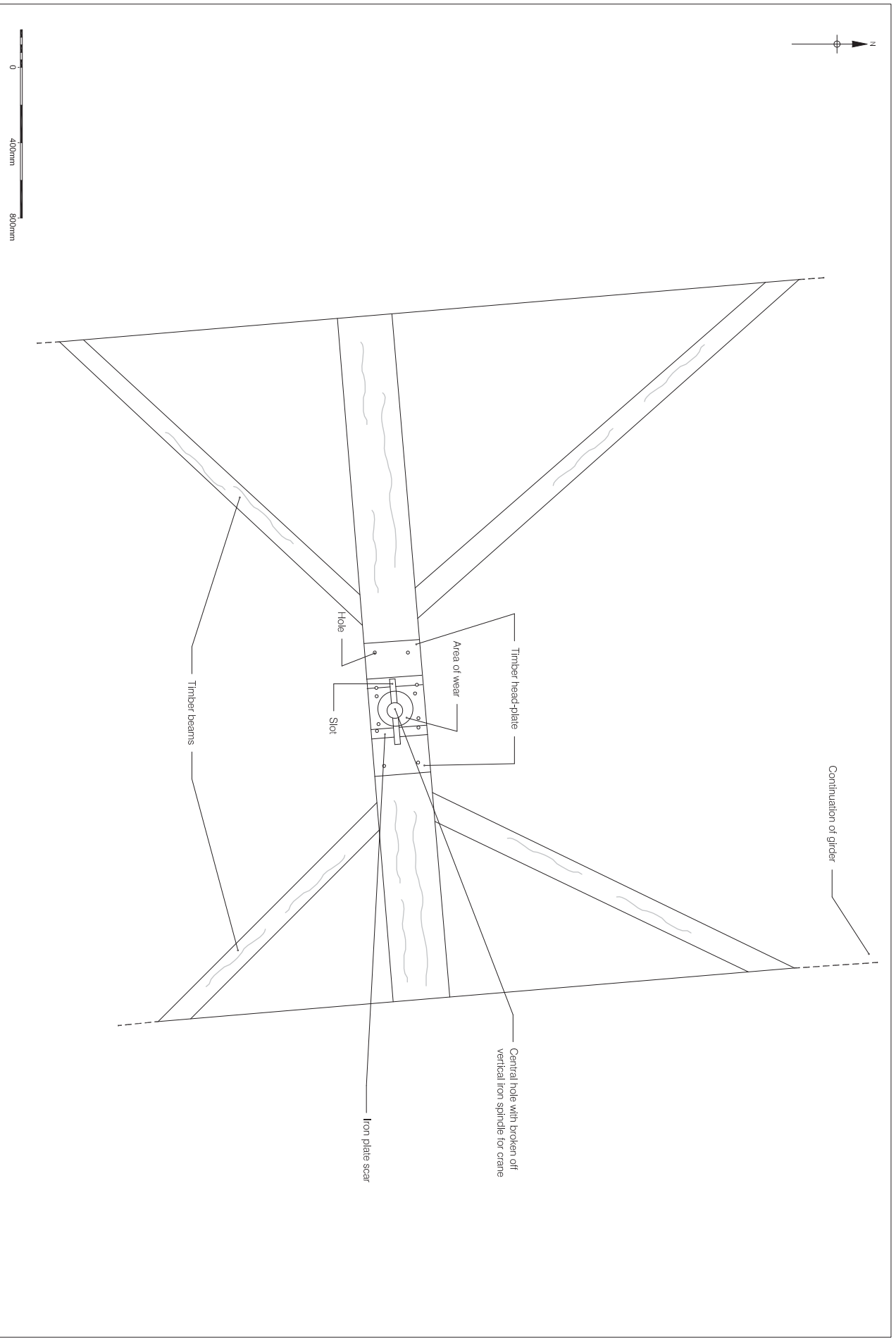




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Figures 30a, 30b & 30c
 Roof Truss and Skylight Mechanism (See Plate 32)
 (See Figure 22 for Location of Figures 30a & 30c)
 Midland Goods Shed
 King's Cross
 1:50 at A2

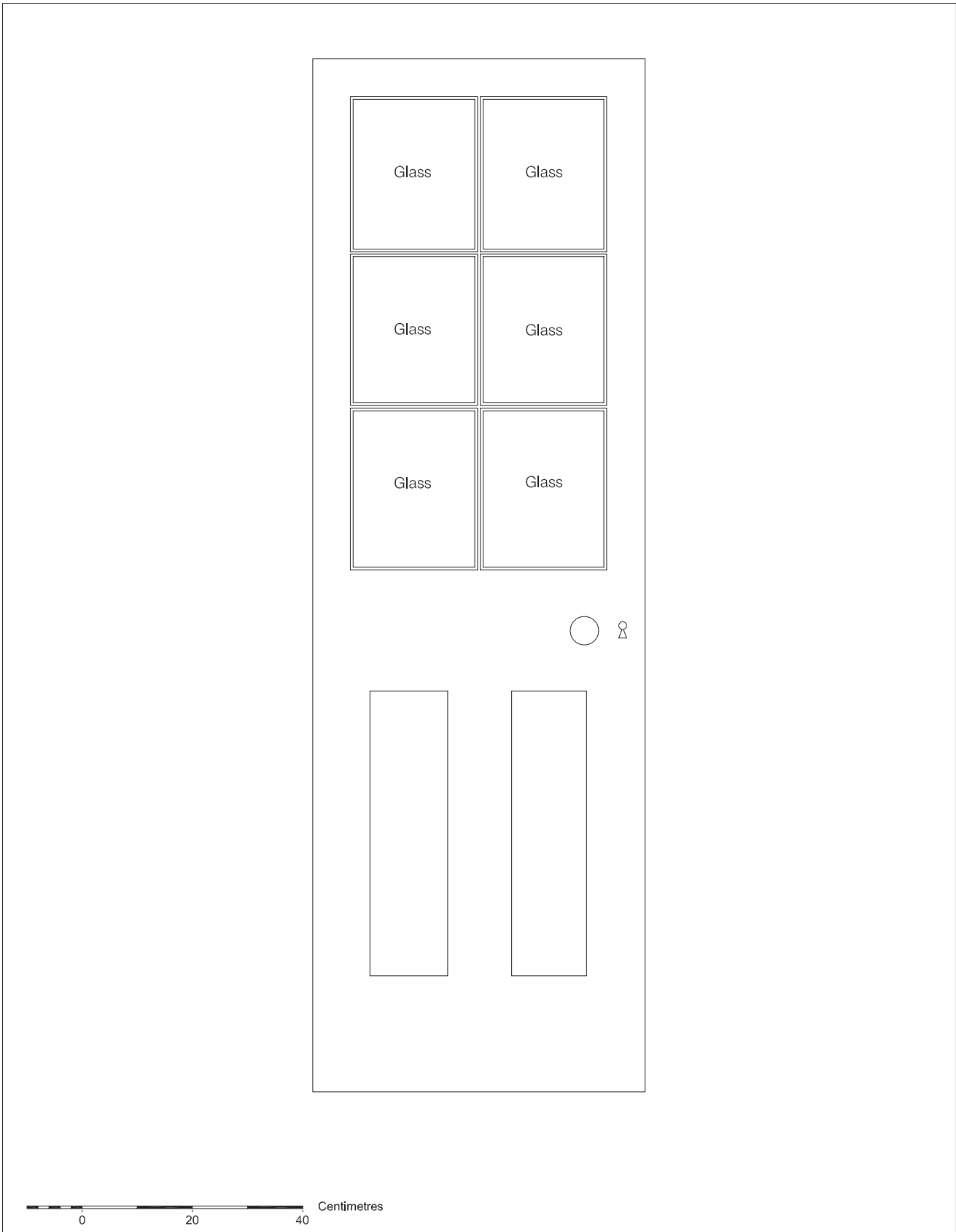




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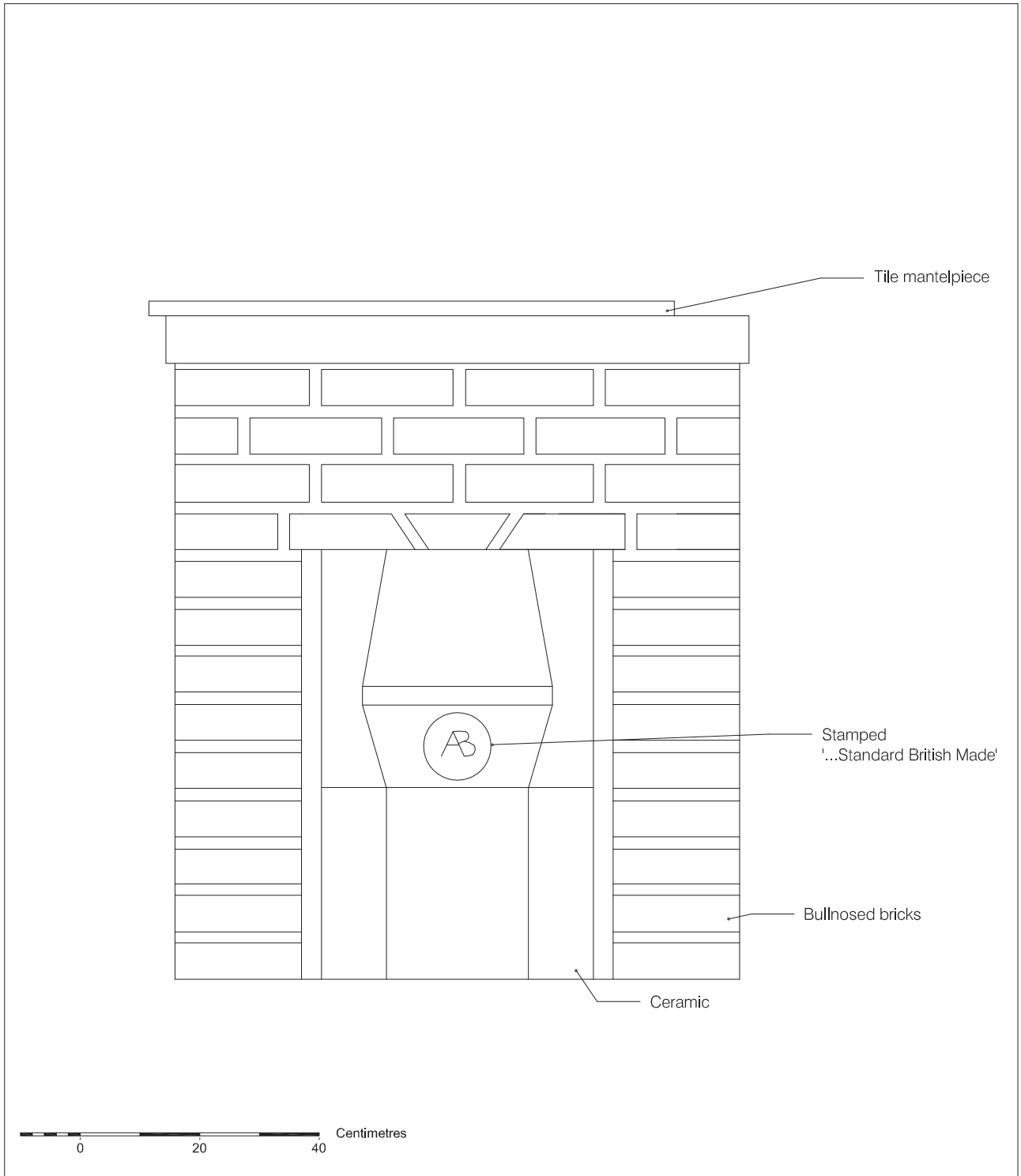
Figure 32

Crane Bracket (See Plate 41)
 Ceiling of Ground Floor Room MGS3
 (See Figure 19 for Location)
 Midland Goods Shed
 King's Cross
 1:20 at A3



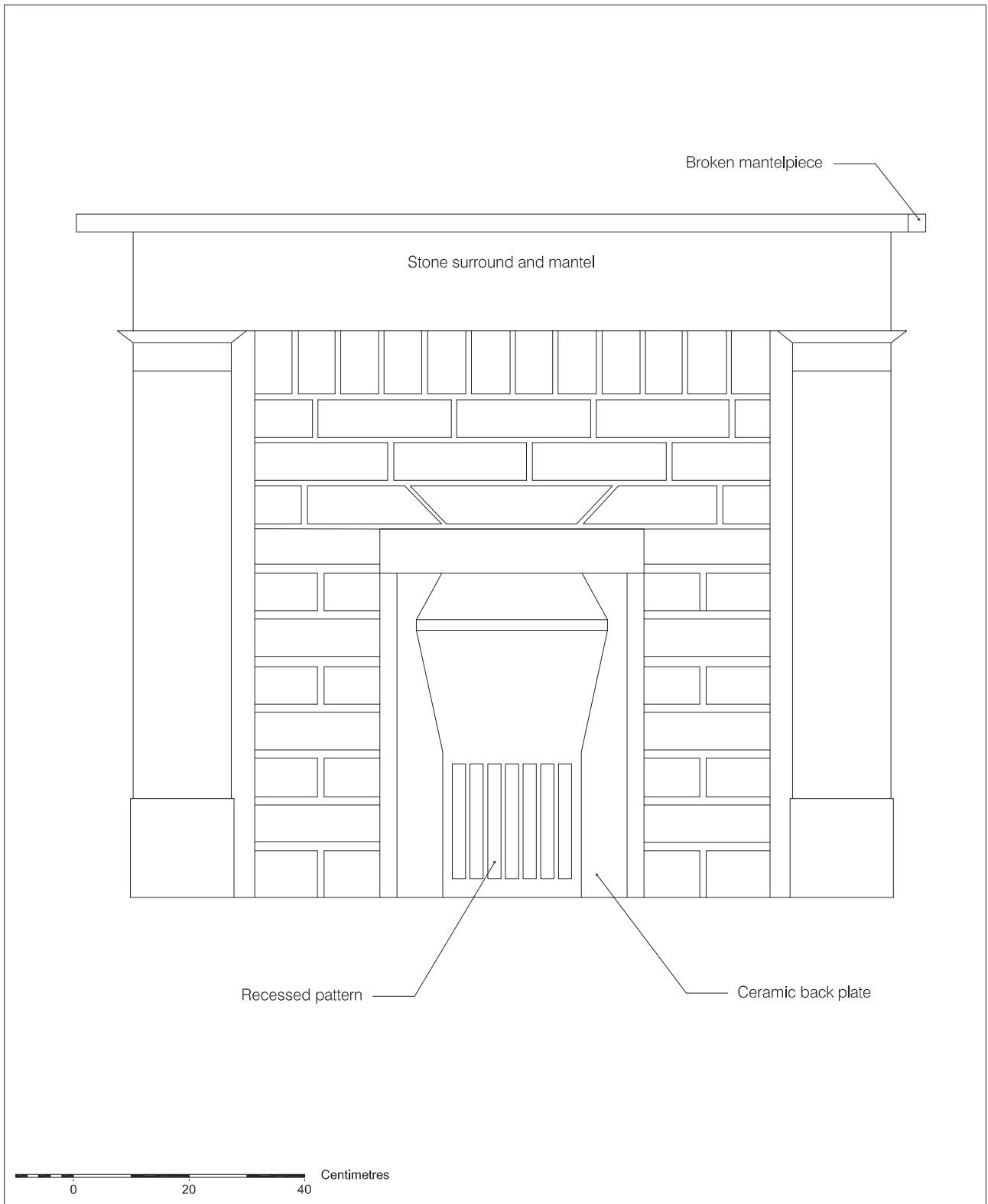
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Figure 33
North Side of Door
North Wall of Ground Floor Room MGSOG3
(See Figure 19 for Location)
Midland Goods Shed Offices
King's Cross
1:10 at A4



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Figure 34
Fireplace
East Wall of Ground Floor Room MGSOG7
(See Figure 19 for Location)
Midland Goods Shed Offices
King's Cross
1:10 at A4



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Figure 35
Fireplace
North Wall of First Floor Room MGSO1
(See Figure 20 for Location)
Midland Goods Shed Offices
King's Cross
1:10 at A4

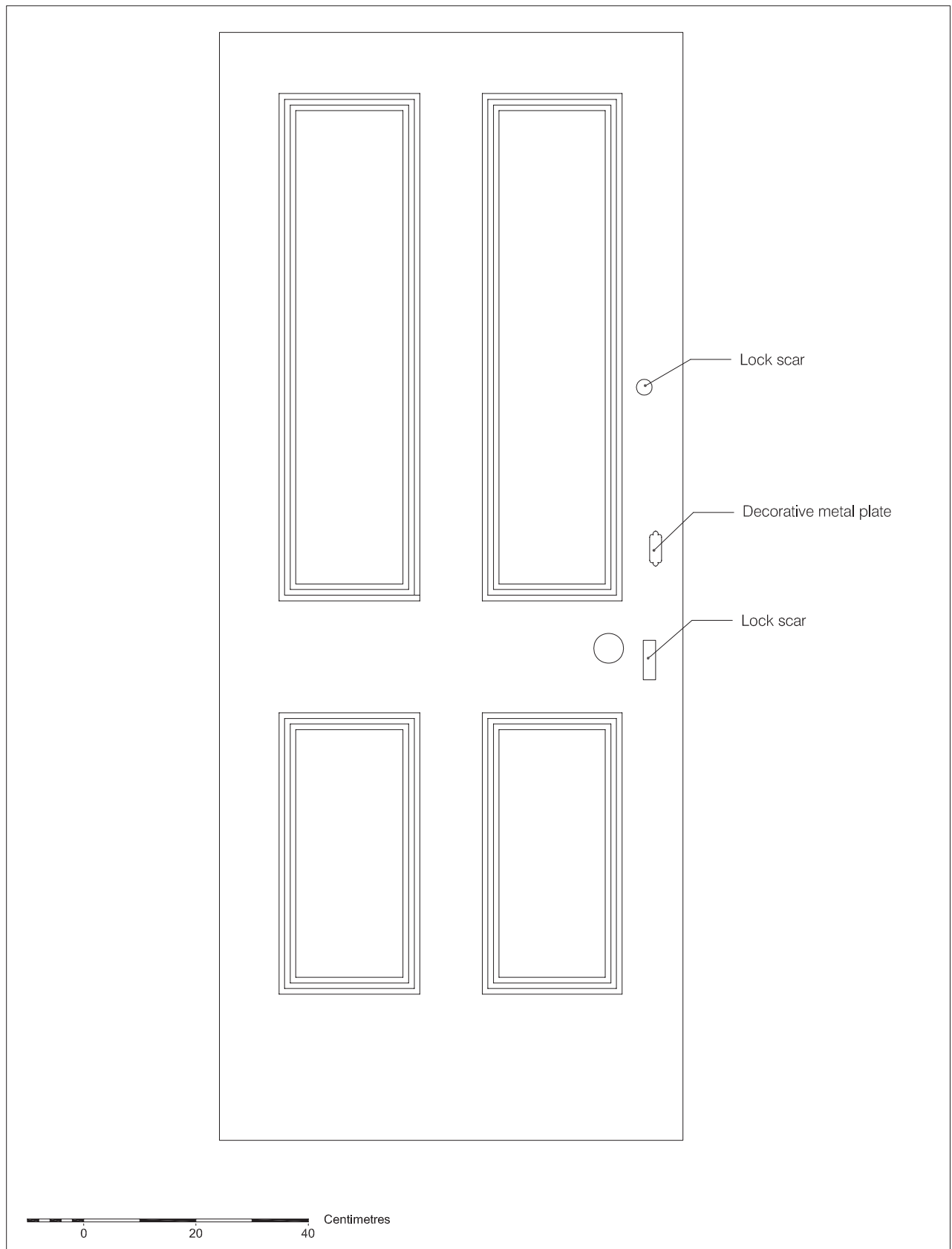


Figure 36
West Side of Door
Between First Floor Rooms MGSO1&2
(See Figure 20 for Location)
Midland Goods Shed Offices
King's Cross
1:10 at A4

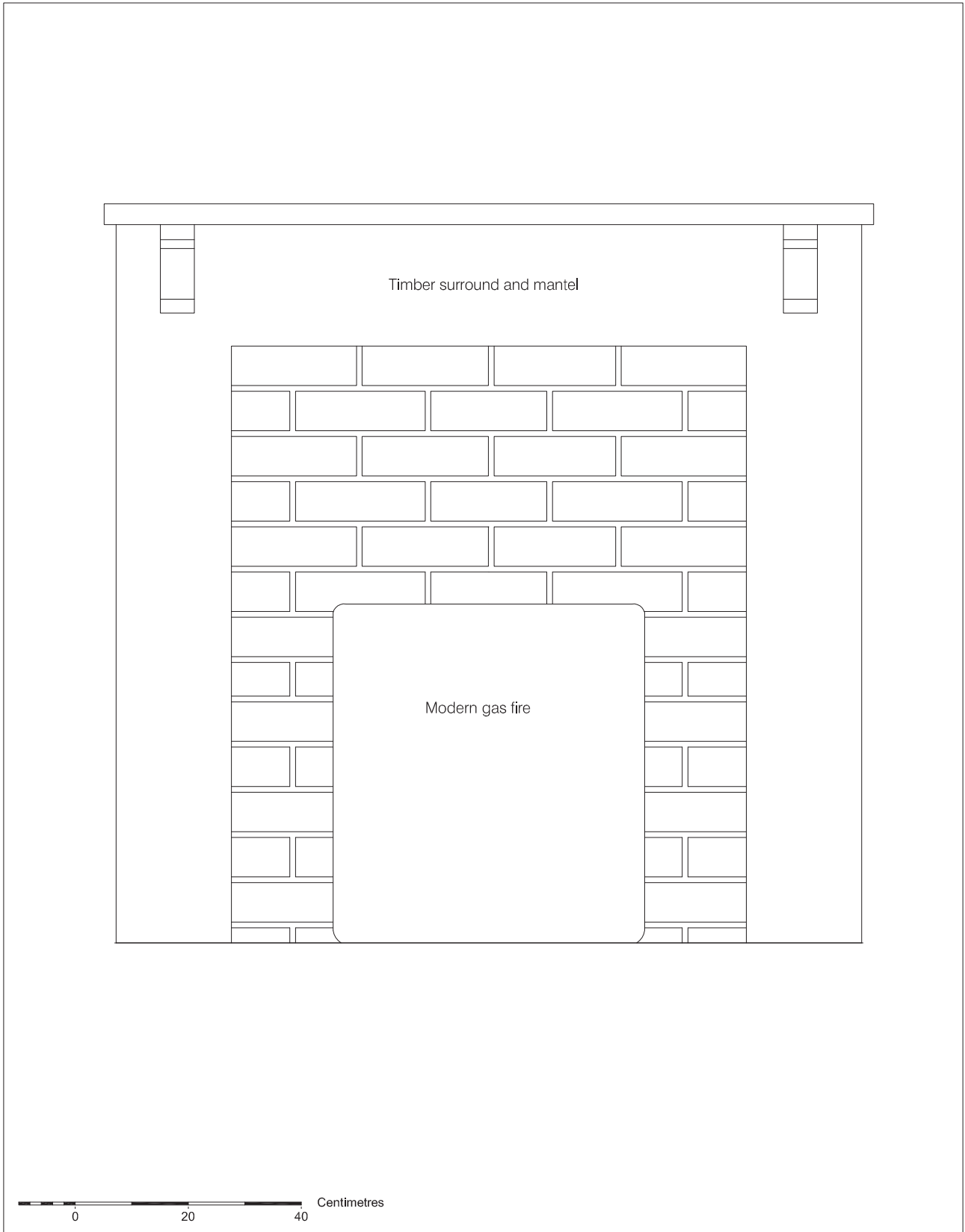
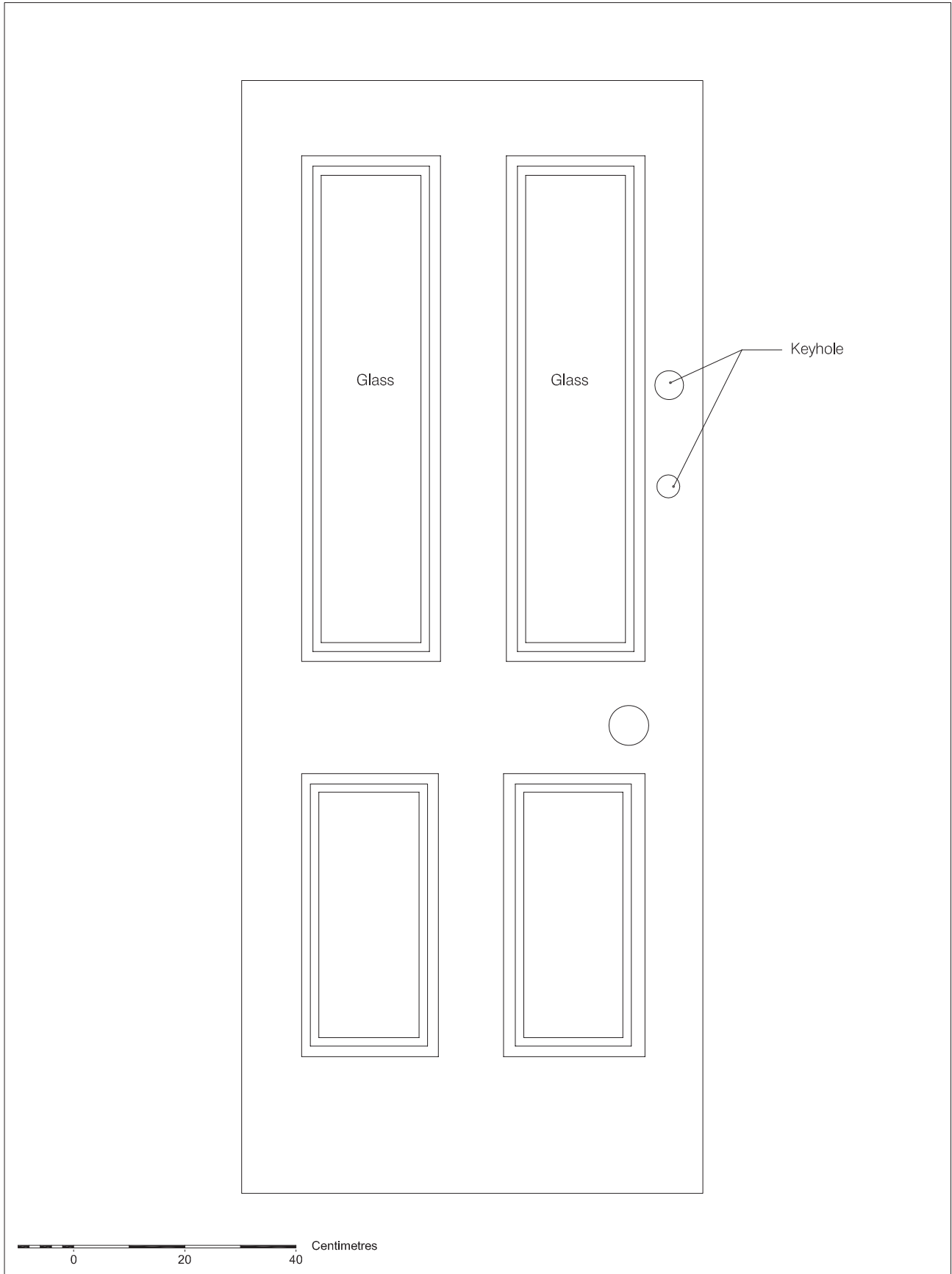
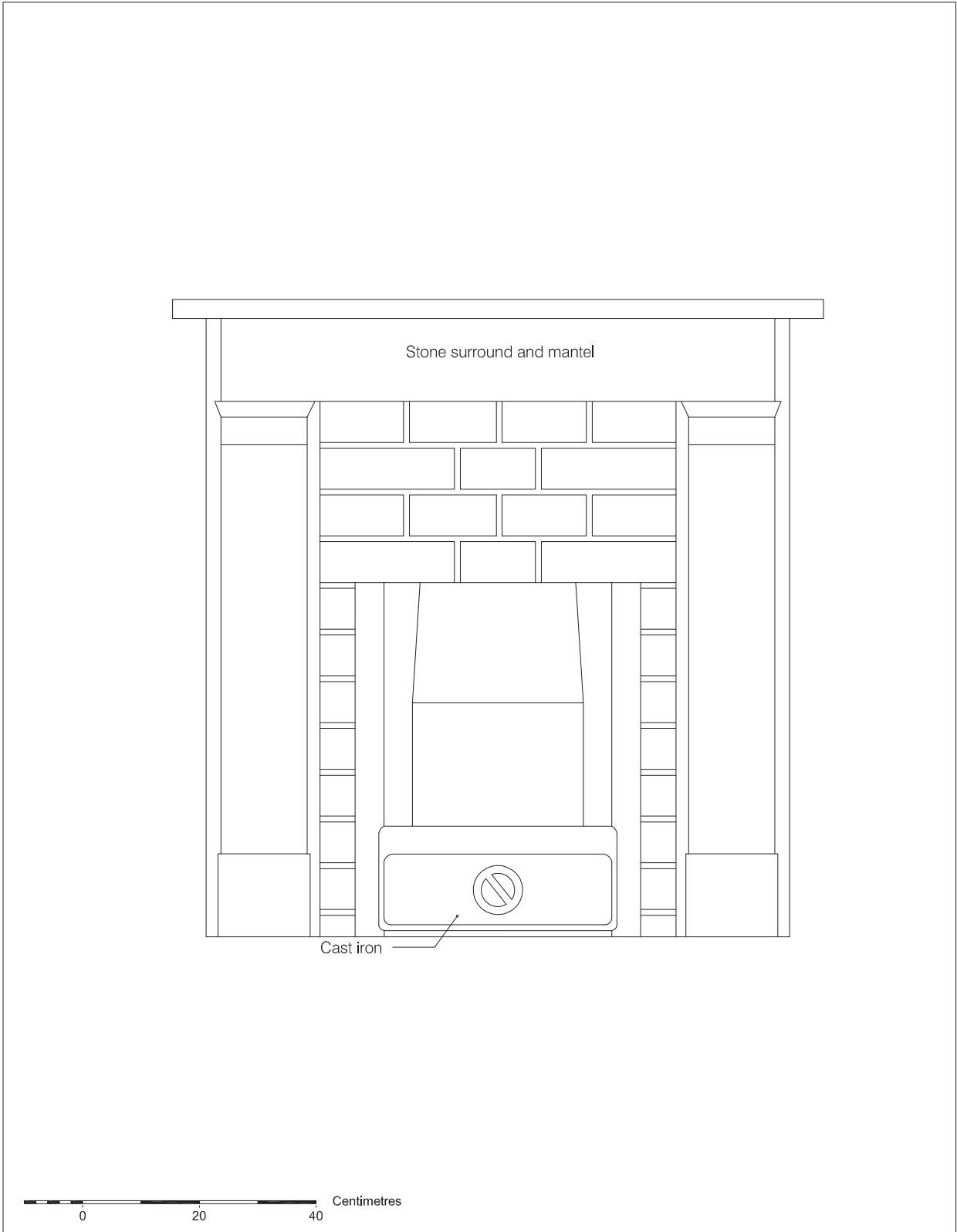


Figure 37
Fireplace
East Wall of First Floor Room MGSO5
(See Figure 20 for Location)
Midland Goods Shed Offices
King's Cross
1:10 at A4



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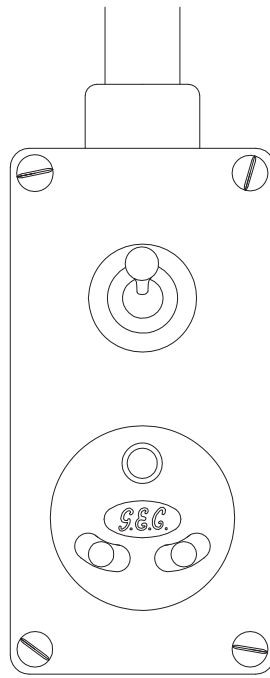
Figure 38
East Side of Door
Between First Floor Rooms MGSO5&6
(See Figure 20 for Location)
Midland Goods Shed Offices
King's Cross
1:10 at A4



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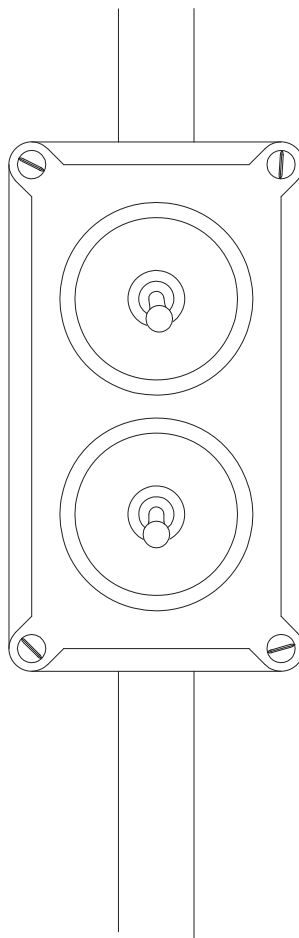
Figure 39
Fireplace
West Wall of First Floor Room MGSOF6
(See Figure 20 for Location)
Midland Goods Shed Offices
King's Cross
1:10 at A4

40a

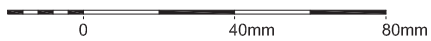


North Wall of Room MGSOF5

40b



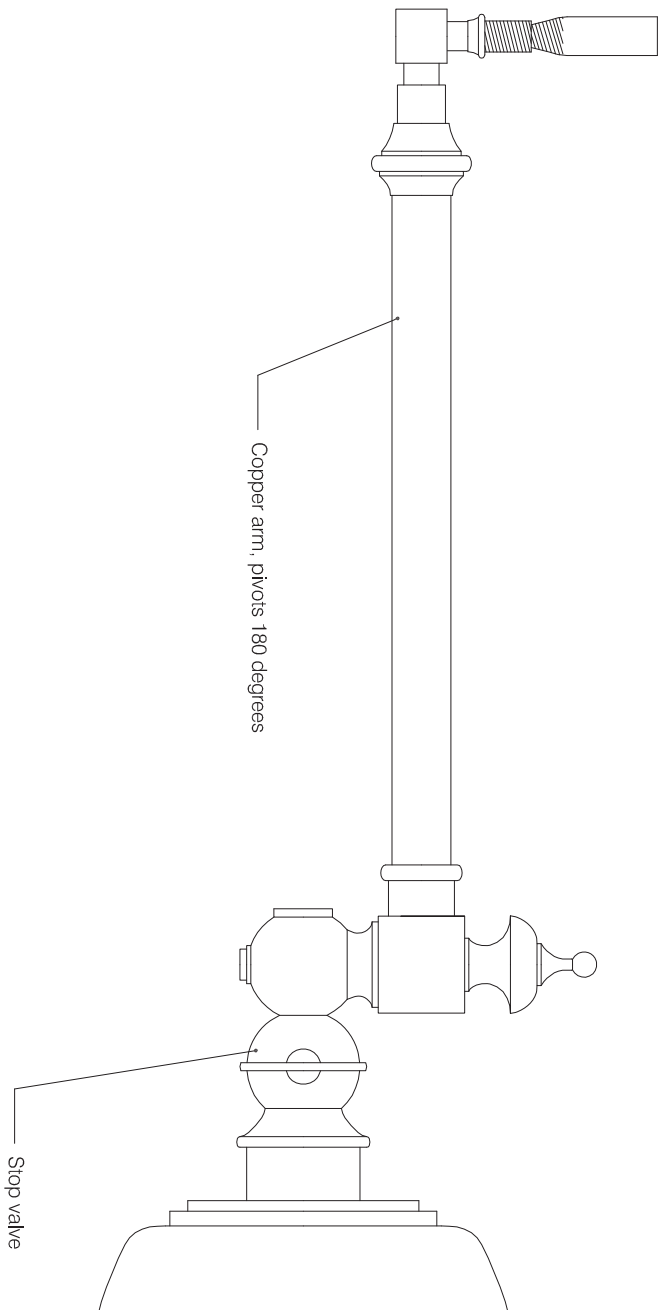
East Wall of Stairwell MGSOF4



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Figures 40a & 40b
Electric Light Switches
First Floor
(See Figure 20 for Location)
Midland Goods Shed Offices
King's Cross
1:2 at A4

Side view



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Front view

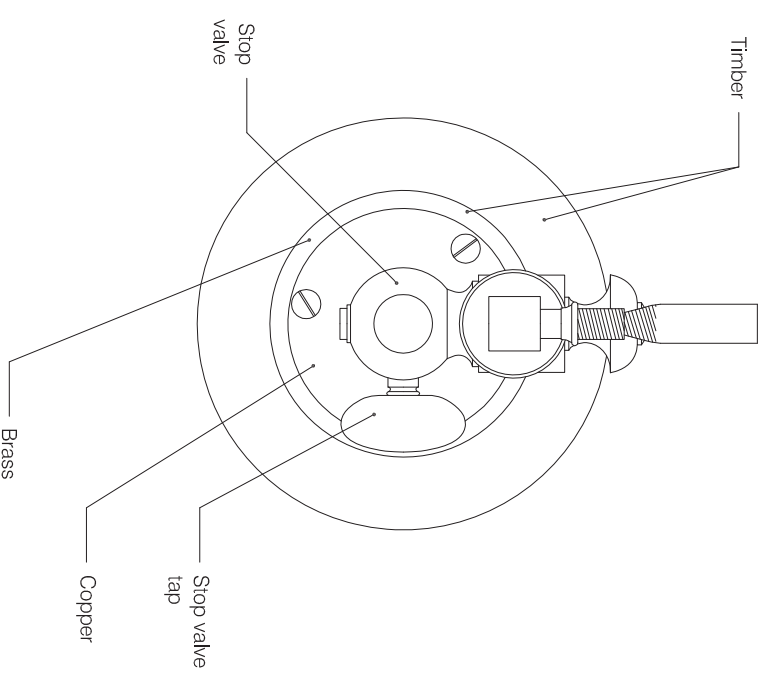
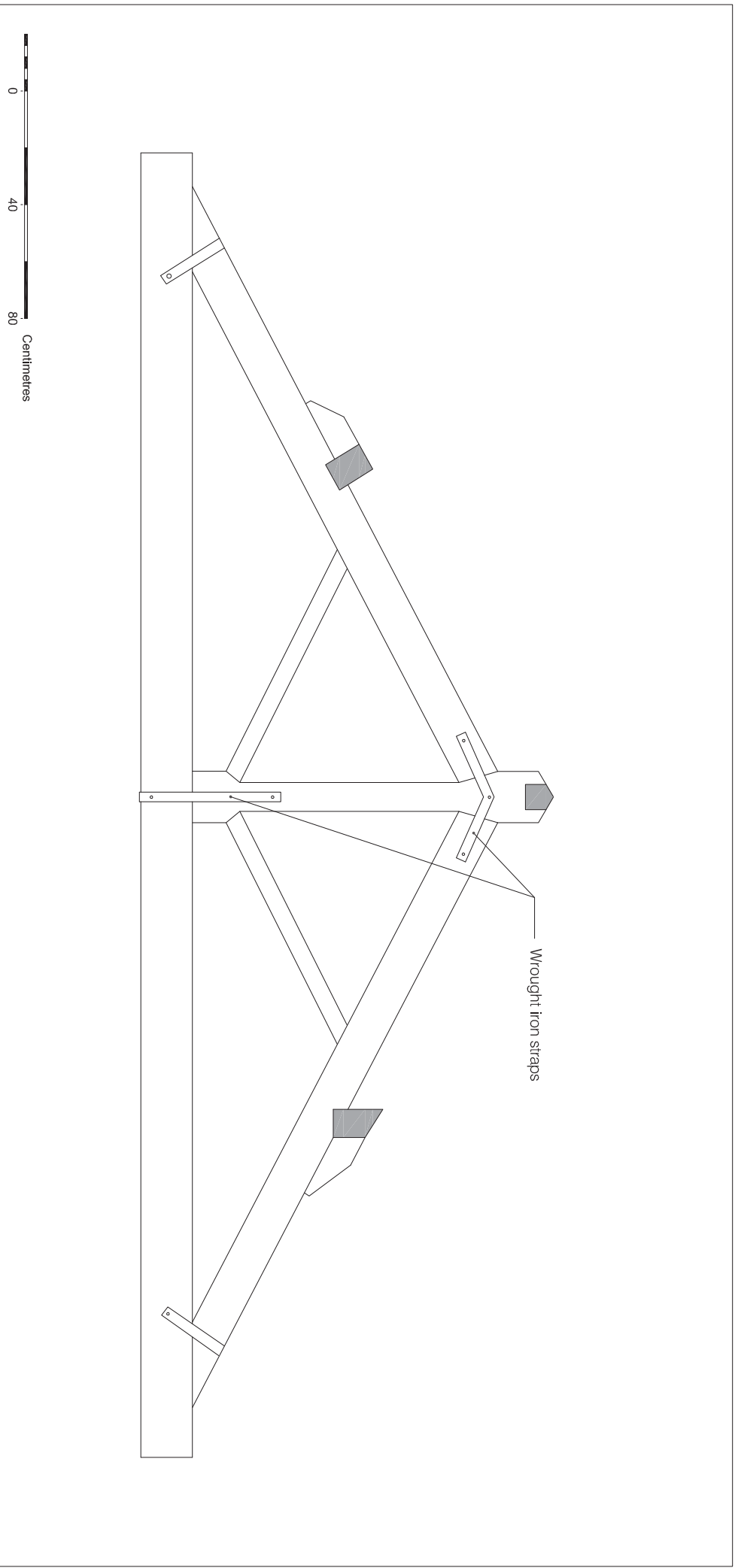
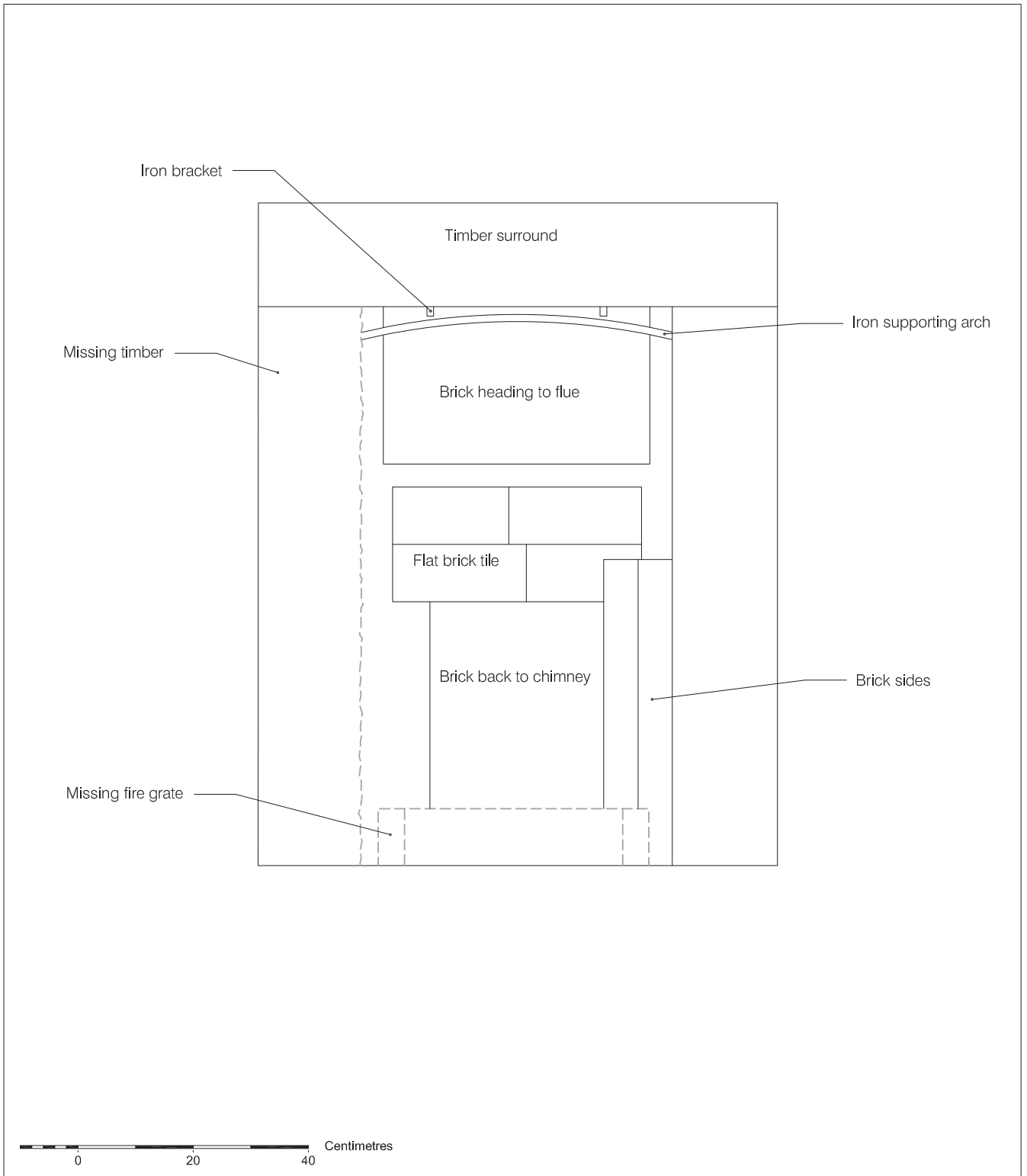


Figure 41
Gas Light
South Wall of Second Floor Room MGSOS1
(See Figure 21 for Location)
Midland Goods Shed Office
King's Cross
1:2 at A4



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Figure 42
East Side of Timber Truss
Second Floor Room MGSOS1
(See Figure 22 for Location)
Midland Goods Shed Offices
King's Cross
1:20 at A4



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Figure 43
 Fireplace
 North Wall of Second Floor Room MGSOS1
 (See Figure 21 for Location)
 Midland Goods Shed Offices
 King's Cross
 1:10 at A4

P C A

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