

**Archaeological Building Recording at the
former Killamarsh Central Station,
Derbyshire.**



East elevation of the Central Station

ARS Ltd Report 2009/57

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Archaeological Research Services Ltd

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Executive Summary

In August 2008 Archaeological Research Services Ltd were commissioned by Ackroyd and Abbot Homes to undertake a historical building survey at the former Killamarsh Central Station, Derbyshire. A further survey was conducted in October 2009 following the partial dismantling of wall panels which revealed the timber-framed structure.

The archaeological investigation identified that the majority of the original main station building, constructed between 1890 and 1892, is extant. The majority of the surviving structure is in a good state of preservation. Later additions and alterations were also identified.

1 Introduction

- 1.1 Planning consent has been granted for the erection of 14 detached dwellings on the site of the former Killamarsh Central Station (Great Central Railway). In advance of the proposed re-development of the station, Ackroyd and Abbot Homes required the undertaking of archaeological works in the form of historic building investigation and recording. This work follows a planning condition requested by the Development Control Archaeologist for Derbyshire County Council (Planning application number NED 07/00865/FL).
- 1.2 The archaeological work sought to produce a permanent record of Killamarsh Central Station with its surviving platform structures and setting, and also to mitigate the loss of parts of the original fabric affected by the relocation of the building.

2 Site description

- 2.1 The former station building, dating from around 1892, survives on site and while not listed is of some historic importance. As part of the development, this building will be dismantled and reassembled on another site. The former Killamarsh Central Station is located immediately west of the Station Road, Killamarsh, Sheffield, S21 1EN (Fig. 1). The national grid reference for the site is centred at SK 4482 9096.

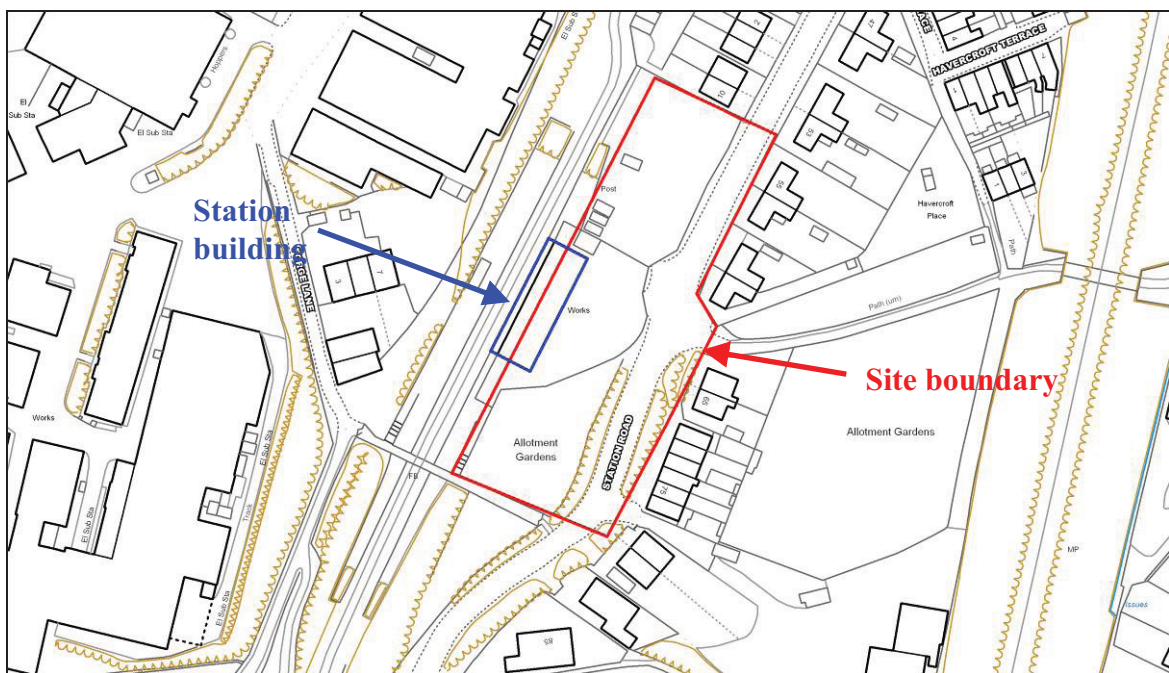


Figure 1: Site location

3 Aims & Objectives

3.1 The objective of the building recording was to provide a permanent, accurate and easily accessible record of the building. The results of the recording, provided via a written report and drawn record supported by scaled photographs, will ensure the *preservation by record* (*sensu* PPG 16) of any original fabric, such as the boarding, that could be lost or damaged during the re-location of the building. It will also ensure the recording of the building's relationship with its immediate context, which will also be lost after the re-erection of the structure. All that information would assist with the subsequent reconstruction. In the case of Killamarsh Central Station the following specific objectives were identified:

- To produce a permanent record of Killamarsh Central Station through a series of rectified and annotated survey drawings of its exterior, to be supported by a complete scaled photographic record of the exterior of the structure.
- To identify any phase changes within Killamarsh Central Station through, for example, the presence of changes in construction method, use of materials, stylistic differences, straight joints and blocked openings.
- To photographically record the interior of Killamarsh Central Station in advance of dismantling.
- To make recommendations for the dismantlement and re-erection processes and identify specific areas of interest.
- Include any maps or historical illustrations as a series of figures within the report.

3.2 All aspects of the Building Recording were conducted according to the guidelines in 'Recording Historic Buildings' published by the Royal Commission on the Historical Monuments of England (1996) and 'A Guide to Good Recording Practice' by English Heritage (2006).

4 Methodology

4.1 A detailed project design was prepared by Archeological Research Services Ltd. The recording of the former Killamarsh Central Station conformed to English Heritage level 3 (English Heritage 2006). The archaeological building survey was carried out by Simon Johnson and Elisa Alonso Lopez in August 2008, and Alvaro Mora-Ottomano in October 2009 following the exposure of internal structural fabrics during the building's dismantling.

Documentary Study of Killamarsh Central Station

4.2 The documentary study focused on cartographic, historical documents and additional records that relate to the site, including those provided by the Great Central Railway Society and any other railway heritage group relevant to the project. This provided evidences of the chronological use of the site, including how the building and any associated structures and open spaces functioned, and also how they changed through time.

Detailed Survey of Killamarsh Central Station

- 4.3 The recording of Killamarsh Central Station was undertaken via photography and drawn survey supplemented by written description. This process resulted in a complete, scaled 35mm black and white print and colour slide photographic archive of Killamarsh Central Station prior to dismantling of the buildings.
- 4.4 Plans and elevations of the building and associated structures at adequate scale (1:10; 1:20 or 1:50) were prepared including a cross-section through the building and platform. The purpose of the section was to show both the relationship of the main building to the platform and canopy and also the construction detail of the frame behind the weatherboarding.
- 4.5 Drawn records were annotated to indicate phase changes, alterations in materials and significant features in the building. Field observations were recorded on pro-forma record sheets to include both construction details and materials and also architectural details on a room-by-room basis.
- 4.6 All drawings and photographs were summarised on pro-forma register sheets. Additionally, the location and position of each photograph were recorded on an annotated plan.

5 Results

5.1 Platform

- 5.1.1 The station originally comprised two platforms with tracks corresponding to the Great Central Railway, linking Beighton and Annesley. Unfortunately no buildings or canopy survive on the north-west side of the station except for the platform wall and edgings.
- 5.1.2 The platform is built of mid yellowish-brown hand-made bricks (c. 9" x 4¼" x 3") bonded with flush grey cement (up to 15mm thick) and laid to English Bond. The top surface consists of sandstone flags with ovolo moulding (c 1.20m x 0.90m x 0.20) and the outer edge is supported by three uppermost brick string-courses. The rail line is currently a path made of sand, gravel and concrete (Fig. 2).



Figure 2: Western wall of the platform, looking south-west

5.2 Canopy

- 5.2.1 The station canopy is constructed from cast iron columns roughly based on the Corinthian order and is linked to the station building from each column by rolled steel joists with decorative brackets loosely inspired by vitruvian scrolls (Figs. 3-7). This iron structure supports a series of five hipped glazed roofs. This cast iron structure was made by a company based in Nottingham: Goddard, Massey and Warner and their names can still be seen in some of the columns of the canopy. The company was still designing steam engines for the British railways at the beginning of the 20th Century.



Figure 3: Glazed canopy on the northern end of the west elevation



Figure 4: Glazed canopy on the southern end of the west elevation



Figure 5: Canopy, looking north

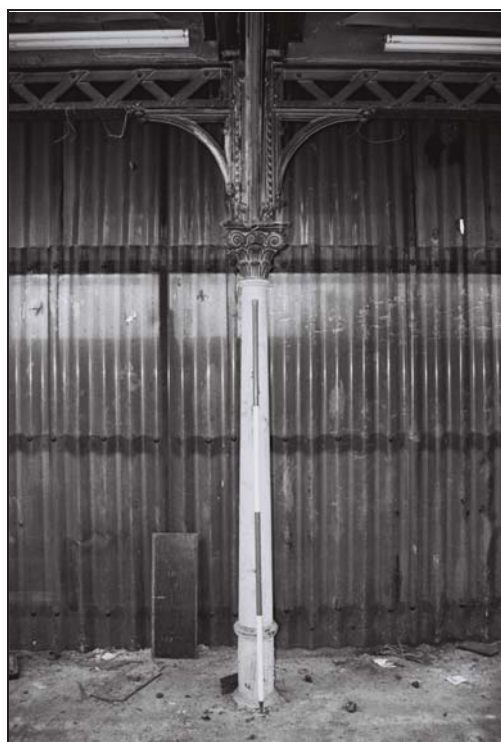


Figure 6: Detail of column



Figure 7: Detail of capital and braces

5.3 Station Buildings

- 5.3.1 Two station buildings were recorded during the survey. The main station building is a north/south single-storey nine bays range made of timber frames covered in horizontal weather boarding to the exterior and a mixed use of joint panelling, vertically applied, and tongue and groove wainscoting applied to the interior. It has a slated pitched roof with four brick chimney stacks and a louvre lantern (Figs. 8-12). The interior consists of five rooms including a Ticket Hall, a Ticket Office and several waiting rooms, among other spaces. The roof structure is composed of simple 'A' framed timber trusses carrying a single tier of trenched purlins. The Principal and common rafters are nailed onto a wall plate and a ridge board without notches.
- 5.3.2 The difference between the dado panelling implies a difference in function and status between the station rooms; with those rooms with the dado panelling comprising the principal public areas while those finished with just the plain wainscoting being largely reserved for rail personnel.
- 5.3.3 There is a smaller east/west single-storey two bay detached wing situated at the northern end of the main station building which is constructed from broadly the same basic materials and utilises a similar construction method. The original function of this building remains unclear, but the eastern partition appears to have been used as a gents lavatory (Figs. 14-15).



Figure 8: East elevation from Station Road



Figure 9: Southern gable wall

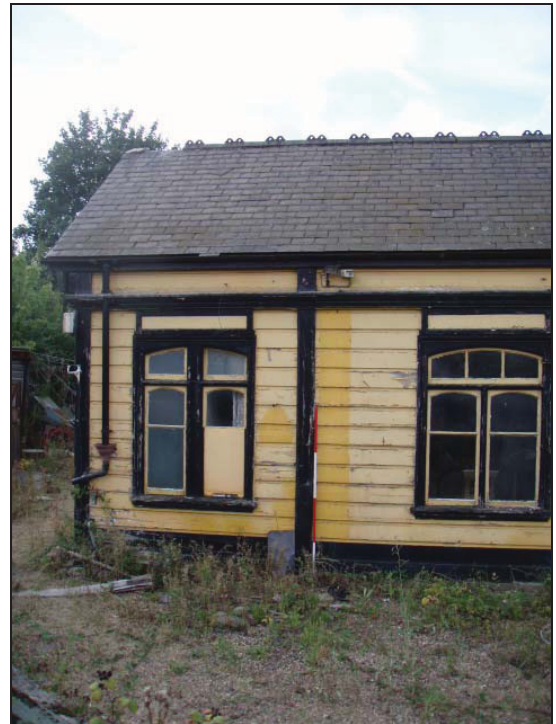


Figure 10: Southern end of the east elevation



Figure 11: View of the third, fourth and fifth bay (from the south) of the east elevation



Figure 12: Main entrance on the east elevation



Figure 13: Northern end of the east elevation showing chimney stacks and louvre lantern



Figure 14: North side wall of the northern wing



Figure 15: West and south elevation with doorways of the northern wing

5.4 Fabric Record

5.4.1 Killamarsh Central Station buildings were constructed following a general plan in which the main features of the construction repeat themselves forming a harmonic group. Those general elements are described in the following paragraphs and they do not vary from room to room unless otherwise indicated.

5.4.2 *Windows*

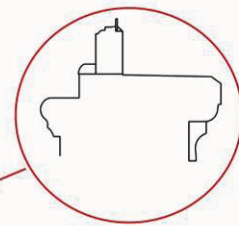
The windows used in the main building are usually identical and follow a scheme used also in doors and fittings throughout the station. The windows used on the secondary building however, although following the general scheme, were modified, probably to better suit the original function of the rooms (Fig. 16).

5.4.3 The main building has a total of 13 windows (7 in the main elevation and 6 in the platform elevation), while the secondary building has three, one in the platform elevation and the other two in the north-east elevation.

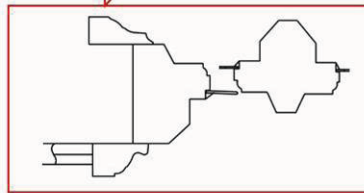
5.4.4 The typical window in the station (Type I) is a two-light window with a central timber mullion, quadrant moulded and with horizontal astragal glazing bar. This is topped with a curved tripartite moulded light. A two-part architrave with cavetto and weak ogee moulded rests on a simple chamfered sill, with cavetto moulding below. Variations on this model can be seen in Types II –III, where the window design was adapted to the different uses of the rooms.

WINDOWS

Type I

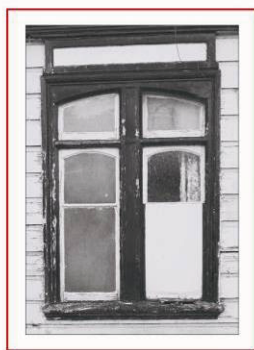


Sill Section

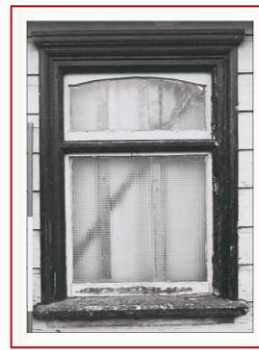


Architrave & Mullion Section

Type II



Type III a



Type III b

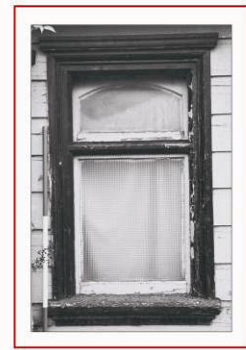


Figure 16: Window types

5.4.5 *Doors*

Original doors can still be found in the main building of Killamarsh Central Station, while the secondary building only preserves original doorframes (Fig. 17).

- 5.4.6 The doors have two versions, double doors and a single variant, both following the general scheme for the building.
- 5.4.7 The double doors have a wide mid rail over flat panel with bolection moulding and two lights above and a horizontal beaded glazing bar. The top light is round-headed. The same characteristics can be seen in the one-light version.
- 5.4.8 Only the main door to the Booking Hall is an opener, the other two doors in the main building, both in the platform elevation, are fixed. They were most likely single doors imitating the double ones, as suggested by the presence of butt hinges in one side. The only single door extant is the door to the probable Station Master (Room 7). Two identical frame doors, including their top-lights, still remain in the platform elevation.
- 5.4.9 Although there are no original doors in the secondary building, the similarity of the architrave preserved in its doorframes suggests that they must have possessed similar doors to that of the probable Station Master's room.



Figure 17: Door types

5.5 Rooms

5.5.1 *Room 1: Ladies Lavatories*

The room situated at the southern end of the main building was probably used as the ladies lavatories in the original design of the station (Figs. 18-19).

5.5.2 The ceiling and walls are constructed in vertical 3 ½” tongue and groove boarding with “T” jointed wainscoting. The room is decorated with a 6” cornice in moulded timber and 9” skirting and torus moulding with 9 ½” chamfered stops. Red painted concrete is used as a flooring. All the fixtures and fittings found seem to be modern, with the possible exception of a small shelf located in the toilet area.

5.5.3 Only one of the original toilet doors survives. The door has a deep mid rail over two recessed panels with quadrant moulding and two lights above it with a bedded horizontal glazed bar. The top light is round headed. Similarly the door to Room 2 it is also a four panelled door with recessed panels to either side and quadrant mouldings.

5.5.4 The room has two windows, one facing to the station façade and another facing towards the platform. While the platform window follows the general scheme, the window on the main elevation has been subtly altered to better suit the room function. This two light window had its central timber mullion enlarged to accommodate the partition between the toilets, and the top curved tripartite light was modified, converted to a two-light casement, hinged at the bottom.



Figure 18: Ladies Lavatories, looking north-east

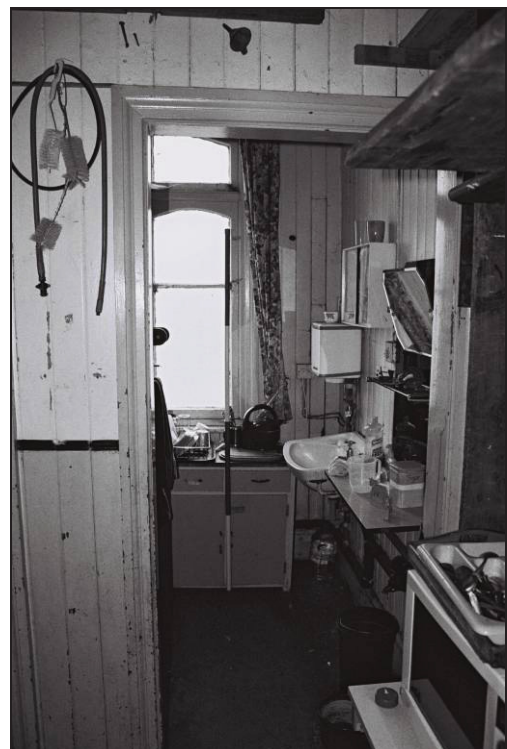


Figure 19: Ladies Lavatories, looking east

5.5.5 *Room 2: Ladies Waiting Room*

The fact that this room was linked by a door to the ladies lavatories suggests that this is a separate waiting room for the Ladies (Fig. 20).

- 5.5.6 The wall between the dado and the cornice is covered by vertical wainscoting panelling while the ceiling is under-boarded. Unfortunately the door to the platform is missing, but the original architrave, matching the window, is still in place. Two identical windows, one to each side of the building are still in place.
- 5.5.7 The fireplace surround and grate are missing; this fireplace on the north-east side of the room is part of the only double chimney present in the building. The dado panelling partially covers the chimney, with a half inch bead to the leading arris.



Figure 20: Room 2, looking east

5.5.8 *Room 3: Waiting Room*

This room follows the same pattern as the ladies waiting room discussed above, the only differences being the presence of a door to Room 4 (Tickets Office) and the fact that both the walls and ceiling panelling has been covered by modern fittings (Fig. 21).



Figure 21: Room 3, looking west towards the platform

5.5.9 *Room 4: Tickets Office*

The Tickets Office at Killamarsh station is located in the central area of the main building and it still preserves some original features (Figs. 22-25).

5.5.10 The walls have vertical wainscoting and the ceiling is covered with tongue and groove panelling, although this is masked by under-boarding. The timber floor is made out of 6 ½” deal boards laid gable to gable. The room is fitted with cornice and 9” skirting, and the remnants of the fireplace can be seen in the south-west wall.

5.5.11 All windows are of Type I, two in the façade and one in the platform elevation. Two original doorways, as well as the inserted one already mentioned, link the room to the platform and to the booking hall. The door to the platform is a single door imitating a double door, while the door leading to the booking hall is missing.

5.5.12 Two features in the room deserve attention. The first one is a five over five panelled partial division with chamfered end post, with ogee stops to the top and simple chamfered stops to the bottom situated adjacent to the doorway to Room 5 (Booking Hall). The second feature of note is the vertical sliding ticket booth, located in the north-east wall of the room.



Figure 22: The Tickets Office, looking north



Figure 23: Example of window, looking east



Figure 24: Internal view of the tickets selling window



Figure 25: Timber frame of the Tickets Office after wall panel's dismantlement

5.5.13 *Room 5: Booking Hall*

This room has similar decorative pattern to the rest of the station, with a dado the same as that in Room 2. The main double entrance to the station is via this room. Architraves are missing from the double door entrance and from the platform doorway. There is an inserted partition made of light wooden stud panels. The fireplace is blocked and covered with the panelling (Figs. 26-28).



Figure 26: The Booking Hall, looking south-west



Figure 27: The tickets window

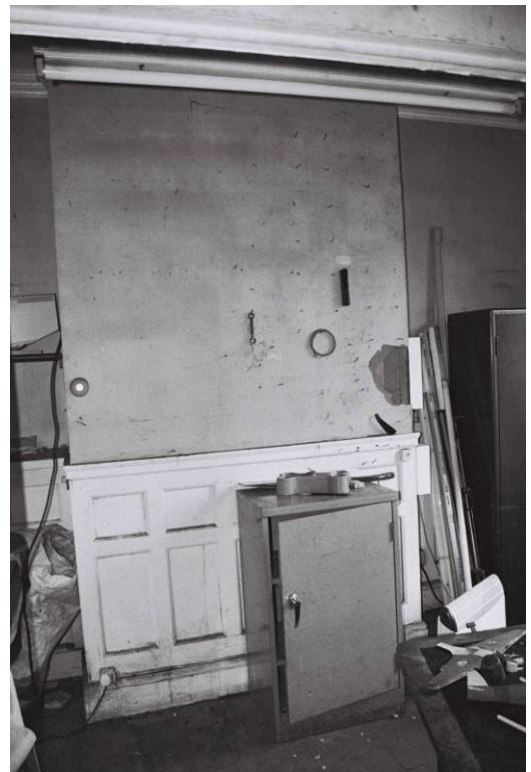


Figure 28: Fire place blocked with dado panelling

5.5.14 *Room 6: Freight Room*

This room is devoid of windows and the walls are constructed with vertical 3 ½” tongue and groove boarding with “T” jointed wainscoting. The original doorway to the platform now has a sliding door. There is also a later door to the adjacent Room 7. The central roof structure has exposed rafters, with chamfered edges, trrenched into single purlins which are also chamfered with plain stops. At the apex of the central section there is a central pitched louvre lantern. The floor is made of concrete (Figs. 29-30). The freight room would have been originally used as storage space for incoming and outgoing freight, along with tools and equipment.



Figure 29: Room 6, looking north-east



Figure 30: Louvre lantern in Room 6

5.5.15 *Room 7*

This is northernmost room of the main station building. The internal fabrics are equivalent to the other rooms. It has a wooden floor, wall panels and ceiling. On its north wall there is a doorway which enables access to the platform through a corridor. Room 7 has two windows on the western and eastern walls and a brick fire place on the southern partition adjacent to the Freight Room (Figs 31-32).



Figure 31: Room 7, looking north-west



Figure 32: Fire place, looking south

5.5.16 *Gents Lavatory*

The gents lavatory is located in a detached structure referred to above as the north wing. This is broadly constructed from the same basic materials and utilises a common construction method as the main station building. The interior is divided into two major partitions of which the eastern side seems to have been used as the gents lavatory (Figs. 33-34).



Figure 33: Gents Lavatory, looking north



Figure 34: Toilet inside north-east partition

6 Chronology

- 6.1 The Killamarsh Central Station was constructed between 1890-1892 as a result of the railway extension of the line of the Manchester, Sheffield and Lincoln Railway which was formed in 1847 (Hopkinson and Hopkinson 1994). Its name was changed to Great Central in 1897 when London became its ultimate destination (Hopkinson and Hopkinson 1994). The station originally comprised two platforms with tracks corresponding to the Great Central Railway, linking Beighton and Annesley. No buildings or canopy survive on the north-west side of the station except for the platform wall and edgings. There is however some photographic record of the buildings, which can be consulted at www.picturethepast.org.uk (DCNE000661, DCNE000193). The pictures document the existence of a smaller building, mirroring the one still standing, on the opposite side of the platform, including its decorated canopy. The aforementioned photographs show that the roof of the original platform's canopy consisted of five parallel pitched structures. This was later modified into the current series of hipped ends which survives on the eastern station main building.
- 6.2 There were two other stations in Killamarsh. The first, opened by the North Midland Railway was renamed Killamarsh West. The third, which closed in 1930, was Upperthorpe and Killamarsh, built by the Lancashire, Derbyshire and East Coast Railway (Hopkinson and Hopkinson 1994).
- 6.3 The station closed in 1964 (Wood and Hopking 1993) and subsequently it became the premises of Havenplan Ltd where antique street, garden, agricultural and industrial items as well as interior and exterior building fittings were sold. This company has recently closed down.

- 6.4 A number of historic maps were consulted in order to establish the development of the station over time. Ordnance Survey maps of a suitable scale have been included in a map regression exercise. The maps are reproduced by permission of Ordnance Survey on behalf of the Controller of her Majesty's Stationary Office. Crown Copyright –All Right Reserved. Licence Number 100045420.
- 6.5 The first cartographic evidence for the Killamarsh Central Station is the second edition of Ordnance Survey map issued in 1898 (Fig. 35). The station is depicted with a double structure on both sides of the railway. This map also shows the present north wing in use as the gents lavatory. There is another station shown north-west of the Central Station which was built at an earlier time. Furthermore, there is also a further railway illustrated on the east of the Central Station, which was then under construction.
- 6.6 The 1956 Ordnance Survey map shows that the station is still composed of two parallel buildings at each side of the railway (Fig. 36). However, in the 1967 Ordnance Survey map, the western building has been demolished or dismantled (Fig. 37).
- 6.7 The 1971 Ordnance Survey map illustrates the station in greater detail, confirming that the station now consisted of only the eastern station building (Fig. 38).

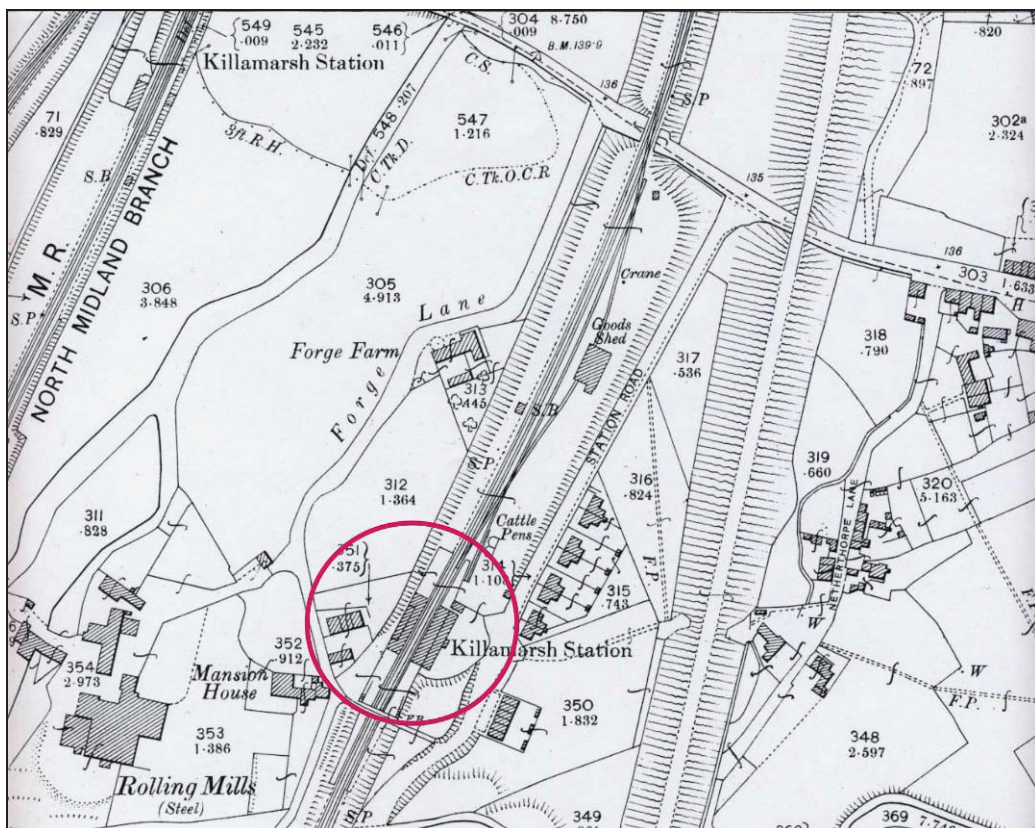


Figure 35: OS map 1898

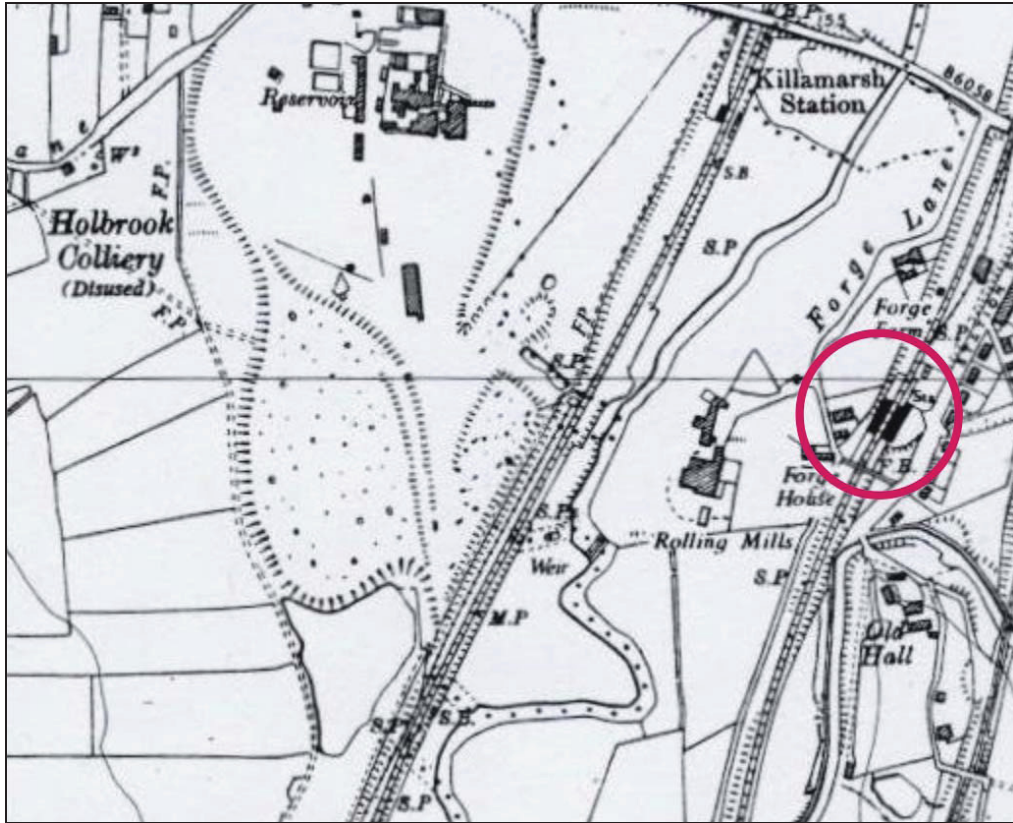


Figure 36: OS map 1956

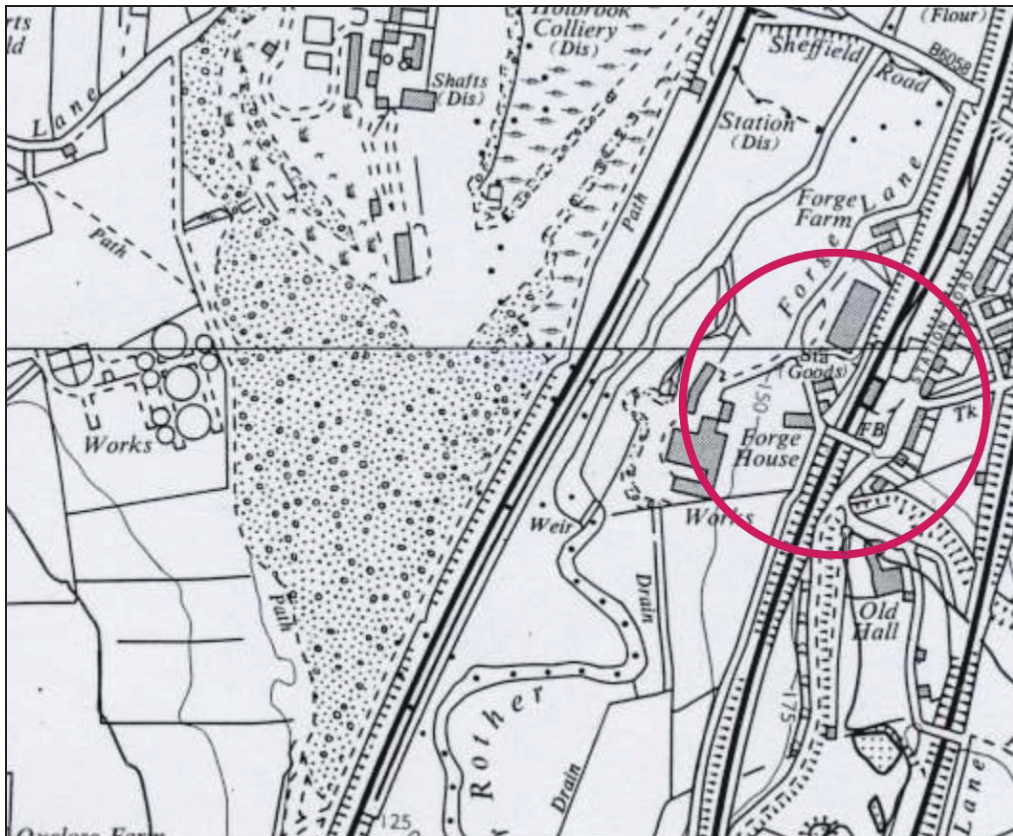


Figure 37: OS map 1967

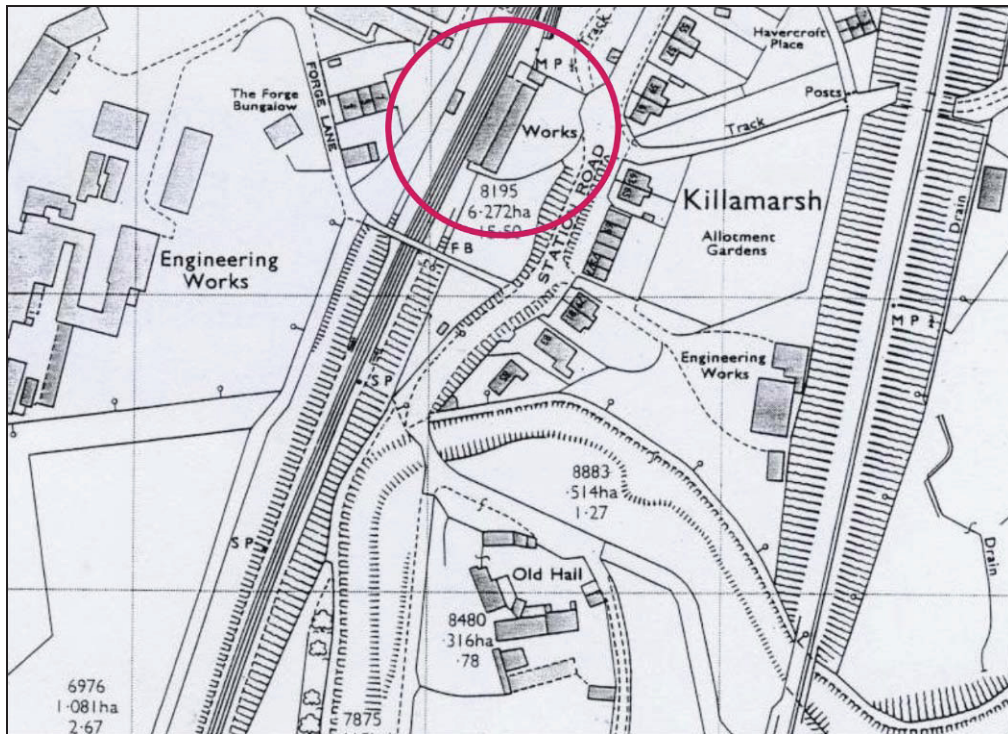


Figure 38: OS map 1971

7 Conclusion

- 7.1 A comprehensive historical building investigation and recording was carried out at the former Killamarsh Central Station. The archaeological investigation identified that the majority of the original eastern and main station building constructed between 1890 and 1892 is extant. However, the opposite station building on the western side of the railway no longer exists. This might have been demolished/dismantled in around the late 1950s or early 1960s. External and internal railway apparatus are missing, but the majority of the surviving structure is in a good state of preservation.

8 Publicity, Confidentiality and Copyright

- 8.1 Any publicity will be handled by the client.
- 8.2 Archaeological Research Services Ltd will retain the copyright of all documentary and photographic material under the Copyright, Designs and Patent Act (1988).

9 Statement of Indemnity

- 9.1 All statements and opinions contained within this report arising from the works undertaken are offered in good faith and compiled according to professional standards. No responsibility can be accepted by the author/s of the report for any errors of fact or opinion resulting from data supplied by any third party, or for loss or other consequence arising from decisions or actions made upon the basis of facts or

opinions expressed in any such report(s), howsoever such facts and opinions may have been derived.

10 Acknowledgements

- 10.1 Archaeological Research Services Ltd would like to thank all those involved with the archaeological fieldwork, in particular Robert Rusling of Ackroyd and Abbot Homes.

11 Archive Location

- 11.1 The archive for this project will be deposited with Weston Park Museum, Sheffield. The accession number is to be confirmed.

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Appendix 1 Survey Drawings

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Drawing Ref: RepFig
Date: Comp Nov 2009
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Elevations of main station building



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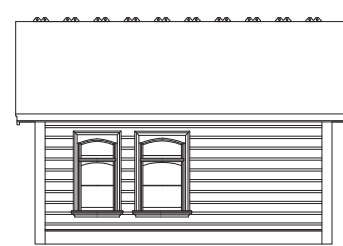
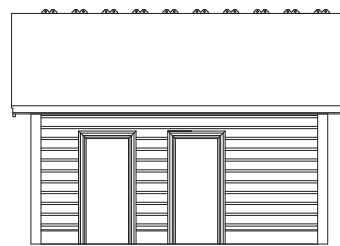
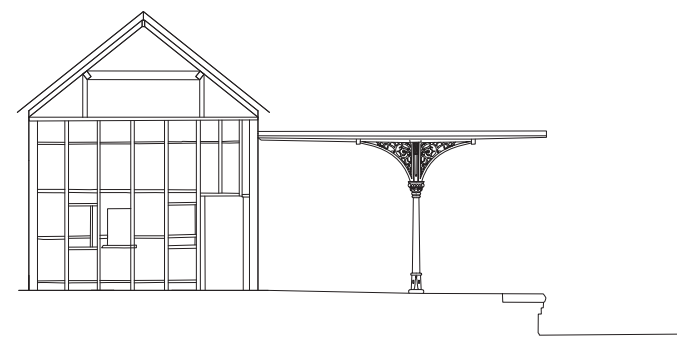
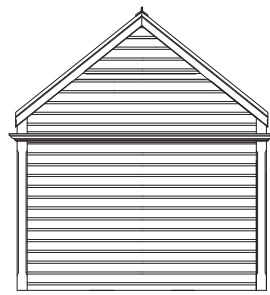
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Site Code: KILL09
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Outhouse elevations and cross section
of main station building and platform



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