



C257 Archaeology Central Summary Report

Archaeological Watching Brief on locations of Grout Shafts and Shunter's Rooms, Smithfield Market Basement (XTE12)

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1 Summary for London Archaeologist

City of London

Crossrail Grout Shaft Trial Pits, Smithfield Market Basement, Charterhouse Street, EC1 TQ 3183 8179 MOLA (Sam Pfizenmaier, Patrizia Pierazzo) watching brief, building recording Feb-Mar 2013 Crossrail XTE12

The combined Metropolitan Line (1865) and Smithfield Market basement (1868) had truncated all earlier archaeological remains in three grout shafts. Natural London Clay was cut by a variety of brick structures, all of which are constructed from materials in use during the mid- to late 19th century. In the easternmost shaft a brick inspection chamber (used to access and service trains whilst in the sidings), and a series of hydraulic iron pipes, (possibly associated with turntables and/or lift mechanisms) were exposed and recorded prior to demolition. In the central shaft, archaeological deposits were limited to a shallow brick footing aligned north-south, probably associated with foundations for a platform. A large brick culvert ran through the north edge of the western shaft, respecting the current east-west aligned railway. A brick drainage chamber post-dated the 19th-century standing building, as did a pair of aligned foundations, whose original purpose is unclear. They may be remedial work for the standing market building, or possibly linked to a signal box to the south (truncated by later activity). 20th-century backfill consisting of brick rubble overlay all these features, some of which had evidently been re-excavated numerous times over the last 150 years. A brick structure formed of a series of 8 rectangular cabins or rooms and a larger room to the west was recorded. The rooms, collectively called the 'Shunters' Rooms', were located along the former northernmost wall of the underground railway sidings and could be accessed from the yard and from the inside of the market basement. The rooms, with vaults nearly 7m high, are thought to have been built to provide accommodation or mess room to the railway workers (and perhaps to the shunters especially) and to provide storage space conveniently located close to the railway sidings. One of the easternmost rooms was also used as a railway store, providing the workers with nuts, bolts and screws.

2 Summary for Britannia

Not required

3 Summary for Medieval Archaeology

Not required

4 Summary for Post Medieval Archaeology

City of London

CROSSRAIL GROUT SHAFTS AND SHUNTERS ROOMS, SMITHFIELD MARKET BASEMENT (TQ 3183 8179) S Pfizenmaier and Patrizia Pierazzo (MOLA) carried out a watching brief and built heritage recording between February and March 2013. The combined Metropolitan Line (1865) and Smithfield Market basement (1868) had

truncated all earlier archaeological remains in three grout shafts. Features which cut the natural London Clay consisted of a variety of brick structures, all of which are constructed from materials in use during mid to late 19th-c. In the easternmost shaft a brick inspection chamber (used to access and service trains whilst in the sidings), and a series of hydraulic iron pipes, (possibly associated with turntables and/or lift mechanisms) were exposed and recorded prior to demolition. In the central shaft, archaeological deposits were limited to a shallow brick footing aligned north–south, probably associated with foundations for a platform. A large brick culvert ran through the northern edge of the western shaft, respecting the current east–west aligned railway. A brick drainage chamber post-dated the 19th-century standing building, as did a pair of aligned foundations, whose original purpose is unclear. They may be remedial work for the standing market building, or possibly linked to a signal box to the south (truncated by later activity). 20th-century backfill consisting of brick rubble overlay all these features, some of which had evidently been re-excavated numerous times over the last 150 years.

A brick structure formed of a series of 8 rectangular cabins/rooms and a larger room to the west was surveyed to Level 2 of the English Heritage 2006 specifications. The rooms, collectively called the 'Shunters' Rooms', were located along the former northernmost wall of the underground railway sidings and could be accessed from the yard and from the inside of the market basement. The rooms, with vaults nearly 7 m high, are thought to have been built to provide accommodation/mess room to the railway workers (and perhaps to the shunters especially) and to provide storage space conveniently located close to the railway sidings. One of the easternmost rooms was also used as a railway store, providing the workers with nuts, bolts and screws. **OASIS ID: molas1-130768**