



WAGON REPAIR SHED, CHADDESSEN SIDINGS FIREPLACE WORKSHOP, WYVERN WAY, DERBY HISTORIC BUILDING REPORT

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PROJECT DETAILS:		
Short description	<p>The historic environment team at The Environment Partnership Ltd (TEP) undertook a programme of historic building recording of the Fireplace Workshop, Wyvern Road, Derby, formerly the Wagon Repair Shed of the Chaddesden Sidings ahead of redevelopment of the site.</p> <p>The building was constructed in c1873 to serve as a wagon repair shed as part of the important freight marshalling yard of Chaddesden Sidings operated by the Midland Railway. The recorded structure was formerly part of a larger building which accommodated three rail sidings entering from the west. Following the closure of the Sidings in the 1980s the building was taken over for use as a fireplace factory until a fire in 1994 which resulted in the demolition of a large part of the building and consolidation of the remaining structure to form the present building. The interior of the building was modified to enable its use as a fireplace showroom including the blocking of most windows, the insertion of a floor and addition of multiple chimneys and flues. A small extension was also constructed on the east end of the building and later a porch was created.</p> <p>The building comprised a simple brick-built linear structure utilising locally derived materials. Comparison with locally surviving railway architecture demonstrates that the building has typical characteristics of rail and light industrial architecture of the period, being predominantly utilitarian with decorative effect achieved through the use of repeating segmental headed windows and decorative cornice.</p>	
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Monument type and period	Wagon Repair Shed, Late 19 th Century	
Significant finds	None	
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Height aOD	46m aOD	
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Drawing 5 - The north elevation

Executive Summary

1. The historic environment team at The Environment Partnership Ltd (TEP) undertook a programme of historic building recording of the Fireplace Workshop, Wyvern Road, Derby, formerly the Wagon Repair Shed of the Chaddesden Sidings ahead of redevelopment of the site.
2. The building was constructed in c1873 to serve as a wagon repair shed as part of the important freight marshalling yard of Chaddesden Sidings operated by the Midland Railway. The recorded structure was formerly part of a larger building which accommodated three rail sidings entering from the west. Following the closure of the Sidings in the 1980s the building was taken over for use as a fireplace factory until a fire in 1994 which resulted in the demolition of a large part of the building and consolidation of the remaining structure to form the present building. The interior of the building was modified to enable its use as a fireplace showroom including the blocking of most windows, the insertion of a floor and addition of multiple chimneys and flues. A small extension was also constructed on the east end of the building and later a porch was created.
3. The building comprised a simple brick-built linear structure utilising locally derived materials. Comparison with locally surviving railway architecture demonstrates that the building has typical characteristics of rail and light industrial architecture of the period, being predominantly utilitarian with decorative effect achieved through the use of repeating segmental headed windows and decorative cornice.

1.0 Introduction

- 1.1 The historic environment team at The Environment Partnership (TEP) Ltd were instructed by Montagu Evans on behalf of RPP to undertake a programme of historic building recording of a derelict former Wagon Repair Shed located at Wyvern Way, Derby, DE21 6PS (NGR SK 378 358), ahead of redevelopment of the site.
- 1.2 Planning consent has been granted for the demolition of the existing building and erection of a new retail unit, including associated landscaping and access works (19/01582/FUL). Condition 8 requires that a programme of historic building recording in accordance with a Written Scheme of Investigation be undertaken prior to development.
- 1.3 A Written Scheme of Investigation (WSI) for historic building recording was produced by Montagu Evans and submitted for approval to the Local Planning Authority Archaeological Advisor (ME 2021). The WSI provided a methodology for archaeological recording in accordance with comments received from the LPA Archaeological Advisory and Level 2 guidelines as described in the Historic England document *Understanding Historic Buildings: A Guide to Good Recording Practice* (HE 2016).
- 1.4 The building represents the only surviving part of the wagon repair workshops associated with the former Chaddesden Sidings goods yard and was built in c1873. The recorded building comprises only part of the originally larger structure and is considered of low regional importance due to its association with the 19th century rail industry and the rare survival of such buildings in the region.
- 1.5 This report has been produced in accordance with the WSI, and in accordance with current best archaeological practice as defined in the Chartered Institute for Archaeologist's *Code of Conduct* (CIfA 2014a), *Standards and Guidance for the Investigation and Recording of Standing Buildings or Structures* (CIfA 2014b), and Historic England's *Management of Research Projects in the Historic Environment* (MoRPHE) (HE2015).

2.0 Location and Topography

- 2.1 The former Wagon Repair Shed was located at Wyvern Way, Derby, DE21 6PS (NGR SK 378 358). The site lies to the east of Derby city centre, in the area of Pride Park and West Meadows Industrial Estate. The area of the former rail sidings has been entirely redeveloped and comprises light industrial and retail units. To the immediate north of the site is Brian Clough Way A52 and to the south is Wyvern Way. A new road layout comprising a slip road to the A52 passes to the immediate east. To the north of the A52 is the area of Chaddesden, principally comprising modern residential development. Nottingham Road Cemetery lies a short distance to the north-west of the site. The River Derwent flows on a north-east to south-west course a short distance to the south-west of the site.
- 2.2 The site lies at c46m aOD; the surrounding landscape to the south of the site is relatively flat while to the north of the A52 the ground level rises steadily northward. The recorded building is located within a flat derelict area of concrete through which rail sidings historically passed. The rail sidings have been removed throughout the site.
- 2.3 The underlying stratigraphy is recorded as comprising Triassic mudstone of the Gunthorpe Member, overlain by Quaternary alluvial deposits (BGS 2021).

3.0 Objectives and Methodology

- 3.1 The aim of the project as described in the WSI was to create a descriptive and photographic record of the fireplace workshop to analyse features and fabric of archaeological or historic interest and to disseminate these findings in the form of a report and ordered archive (ME 2021).
- 3.2 The objective of Historic England Level 2 building recording is to provide a descriptive record of an extant structure in accordance with the Historic England document Understanding Historic Buildings: A Guide to Good Recording Practice (HE 2016a).
- 3.3 Comments provided by the LPA Archaeological Advisor highlighted the archaeological and historic significance of the building and recommended an appropriate level of documentary research to accompany the recording and to assess the building in accordance with the research themes and objectives as set out in the East Midlands Historic Environment Research Framework (Knight et al 2012), from which the following specific objectives were drawn:
- What is the form, phasing and function of the building and its links to railway infrastructure in the area - is this typical for the region?
 - Does the building play a role in how railway developed over time in the area? How did that role change with new transport infrastructure?
 - How has the building changed (been adapted to new uses) and what has been the impact on the fabric?
 - Use of historic survey drawings for comparable investigation relating to building form and function, identification of fixtures and fittings;
 - Provide an account of account of fixtures and fittings and architectural features where visible or accessible;
 - Provide a photographic record of the building in context.
- 3.4 A site visit was carried out on the 18th March 2021 and included the following elements:
- An overall photographic survey of the exterior and interior of the building in its present condition, including general views of the building, views of the principal elevations, room by room recording, detailed views of features of historic or architectural significance. Photography was carried out using a Nikon D3500 equipped with 10-20mm and 18-105mm lenses. Due to poor lighting within the building a tripod and speed light flash were utilised. Photographic scales were included in all views where appropriate and where possible. Images were taken in RAW and fine JPEG formats. A photographic register including the location and direction of photographs is included as an appendix to this report and figures are indicated on plan.
 - No architectural drawings of the building were available for this survey. Tape measure and laser distance measure were used to create a measured and sketched plan of the building at ground floor and first floor and the north elevation.
 - Written notes were taken on the site to provide a record of features or fittings of historic or architectural interest.

- 3.5 The building had been vacant and derelict for some time and has been subject to arson and partial demolition. The building is considered structurally unsafe and the interior was found to contain a significant amount of debris and fly tipping which restricted access into and created unsafe conditions throughout the building. Due to unsafe access recording was limited to the ground floor; some recording of the first floor was carried out from the top of the stair however the floor was assessed as unsafe and the upper level rooms were not entered.
- 3.6 As part of historic research in support of the project the Midland Railway Study Centre was contacted in order to obtain relevant research or archival material. It was confirmed by Mr Dave Harris at the Study Centre, that there had been several previous attempts to research the building however no drawings or detailed documentation relating to the building has been identified in archives. Some wider drawings are available for the Chaddesden Sidings and were examined as part of this report but are not reproduced due to copyright. Searches was also made of the Derbyshire Record Office catalogue and the Derby Local Studies Library but no useful material was found.

4.0 Historic Background

- 4.1 The 18th and early 19th century industrial development of Derby was accompanied and enabled by the development of transport infrastructure including canals, horse-drawn tramways, and turnpike roads, and later by the development of locomotive railways. Derby is recognised as an early centre for the development of the rail industry with several of the early rail companies focussing on the town (Fowkes et al 2005).
- 4.2 The development of railways in the area of Derbyshire and Nottinghamshire was linked with the growth of coal extraction and the rapid industrialisation of the north and midland counties with steam powered mills, foundries and engineering works. The canal networks which had sufficient during the 18th and early 19th centuries were rapidly surpassed with the development of tramways and railway lines which could transport a greater amount of material at a faster rate. The construction of the Leicester to Swannington railway in 1832 was instigated by coal owners in Leicestershire as a result of competition from Nottinghamshire pits which could supply the city via canal (Copeland, D, 1998). Such market pressures provided a direct impetus for rail development and resulted in the Midland Counties Railway when a group of major coal owners of the Erewash Valley met and agreed to cooperate in the construction of a railway from Pinxton to Leicester with a branch from Derby to Nottingham to allow them to transport coal at a competitive rate to Leicester. The lines were however linked to the London to Birmingham line in 1840, linking the Midland Counties railway to London. Shortly thereafter, in 1844, the Midland Counties Railway, North Midland Railway and the Birmingham & Derby Junction Railway were amalgamated under an Act of Parliament to form the Midland Railway which had its headquarters in Derby.

The benefits of amalgamation soon became apparent, and in 1846 the important London and North Western Railway came into being. This was followed by Lancashire and Yorkshire Railway in 1847, and the North Eastern in 1854. In 1862 the Great Eastern Railway was formed but there were still many small rival railways in existence (Jones 1996).

- 4.3 Chaddesden Sidings is described in HER (32646) as 'an important general freight marshalling yard developed on the Midland Railway line at Chaddesden from the 1860s. By the 1890s it was handling a train on average every seven minutes throughout the 24 hours, with six shunting engines and between 50 and 100 horses available. Its eight reception roads, seven departures and 31 sidings handled up to 2500 wagons daily in 1960'.

- 4.4 The HER entry for the Wagon Repair Shed (HER 32216) labels it as 'former wagon repair workshops' and describes it as 'Built by the Midland Railway in 1873 as part of the extensive Chaddesden wagon shunting sidings. Part destroyed by fire in the 1990s. Currently occupied by a fireplace manufacturer'. Accounting papers dated to 1905 and held by the Midland Railway Study Centre (ref RFB31320) relate to the Midland Railway's Carriage & Wagon Department valuation of their estate and date the 'Chaddesden Wagon Repairing Shop' to 1872; it is recorded that in 1902 the Midland Railway paid the Derby Corporation the sum of £25 9s 4d in annual rates for the building which at the time was valued at £4321.00, and the land it occupied at £593.00.
- 4.5 The first edition Ordnance Survey map of 1883 (Drawing 2) shows Chaddesden Sidings in place at that date. The site was set in a relatively isolated location to the east of Derby and was bound to the north by the Derby Canal and to the south by the river Derwent. The Midland Railway split from the N-S aligned North Midland Branch a short distance to the west of Chaddesden Sidings. On the south side of the river, c1.8km to the south-west was located the Derby Midland Works. The surrounding landscape character was at the time predominantly agricultural and the settlement of Chaddesden was located at some distance to the north of Chaddesden Sidings. Nottingham Road Cemetery was located a short distance to the north-west of the sidings. To the immediate north of the Sidings, on the north side of the canal was the Chaddesden flour mill which included a mill pond and sluices connected to linear watercourses labelled as fish ponds. To the immediate east of the Sidings, a short distance from the Wagon Repair Shed was Meadow Farm which included a farm house and connected range of buildings set within enclosed yards and gardens. By c1914 a Colour Works and a Sewage Disposal Works had been constructed to the east of the Sidings, in close proximity to the canal, railway and the river.
- 4.6 The substantial Midland Railway Locomotive Works had developed at the south-east of Derby during the mid to late 19th century, initially comprising a group of maintenance sheds built in c1840. The site was located c1.8km to the south-west of the Chaddesden Sidings and included a polygonal engine roundhouse and two main workshops, one an engine workshop and the other a carriage workshop. Significant expansion took place after the creation of the Midland Railway Company including new engine sheds and workshops and engine roundhouses, as well as a variety of other necessary facilities such as wheel shops, stables, foundries, and saw sheds. During the First World War the works was turned towards helping the war effort and began to produce howitzers and shells and during this period also began to use automated equipment enabling an increase in production (Grace's Guide, 2021). By the 1930s the Midland Works occupied an extensive area and included groups of vast sheds, areas of dedicated workers housing, as well as an on-site gasworks. During the Second World War the works was again put to use for the war effort, repairing aircraft wings and fuselages and building carriages for field guns and anti-tank guns.

- 4.7 The Chaddesden Sidings was comprised of groups of lines reflecting their function and included 'arrival lines', 'storage sidings', 'short sidings, and 'marshalling sidings', with the 'goods main' passing through the site allowing locomotives to pass through without stopping. To the north of the Sidings, located alongside and parallel to the canal were a series of buildings including offices, three stable blocks and a domestic residence with gardens. A smaller separate Wagon Repairing Shop was located at the west side of the site. A large Carriage Shed was located at the far east of the Sidings.
- 4.8 Staff accommodation was provided by the Midland Railway in the form of an area of terraced housing located on the north side of the canal with a bridge crossing over to the site. The buildings were called Highfield Cottages and comprised two parallel lengths of brick-built terraced houses separated by a street and enclosed from the surrounding fields. A larger separate building, possibly an earlier structure was located close by in an area enclosed from the cottages.
- 4.9 Two parallel terraces of red brick cottages, built by the Midland Railway to house workers, remain extant a short distance to the north-east of the site, on Highfield Cottages (HER32239). The buildings are contemporary with the Wagon Repair Shed and were built in c1868-70
- 4.10 Three photographs of the building, dating to the 1980s can be viewed on Derbyshire County Council's *Picture the Past* website but cannot be reproduced here due to copyright issues (image references: DRBY005140, DRBY005141, DRBY002939). Additional information including plans of the Sidings, and a c1900 Midland Railway's land agent plan for the Nottingham-Derby line, were obtained from the Midland Railway Study Centre (not reproduced due to copyright restrictions).
- 4.11 Available views of the Wagon Repair Shed in its original form demonstrate that it comprised a linear range at the north and a wider shed on the south with three wide double doors at the east and west elevations to accommodate the passage of three lines through the building. The presently extant building consists of only part of the original extent of the northern linear building which was approximately 60m in length (the present building measures approximately 40m in length). The large wagon repair shed was also a brick building with end gables to the east and west; the south-facing elevation appears to have been of the same design as the present north-elevation, comprising regularly spaced recessed segmental-headed windows joined by a string course. At the eaves was a dentil cornice, likely of the same design as surviving on the present building. The doors in the east and west walls were each double-doors with segmental arches and a small lunette window was set into each gable. Roof lights were added onto each roof pitch by the 1950s. The ordnance survey map of 1883 (Drawing 2) demonstrates the presence of the eastern single storey block, as well as a small extension on the eastern side. By the 1950s the small eastern extension had been replaced by another small extension, later replaced during the 1980s (Drawing 3).

- 4.12 An extract of the Midland Railway's land agent plan for the Derby-Nottingham line provided by the Midland Railway Study Centre (Cambridge University Map Library reference RLY1223, not reproduced) provides some evidence for the internal layout of the Wagon Repair Shed and further detail on the peripheral structures and activity. The linear range is depicted as having five subdivisions of which the single-storey structure at the east of the building was one. The present main structure retains two subdivisions. The rooms are labelled however due to image quality it is not possible to read many of the labels; Room 1 in this report is labelled as 'Engine Shop'. To the east of the building were three small stand-alone structures labelled as 'Paint Shop' and 'Grease Store'. To the west is shown a square building, possibly 'Wash House', with a 'Fire Station' located a short distance from this. To the north-west of the Wagon Repair Shed was a 'latrine'. To the south were other detached buildings comprising 'Timber Shed', 'Latrine', 'Foreman's Cabin' and 'P. Hut'.
- 4.13 A 1931 plan of the Sidings held by the Midland Railway Study Centre also shows the internal subdivisions of the Wagon Repair Shed. The former stables had by this date either been converted to or rebuilt at stores. Ordnance Survey mapping demonstrates that by the 1930s Derby had expanded significantly and the fields to the north of Chaddesden Sidings had been re-developed for residential use. Chaddesden Mill had by this date become disused. Between 1938 and 1950 the canal-side buildings including the stores had been demolished. The building at the east side of the side in the vicinity of the Wagon Repair Shed such as the latrines and timber remained extant and presumably remained in use in association with the wagon repair shed. By the 1950s the Derby Canal had become disused and the process of infilling of the canal had commenced (Drawing 3).
- 4.14 During the later 20th century coal reserves in the region began to be depleted and several large collieries such as that at Coalville were closed, resulting in reduced coal carrying, although rail movement of coal continued to serve power stations such as Ratcliffe Power Station, Castle Donington, Didcot, and Drakelow. This resulted in several sections and branches of the railway lines becoming disused and services being rerouted. This was also a period of significant organisational change in which a number rail depots such as the Erewash Sidings at Toton were brought under the East Midlands Freight Area.
- 4.15 In 1923 the Midland Railway had been grouped into the London Midland and Scottish Railway and following nationalisation of the railways the works at Derby became part of British Railway Workshops and continued to manufacture engines and locomotives; by the 1960s production had become concentrated at Crewe. The Derby Works were mostly demolished in the late 1980s and the area including the Chaddesden Sidings and nearby gasworks were renamed 'Pride Park'.
- 4.16 A brief history of the Wagon Repair Shed is provided in the newsletter of the Chaddesden Historical Group (Barnes, 2017) which notes that the present building was part of a larger structure built in 1873 as a Wagon Repair Shed for the Chaddesden Sidings and remained in use as such until 1980. After the closure of the Sidings in the 1980s the rail tracks were lifted and the wagon repair workshop was left empty until being purchased by the Interior Stone Features Company and subsequently by Clowes Developments who rented it as a fireplace factory.

- 4.17 The building was subject to a significant fire on 14th April 1994 which gutted the larger engine shed and resulted in it being fully demolished, leaving only the linear range on its northern side. It appears that a significant portion of the north range was also demolished at that time. After the fire the Derby Fireplace Company resumed business in the remaining part of the building as a fireplace showroom. The building has since been left derelict and has again been subject to vandalism and arson.

5.0 Building Description

The Wagon Repair Shed

- 5.1 The building was comprised of a two-part linear range occupying a rectangular footprint c40m in length and 7m in width, with a smaller modern single-storey extension abutting the east end (Fig 1, Drawing 4). The principal part of the building (Building 1) was two storied measuring 26m x 7m and was abutted on its eastern side by a lower, single-storey range measuring c9m x 7m (Building 2). The modern extension on the east (Building 3) was c5m x 7m and was recessed back from the southern wall face but flush to the north elevation.
- 5.2 The building was constructed in c1872 and served as a wagon repair shed associated with Chaddesden Sidings of the Midland Railway. The presently extant structure represents the northern range of the former building which included a brick-built shed through which railway sidings passed to enable the wagons to be driven in for repair.
- 5.3 Building 1 was gabled at the east and west, with a pitched roof; historic photographs show that there were formerly monitors on the ridge which have been removed (elevated section of a roof with openings at both sides for light and ventilation. Curl and Wilson 2015). The roof was likely formerly surfaced with tiles but at the time of this survey was surfaced with modern bitumen sheets. There was a simple brick-built axial chimney stack at the east end of the roof and a second brick chimney comprising a free-standing modern addition. A range of modern flues, brick and metal, were added in the c1980s to connect to the various demonstration fireplaces that were required for the fireplace company. Building 2 was contemporary with Building 1 and was hipped at the east. Building 3 was a much lower structure and had a flat roof of bitumen sheets.
- 5.4 At the time of this survey access to the structure was via a small external porch comprising a modern brick lean-to on the south-east corner of Building 1.

North Elevation

- 5.5 The north elevation now comprises the principal public view of the building and was historically aligned towards the former Derby Canal (now replaced by the A52 which passes immediately in front of the building) (Fig 13).
- 5.6 Comparison of the present building with historic maps and photographs reveals that a significant portion of the building, comprising c8 bays of windows or approximately 18m of the building, has been lost from its western end.
- 5.7 The building is principally brick-built of red brick in English bond (alternating header and stretcher courses) and the bricks were of standard dimensions, c230mm x 110mm x c70mm with five courses measuring c370mm. The use of English bond was typical for the construction of industrial buildings in the 19th century and was considered to be the strongest of the bond types.

- 5.8 The north wall of Building 1 was dominated by repeating closely-set segmental-headed windows, a common feature of railway and industrial buildings of the late 19th century, allowing maximum light into the building (Fig 14, Drawing 5). The window openings were c1.1m in width and c2.75m in height and each window was set within a recessed panel also with a segmental head. At the base of the wall was a chamfered plinth course which was continued into the window recesses which reached the ground. The bricks forming the segmental heads of the windows and their recesses were in gault-type bricks which created a decorative contrast to the brickwork of the wall. The short columns of brick left between the window recesses served as springers for the arched heads.
- 5.9 The windows were metal framed and divided into regular grids of squares and rectangles with a Diocletian style design to match the curved head (Fig 15). The central panel of each window appears to have been top-hung for ventilation but otherwise the windows were fixed. Each window had a simple stone sill. No glass remained in the windows and many were boarded internally for security.
- 5.10 One of the window recesses included a door below the window which appeared to be a modern alteration. The door was a modern fire door with rough concrete lintel.
- 5.11 The eaves were overhung with the ends rafters projecting out from the wall face. The ends of the rafters were protected with wooden fascia boards with rounded cut-outs and white painted planks were placed over the rafter ends to hide the roof covering. Photographs of the c1980s do now show these fascia boards which are therefore fairly recent. The cornice, comprising six courses of brickwork, was formed of gault-type brick and projected out from the main wall face. The cornice included projecting dentils, each dentil comprising two bricks with decorative rolls on the outer edge (Fig 16).
- 5.12 The cornice bricks had pressed manufacturer stamps which while not clearly visible during the survey appeared on some to read 'DUSAUTOY' and on others 'DERBY'. In the period of the late 19th century Edwin Dusautoy (or DuSautoy) owned two brickworks at Parcel Terrace, Uttoxeter Old Road, Derby, and the California Brick Works located on Stockbrook Lane, Derby (Sallery, 2021). Both brickworks are visible on Ordnance Survey maps of that period and were located a short distance to the west of the centre of Derby; for economic reasons it is unsurprising that locally produced bricks would be utilised for the construction. It is likely that the red-bricks of the main construction are also from Dusautoy's works though this was not confirmed on site.
- 5.13 Rectangular ventilation holes with metal grates were positioned at first floor level at the interval between each window. A single example of a circular tie-rod plate was noted on the elevation, at least one other of these is visible on a 1980s view of the elevation (Fig 17).

- 5.14 The north elevation of Building 2 was of a matching though simpler design to Building 1, comprising red brick walls in English bond and with four windows each with segmental heads of gault brick (Fig 11). These windows were set flush with the wall and were not set within recessed panels. The metal frames of the windows were of the same form as on Building 1 and each window had a simple stone sill. At the base of the wall was a simply brick plinth with black chamfered coping and the cornice was comprised of gault brick with individual roll-moulded bricks serving as dentils.
- 5.15 The eastern extension, Building 3, was likely added in the 1970s-1980s when the building was taken over by the Derby Fireplace Company. It was a simple single-storey structure of modern brick in stretcher bond (Fig 10). The north wall was flush with the elevation of Building 2 and the brickwork had been keyed into the earlier fabric of the adjacent structure. A single window, blocked in brick, was visible. The flat roof was surfaced with roof sheets.

The South Elevation

- 5.16 The east elevation of Building 1 was a relatively uniform and blank wall-face and was formerly adjoined to the now-demolished wagon shed. The brickwork was in English bond and had been painted white with a black band at the base (Fig 2). Unlike on the north elevation was no plinth course at the base of the wall. Two small holes cut into the brickwork likely relate to vents inserted for the modern fireplaces.
- 5.17 Two doorways, both with segmental brick arches, were located at the western end of Building 1 and both were blocked in brick (Fig 3). The doorways were of standard dimension, c1.1m width and c2.6m in height. No evidence for the former door frames remained though a wooden lintel remained in place on one of the doors.
- 5.18 No former windows were evident on this wall.
- 5.19 A large sign on a wooden board remained in place and read 'THE DERBY FIREPLACE COMPANY'. Three electric lights were added to illuminate the sign.
- 5.20 The eaves had simple red-painted wooden fascia boards with circular cut-outs but lacked the decorative embellishment present on the north elevation (Fig 5).
- 5.21 The porch access was a modern brick-structure occupying a rectangular footprint c4.4m in width and projecting 1.4m out from the main wall-face (Fig 4). Examination of aerial views of the site suggest that this structure was added c2000-2006. The porch abutted the wall of Building 1 and has a cat-slide roof of clay tiles and includes a central door flanked by narrow windows. Partly incorporated into the porch were the remains of a southward wall return representing the only remains of the wider wagon repair shed.
- 5.22 The south elevation of Building 2 was brick-built in English bond and included two tall windows, both of which are blocked with concrete blocks, and a former doorway blocked in brick (Fig 6). The door was located close to the join to Building 1; at the base of the wall was a chamfered lightly projecting brick plinth course which respected the position of the door. A wooden sign for the fireplace company overlay the blocked door, showing that the door was blocked in the c1980s. The door is shown as unblocked on photograph ref DRBY005141 at Picture the Past.

- 5.23 The two windows were of the same design and proportions, both brick arches and retained their metal window frames behind the blocking (Fig 7). The windows were of the same design as the better exposed examples on the north elevation.
- 5.24 The eaves overhung the wall-face and ended in decorative red-painted fascia boards with rounded cut-outs. At the top of the wall the brick cornice projected outward slightly and was crowned with a simple brick dentil course (Fig 9). Modern uPVC gutters were installed.
- 5.25 The south wall of Building 3 was recessed c1m from the wall-face of Building 2 and includes a single blocked door at the east side (Fig 8).

West Elevation

- 5.26 As noted previously the building was formerly longer than its present extent; this is evident on the west elevation which comprises a much repaired former internal partition wall (Fig 19).
- 5.27 At both sides of the wall were the truncated remains of the demolished wall continuations. That on the north included the remains of a window jamb and window arch (Fig 18). The wall was comprised of brick in English bond and had been roughly repaired in brick and concrete breeze blocks. A rolled steel joist was inserted in front of the wall face as part of the repairs in order to consolidate and strengthen the structure.
- 5.28 Centrally to the ground level was a blocked doorway with wooden lintel. A doorway was also located at first floor level and the lintels of both doorways were charred and blackened from a fire within the building. It is likely that the removal of a large portion of the building was due to this arson. An external modern fire escape stair was formerly located on this side of the building with access to the first floor doorway. Two small rectangular openings, possibly to allow fireplace ventilation are located on this wall at first and ground floor level.

East Elevation

- 5.29 The upper extent of the gable wall of Building 1 was visible above the roof line of Building 2 (Fig 5, 12). The exposed brick work was in English bond and lacked the eaves detailing of the north elevation. The roof projected out beyond the brickwork and the ends of the purlins were visible and were covered with decorative fascia boards. The chimney stack was built projecting out from the wall and included a slight shoulder with black chamfered bricks just below the ridge.
- 5.30 Previous photographs of the buildings from the c1980s appear to show two blocked window openings in the east wall of Building 2. Due to graffiti at the time of this survey the openings were not evident. Any such windows were likely of the same form as elsewhere on the building.
- 5.31 The roof of Building 2 was hipped at the east end and was surfaced with slate tiles with curved tiles at the ridge and hip lines. The eaves were overhung and the cornice included a dentil course as noted elsewhere.
- 5.32 The east elevation of Building 3 was plain with no door or window openings.

Interior

- 5.33 Building 1 was partly two-storied and at ground floor level included a larger main room and a smaller room which occupied the western side of the building. At the time of recording, due to long-term vacancy, disrepair, arson and significant amounts of broken metals and glass and other dumped materials, access around the building was restricted for health and safety concerns. As part of the conversion from wagon repair shed to fireplace shop the interior was subject to some remodelling which included installing plaster board over the original walls, some subdivision of space using stud partitions and the addition of numerous fireplaces at ground and first floor levels with numerous inserted flues through the walls and roof. Several of the windows were blocked as part of these alterations in the 1970s-80s while others are more recent blockings to prevent access to the vacant building.

Room 1

- 5.34 The principal ground floor room (Room 1) occupied a rectangular footprint c16m x 6m, and included a central straight stair, with a stud-partition corridor running along the south side of the room (Figs 20-26). The first floor level above this room comprised a mezzanine or gallery so that the north side of the room was open to the roof. A modern square chimney faced in stone was located at the bottom of the stair. The stair was of modern construction with three pine carriages supporting the treads and the underside and sides were surfaced with plasterboard.
- 5.35 The ceiling / first floor was comprised of closely spaced softwood joists on edge and spanning between the north and south walls. Below the N-S joists were another set of joists spanning longitudinally E-W and carried in joist pockets in the walls and metal brackets slung under the N-S joists. The plasterboard of the ceiling was attached to the lower joists and electrical cables were passed through the intervening space. The overlying floor surface was comprised of wooden boards. The joists were fire damaged in several areas of the building due to arson.
- 5.36 A fire opening was located at the east side of the room, opening into the chimney stack located on the east gable wall. The fire opening had splayed reveals in brick and crude repairs in cement had been carried out and a concrete lintel inserted. The fire opening had not been utilised as part of the fireplace workshop and the opening had been covered over with plasterboard which had fallen away by the time of this survey.
- 5.37 Modern fluorescent strip lights and electrical switches were installed throughout the building and it is probable that the building was re-wired in-line with modern electrical regulations when the building was converted to fireplace workshop.
- 5.38 No historic fixtures or fittings relating to the building's historic use as part of Chaddesden Sidings and specifically as a wagon repair workshop were evident in the room.

Room 2

- 5.39 Room 2 was at the western end of the building and comprised a smaller space measuring 8.5m x 6m (Figs 27-28). Access was through two doors in the partition wall, it was uncertain if these were modern openings or part of the original building plan, matching openings were present at first floor. The north-facing windows had been entirely boarded over and no natural light entered the room. Likewise the blocked door seen on the south elevation was not evident from inside the room.
- 5.40 A number of new fireplace points with modern flues were installed within the room as well as various modern shop counters. No features of historic interest were seen.

Room 3

- 5.41 Room 3 occupied most of the footprint of Building 3 and was a roughly square room measuring c6.2m x 6m (Figs 29-30). A narrow strip of the east wall had been enclosed with modern stud partition to form a small storage space. The historic chimney stack located at the east gable of Building 1 projected into this room but as also noted in Room 1, the fire opening had not been utilised as part of the fireplace workshop and the former fire opening was blocked.
- 5.42 The door and window on the south elevation had been blocked internally and covered over with plasterboard. The north-facing windows had been retained; modern wooden casement windows were added behind the original metal frame and metal safety bars were added behind these.
- 5.43 The room may have originally been open to the roof and the ceiling was a modern lowered ceiling which partly intruded over the upper parts of the windows. The ceiling joists were carried by rails spanning across the north and south walls. The overlying roof structure was not visible during the survey.
- 5.44 No historic fixtures or fittings were visible.

Room 4

- 5.45 Room 4 occupied the eastern end of Building 3 and was accessed by a short corridor running along the north side of the building (Figs 31-32). The room was not entered due to large amounts of debris which prevented access.
- 5.46 As noted in Room 3 the south-facing window had been blocked and covered over and a simple dado rail and modern wall paper scheme put in place over the lower part of the wall. The room had most recently functioned as an office or storage and included various wooden shelves along the walls.
- 5.47 A door had been inserted through the east wall to allow entry to the adjacent modern extension.
- 5.48 As in Room 3 the ceiling was a modern lowered ceiling with modern fluorescent lighting.
- 5.49 No historic fixtures or fittings were present within the room.

- 5.50 The corridor alongside Room 4 also provided access into the modern extension to the east of Building 2. The north-facing window coincident with the corridor had been blocked internally and shelving placed over the opening. Both the corridor and Room 4 appeared to be modern stud partition divisions of the original room and it is probable that as originally built there was only a single room within Building 2.

Building 3

- 5.51 The modern eastern extension appeared to have served as a staff canteen with WCs and was partitioned to form three small rooms separated by stud partitions and surfaced with plain tiles. No features of interest were noted. Though externally faced in brick the interior of the walls were constructed of concrete breeze block.

The First Floor and Roof

- 5.52 Due to concerns over the safety of the floor the upper floor was not accessed, photographs and observations were carried out from the top of the stairs.
- 5.53 The layout of the first floor appeared to mirror the ground floor layout, comprising a main room and a smaller room at the west-end of the building. Several of the north-facing windows had been blocked internally and the walls had been hidden behind stud walls and plaster board. Several faux-chimneys had been introduced to accommodate fireplaces the metal flues were inserted through the roof (Figs 33-24).
- 5.54 No historic fixtures or fittings relating to the building's use as a wagon repair shed were observed. It is uncertain whether the building as originally built included an upper floor or if this was added when the building was taken by for use as a fireplace workshop. It is likely that the upper floor is an addition to the building as the form of the windows does not reflect this arrangement and are truncated or blocked where they meet the floor.
- 5.55 The roof had until recently been hidden by modern plaster ceiling but this had largely fallen away and it was possible to observe the overlying roof structure (Figs 35-36). The roof was comprised of a series of softwood king-post trusses spaced roughly coincident with the bay divisions of the north wall, c2.5 - 3m apart. The truss form was a typical configuration comprising a narrow tie-beam on edge with a central king post and raking struts supporting the principal rafters. The ends of the struts were inserted into the foot of the king post and the sides of the rafters. The king-post and tie-beam join was supported by a bolted metal stirrup. Two pairs of softwood purlins were present on each side and were trenched over the top of the rafters. A ridge piece was also used. The ends of the tie-beams were supported in the brickwork at the top of the north and south walls. It was not possible to see whether assembly marks had been used. The rafters and underside of the roof surface was hidden with planks.
- 5.56 Occasional repairs to the trusses were evident in the form of lengths of timber attached to the sides of the tie-beams and held in place with metal brackets. The modern ceiling was supported by thin battens slung underneath the tie beams.

6.0 Discussion

- 6.1 The Wagon Repair Shed at Chaddesden Sidings can be considered as a relatively simple and utilitarian structure which demonstrates characteristic features of railway architecture and Victorian industrial architecture more generally. The building had a simple construction of locally produced bricks, reflecting a desire for economy of construction. Its form reflected its use, comprising linear or square plan structures open to the roof and allowing for the entry of locomotives and wagons to undergo repairs.
- 6.2 The linear northern building, of which the recorded structure is a surviving part, appears to have been predominantly separate from the large adjoining structure; the dividing wall (south elevation) was essentially blank with only two small blocked doorways evident. This indicates that the two parts of the structure had different functions with limited interaction between the activities in the different areas of the Wagon Repair Shed.
- 6.3 The building appeared to be of a single phase of construction with no visible alterations taking place prior to the building's conversion for use as a fireplace factory. A small single-storey extension was built in the 1980s at the east end of the building to provide toilets and a staff canteen. Historic maps show that at least two predecessors, both very small structures were formerly located here. Following the fire in 1994 a large portion of the original building was demolished and the remaining extent of the structure repaired and consolidated. A former partition wall appears to have been utilised to form the end of the building; remnants of the building's continuation remained at the west end of the building.
- 6.4 The interior was subject to superficial alterations including the addition of stud walling over the brick walls and the addition of numerous stud wall 'chimneys' to house fireplace for which metal flues were added passing through the walls or roof.
- 6.5 It is unlikely that the building originally included an upper floor and was likely open to the roof. The addition of the upper floor necessitated the blocking of several of the north-facing windows, due to imposing the floor across the windows, and also in order to allow for addition of fireplaces along the walls which in at least one example had a flue inserted through the blocked window. As part of these works one of the windows was reduced in height to allow for the addition of a north-facing door.
- 6.6 A small porch was built on the south side of the building, it is likely that the doorway utilised was an existing one, two other former doorways were no longer required and were blocked. The decorative fascia boards which encircle the eaves were added after the 1994 repairs.

- 6.7 The overall form of a linear structure with repeating motif with arched recessed windows in the principal elevations is fairly typical of railway architecture and can be seen on numerous comparable structures including the oldest surviving railway goods shed in England located at Darlington (Minnis and Hinckman 2016). In early good sheds such as Darlington the buildings were often placed perpendicular to the sidings with locomotives entering through the long elevations but common practice rapidly changed so that the structure would be placed parallel to the tracks as at Chaddesden, with sets of double doors in the gable elevations.
- 6.8 The use of classical architectural language (proportion, symmetry, decorative motifs), though usually very simply expressed, was suited to industrial architecture which typically included long elevations with repeated bays of windows or doors. These buildings were typically functional and were constructed very economy in mind and as such decorative embellishments were limited to what could be accomplished with bricks or cast iron. Recessed panels with dentils and window arches in contrasting bricks were an effective way of adding visual interest to an elevation and metal framed windows with shaped panes also provided scope for decoration. Lunette or bulls-eye windows set in end gables were a common feature and an example of this is evident on the now-demolished shed at Chaddesden. The Wagon Repair Shed formerly included monitors on the roof ridge which provided both light and ventilation and are common features of factories and light industrial buildings.
- 6.9 A comparable example, the Grade II Listed Locomotive Shed at Snibston Colliery, Coalville, is late 19th century, and though a smaller structure than the Wagon Repair Shed, demonstrates similar features (TEP 2020). The building was a linear rectangle plan, built of red brick in English bond, and the long elevations included repeating square recessed panels with segmental headed windows with decorative metal frames and stone sills. The eaves and top of the recessed panels were embellished with brick dentils of contrasting colour. Similarly to at Chaddesden a slightly lower block was present at one of the building though at Snibston this was a later extension. The roof was supported by king-post trusses of the same form as at Chaddesden and along the pitched roof were several monitors for ventilation. Locomotives entered the building through the gable elevation and the building was able to accommodate several wagons with sufficient space along both sides and underneath and above to allow for workmen to carry out repairs.
- 6.10 There are a number of local buildings which provide useful comparison, including the Highfield Cottages and surviving buildings of the former Midland Works. Two parallel terraces of red brick cottages, built by the Midland Railway to house workers, remain extant a short distance to the north-east of the site, on Highfield Cottages (HER32239). The buildings are contemporary with the Wagon Repair Shed and were built in c1868-70 and have a simple Gothic style with the doors and windows having tapered or triangulated arches and gablets, and string courses of blue bricks which are also used for decorative effect on the chimney stacks. The eaves are very simple with no decorative embellishment.

- 6.11 The Midland Railway's Carriage and Wagon Works, dating from c1878 survives though in poor condition on Litchurch Lane, Derby, at the south-west edge of Pride Park, c1.8km to the south-west of the Wagon Repair Shed. The present building comprises two two-storied abutting linear ranges, both simple functional structures, brick-built in English Bond, and with gabled roofs and segmental headed windows. A number of 19th century sheds associated with Midland Works remain extant in the area of Litchurch Lane and demonstrate a similar approach to construction and design. The Grade II* Listed Railway Workshop of the Midland Railway Locomotive Works (ref 1230740) is described as 'triple pile single-storied shed accommodating three lines of track, with double-pile two-storey workshop beyond'. The buildings are built of red brick with ashlar dressings and at ground level the principal walls include an arcade of recessed arched-headed windows with metal frames. The Listing notes that the interior includes arcades of cast iron columns with the roof trusses also being supported on iron columns.
- 6.12 The Wagon Repair Shed at Chaddesden can be considered a fairly typical example of its kind and has historical value due to its association with the former railway sidings and associated buildings and infrastructure which were a significant element in the development of Derby in the 19th century. Unfortunately the loss of this setting and loss of historic fabric and unsympathetic alterations has eroded the architectural and heritage significance of the structure.

7.0 Photographic Record



Figure 1 General view of the site across the former Chaddesden Sidings, looking east



Figure 2 The south-facing elevation



Figure 3 Detail of blocked door on the south elevation



Figure 4 The east end of the south elevation with modern porch



Figure 5 The east gable of the main building; note the remains of a former wall return



Figure 6 The single-storey block, south elevation



Figure 7 Detail of blocked window on single-storey block



Figure 8 The modern extension at the east end of the building, looking north-west



Figure 9 Detail of the cornice, dentils and projecting rafter ends



Figure 10 The modern extension, looking south



Figure 11 South elevation of the single-storey block



Figure 12 The east gable of the main block



Figure 13 View of the north elevation, looking west



Figure 14 View of the windows



Figure 15 Detail of the windows



Figure 16 Detail of the cornice, dentils and projecting rafter ends



Figure 17 Detail of the ventilation grates and tie rod plate



Figure 18 The west end of the north elevation showing remains of former window



Figure 19 The repaired west elevation with remains of wall returns; showing blocked doors and inserted RSJ

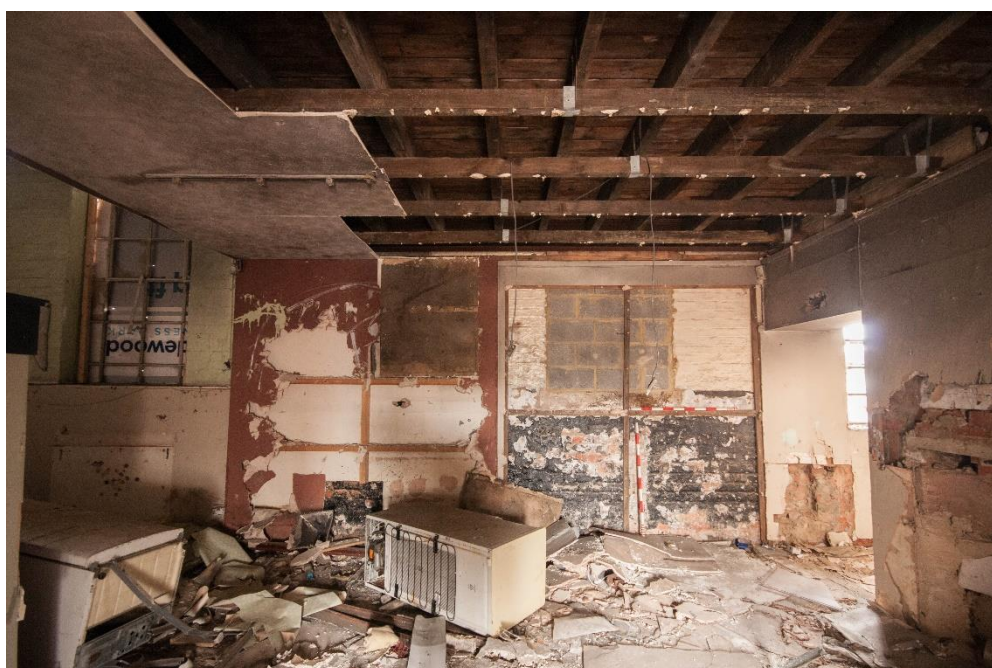


Figure 20 The east end of Room 1, looking north



Figure 21 The east wall of Room 1 with remains of fireplace



Figure 22 Room 1, looking west

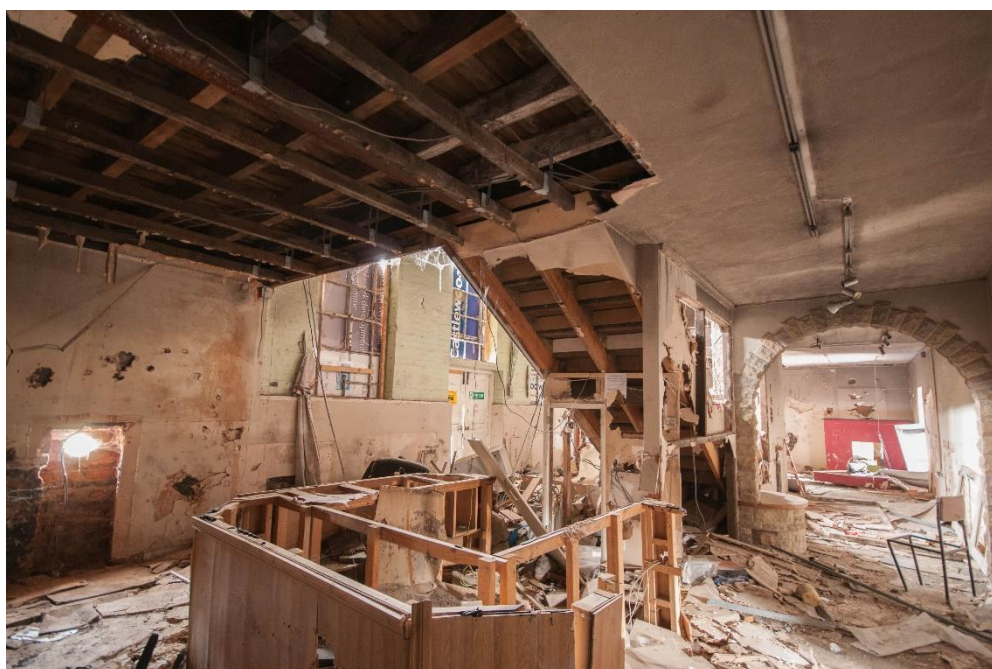


Figure 23 Room 1, looking east, showing exposed floor and stair

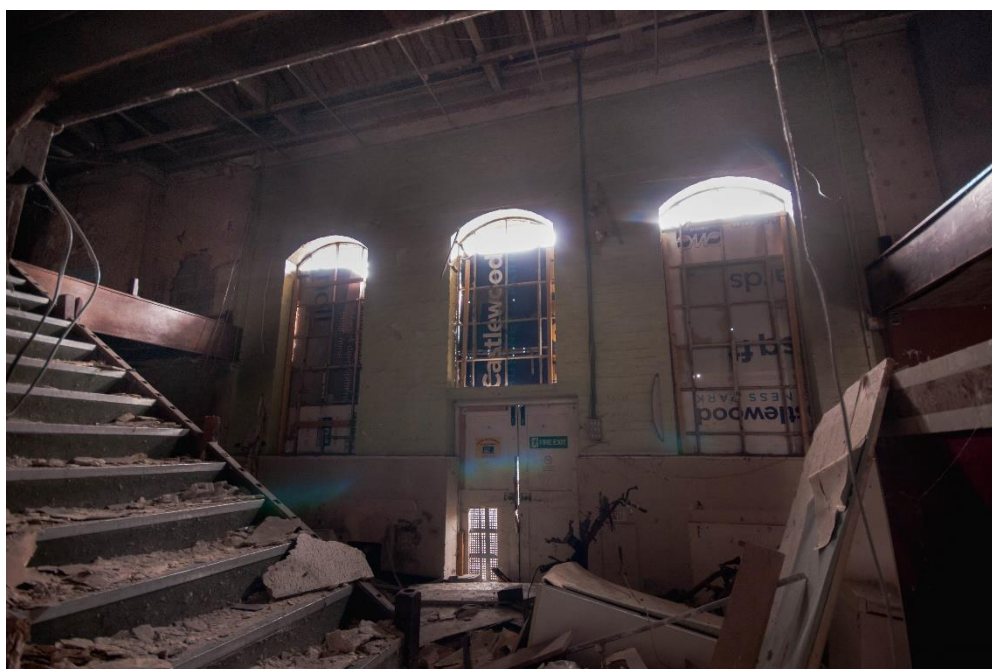


Figure 24 View of the north-facing windows; note door inserted below central window



Figure 25 Room 1, looking east, showing inserted chimney and first floor platform

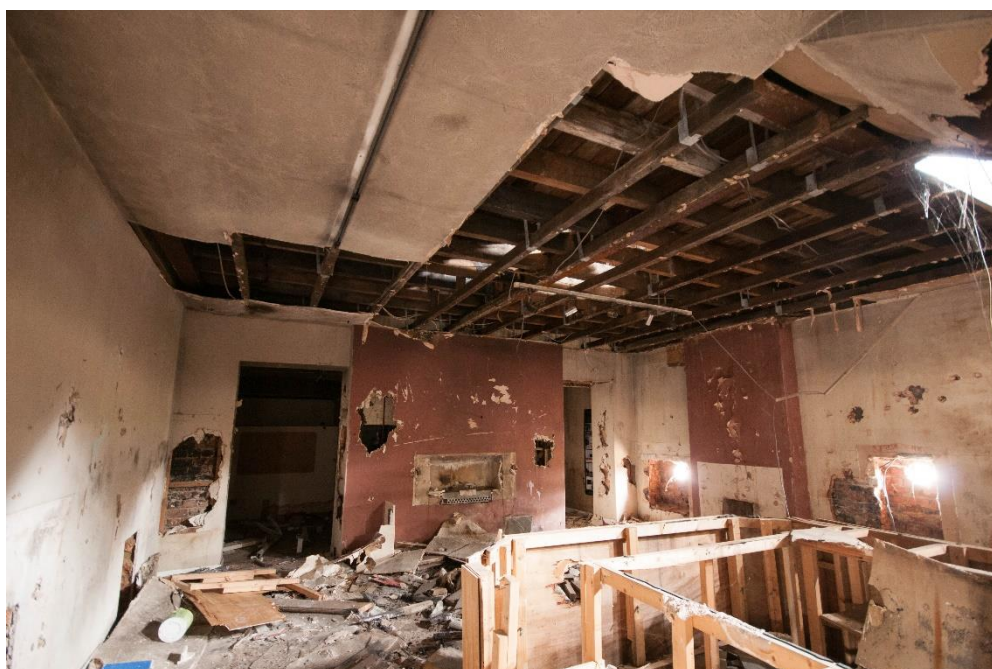


Figure 26 Room 1, looking west, showing doorways to Room 2

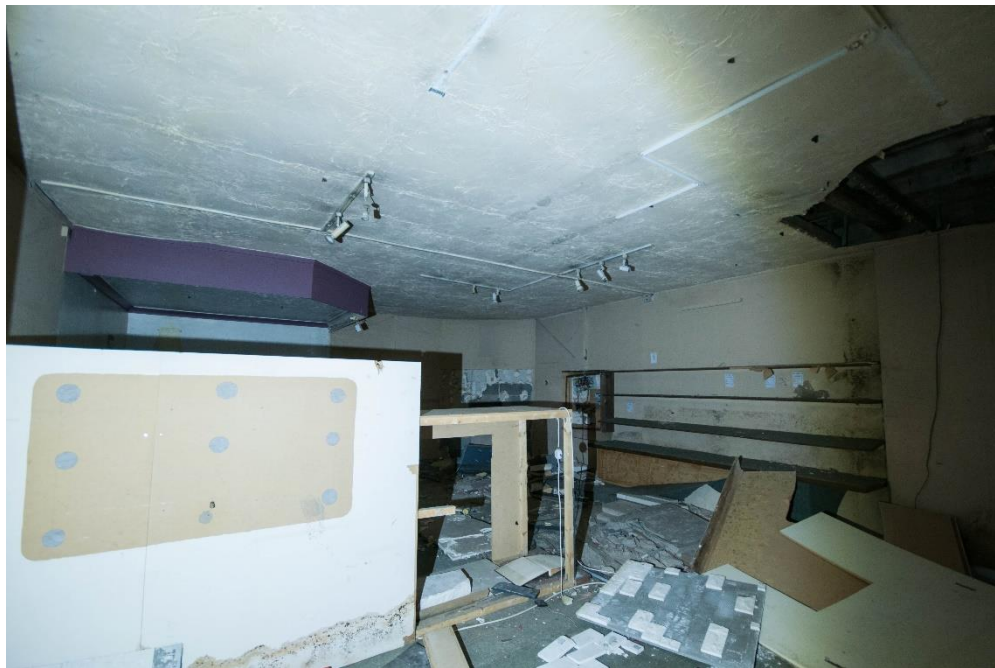


Figure 27 Room 2, looking west



Figure 28 Room 2, looking east



Figure 29 Room 3, looking east; showing lowered ceiling and modern alterations



Figure 30 Room 3, looking north, showing the modern ceiling over the windows

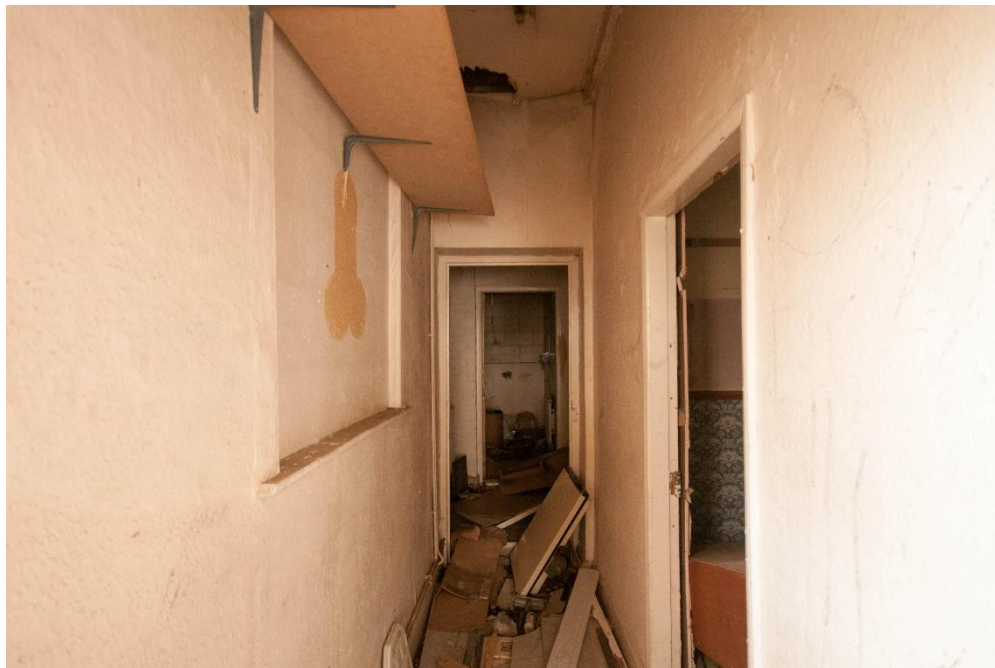


Figure 31 The corridor alongside Room 3

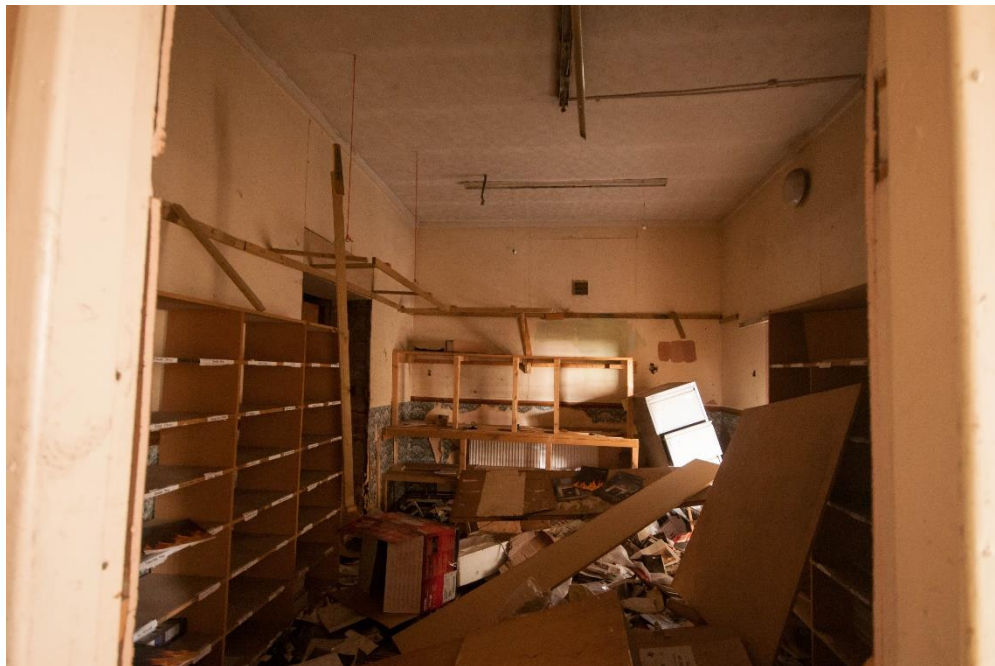


Figure 32 Room 4, looking south

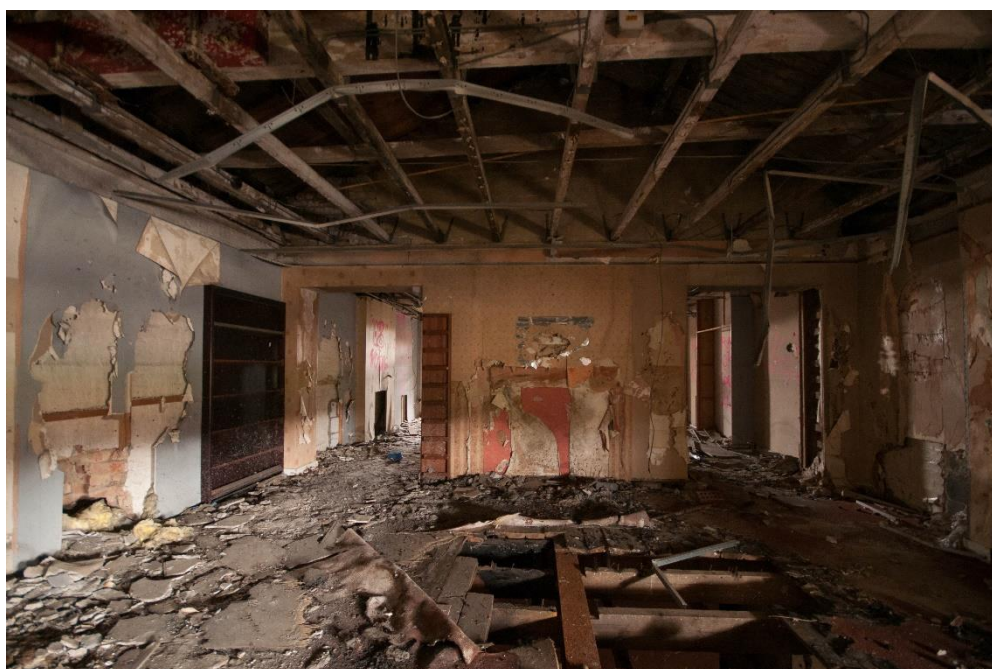


Figure 33 The first floor, looking west, showing fire damage to the floor



Figure 34 The first floor, looking east, showing modern fake chimneys



Figure 35 View of the roof structure



Figure 36 Example of the roof trusses

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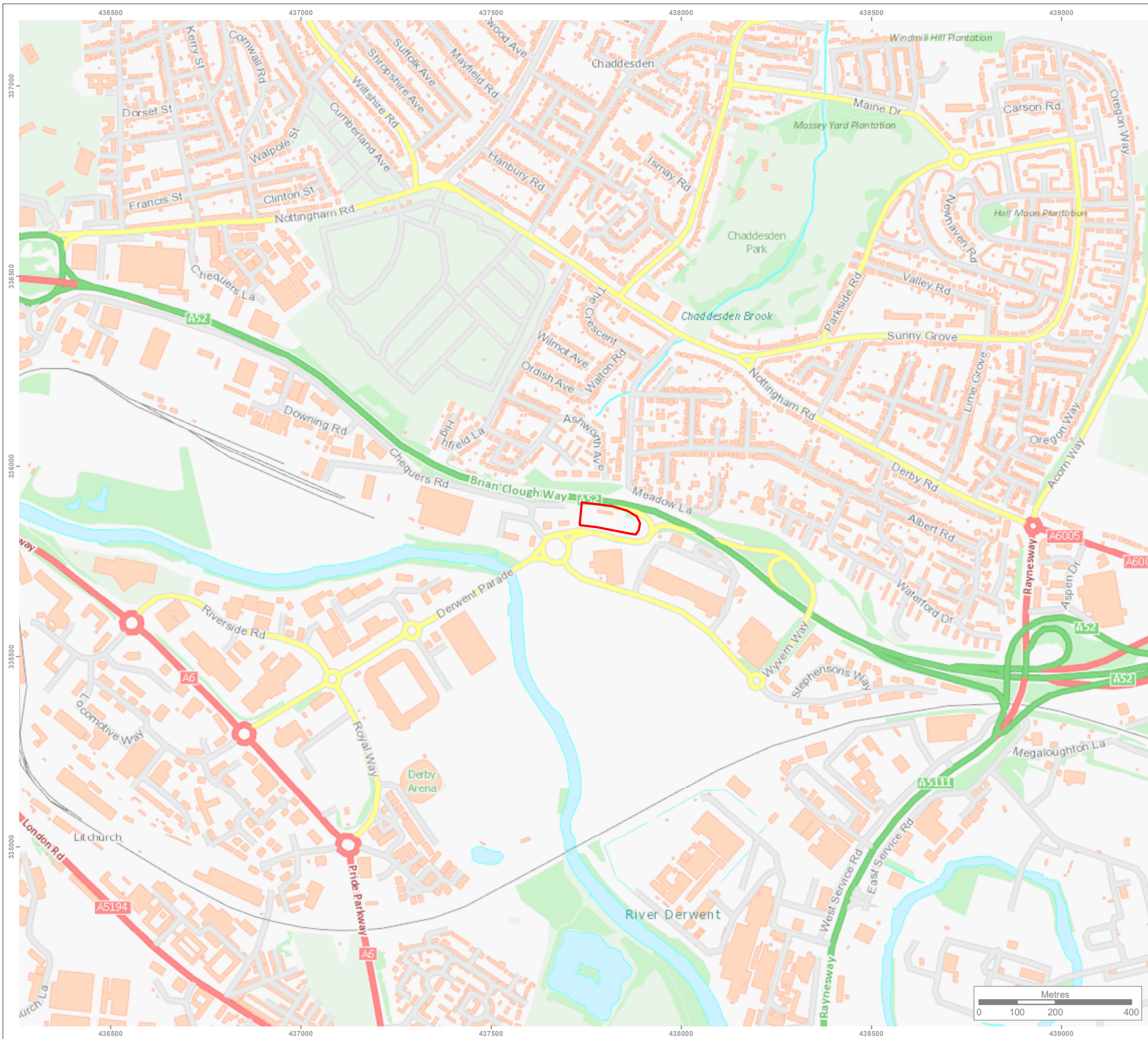
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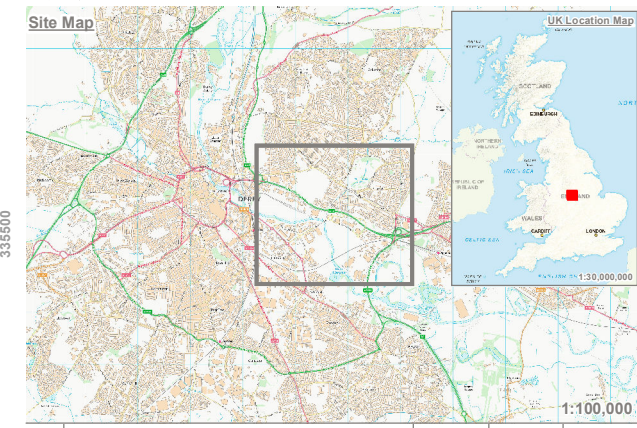
DRAWINGS

- Drawing 1 – Site Location**
- Drawing 2 – Ordnance Survey map of 1883**
- Drawing 3 – Ordnance Survey map of 1951**
- Drawing 4 - Plan of the building, showing photograph locations**
- Drawing 5 - The north elevation**



KEY
 Recording area

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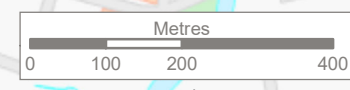
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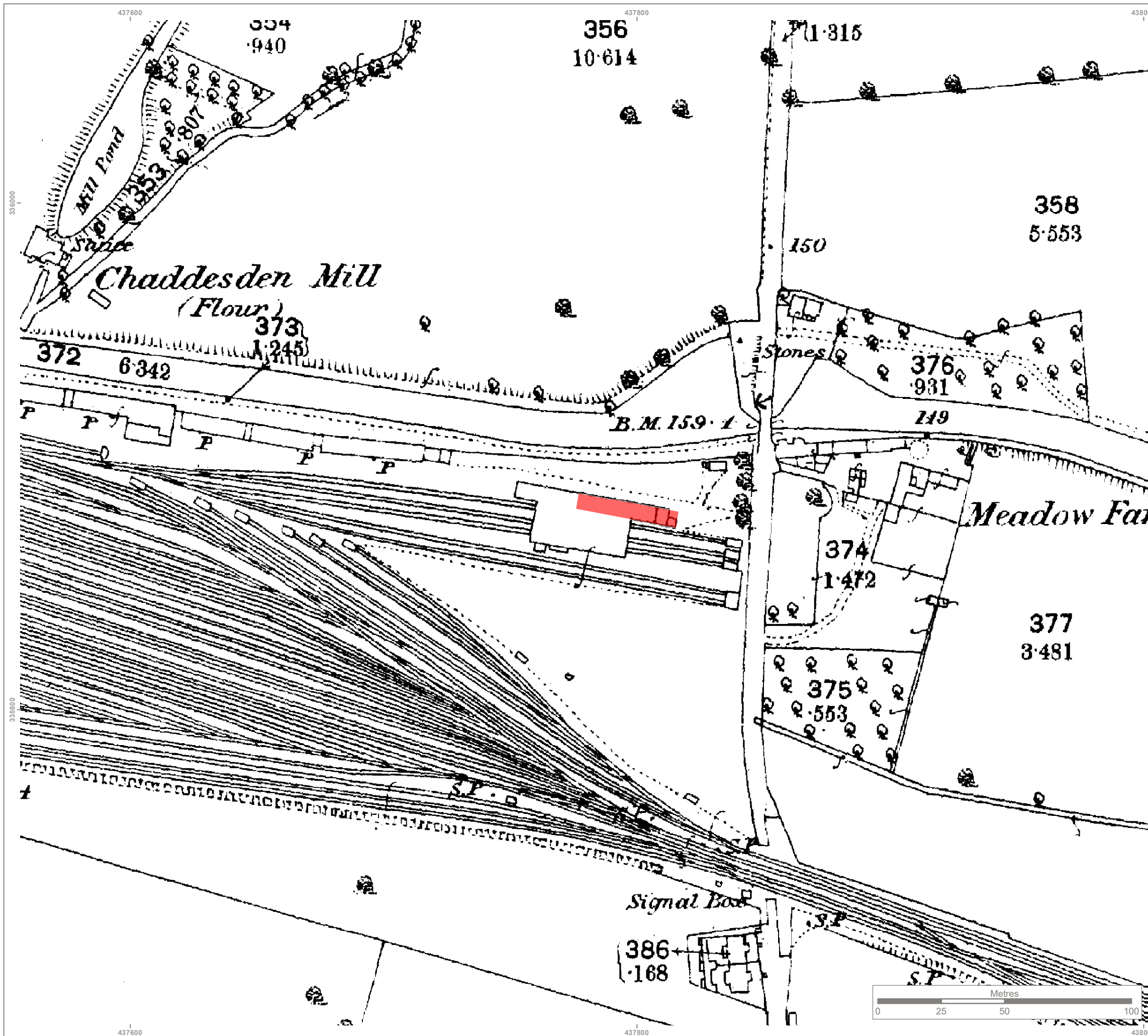
Project
Fireplace Workshop, Derby

Title
Site Location

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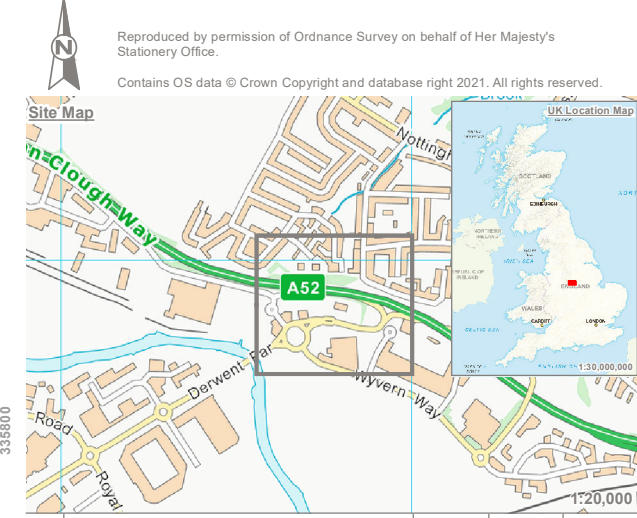
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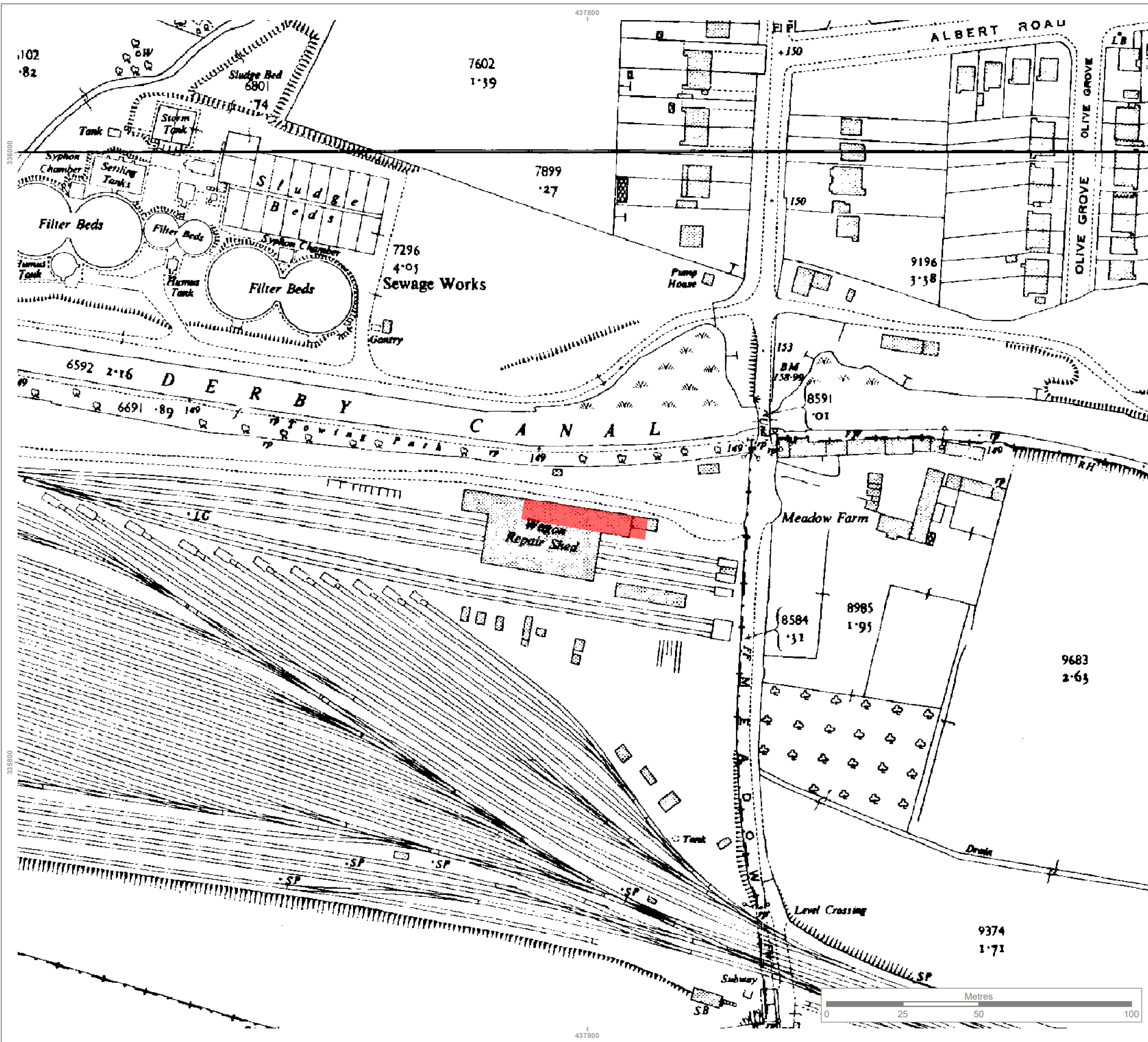
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Project
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Title
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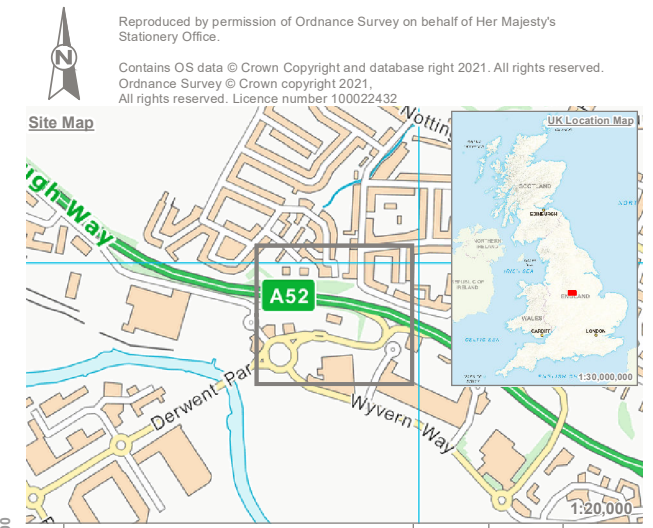
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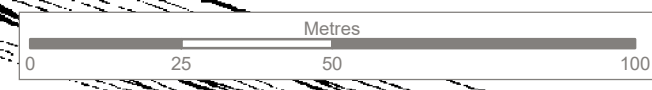
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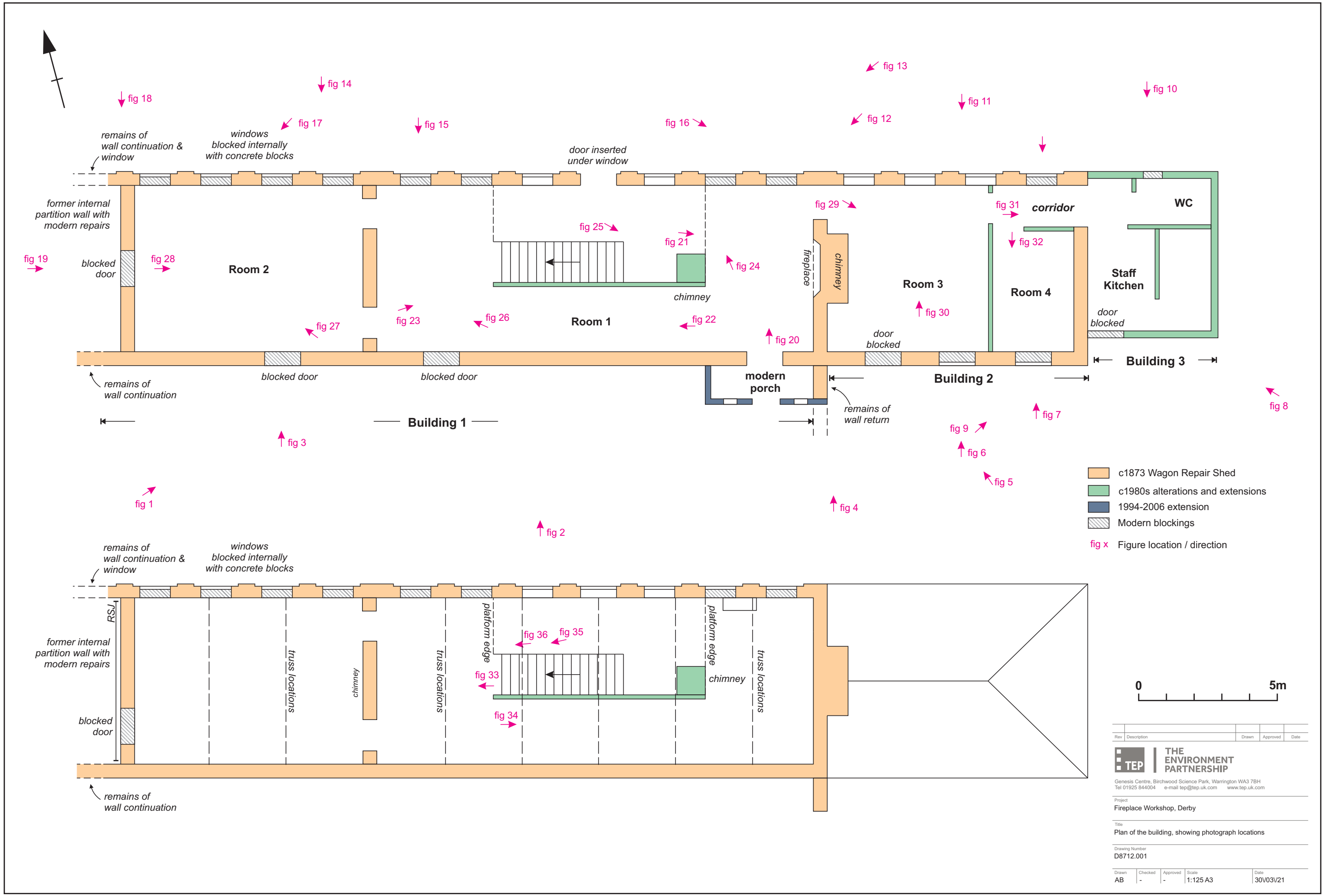
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- c1873 Wagon Repair Shed
- c1980s alterations and extensions
- 1994-2006 extension
- Modern blockings
- fig x Figure location / direction



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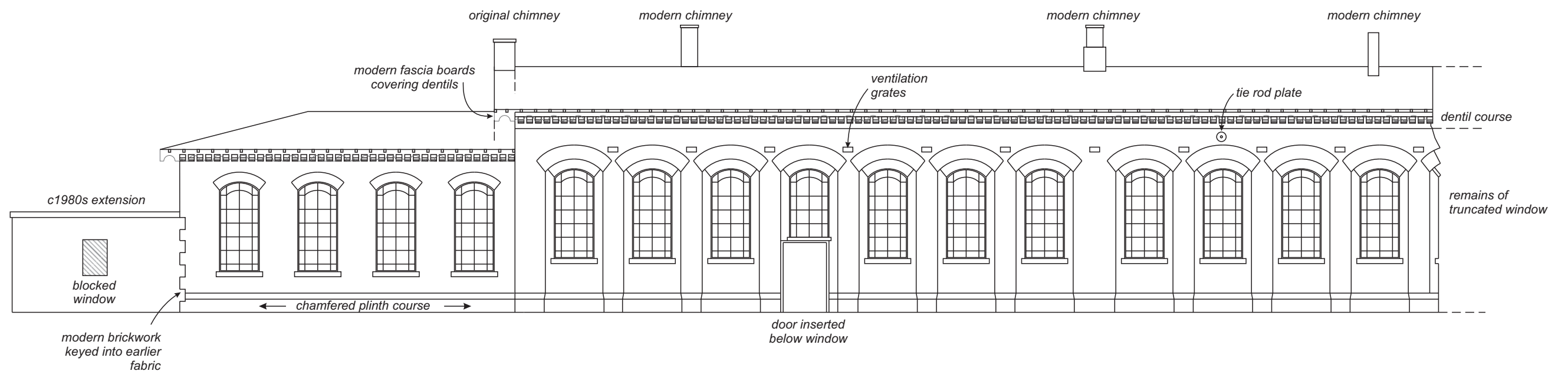
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Project
Fireplace Workshop, Derby

Title
Plan of the building, showing photograph locations

Drawing Number
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Rev	Description	Drawn	Approved	Date


THE ENVIRONMENT PARTNERSHIP
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Project
Fireplace Workshop, Derby

Title
The north elevation

Drawing Number
D8712.002

Drawn	Checked	Approved	Scale	Date
AB	-	JC	1:125 A3	30/03/21

APPENDIX A: Photographic Register and Contact Sheets

Fireplace Workshop (Wagon Repair Shed), Chaddesden Sidings, Wyvern Way, Derby

Photographic Register

18/03/21,

Nikon D300S, Nikon 18-70mm Lens, 10-20mm lens, Speedlight flash

File / Photo No.	Description
DSC7525	General view of the site across the former Sidings, looking east
DSC7528	The south elevation, looking N
DSC7532	The south elevation, eastern chimney
DSC7534	The south elevation, detail of chimney
DSC7535	The south elevation, detail of chimney
DSC7539	South elevation, blocked doorway
DSC7540	South elevation, blocked doorway
DSC7541	South elevation, view of the west end of the building
DSC7543	South elevation, the east end of the building with modern porch
DSC7544	South elevation, the modern porch
DSC7548	South elevation, Building 2
DSC7550	Building 2, blocked window
DSC7553	South elevation, remnant wall
DSC7555	View of the east gable of Building 1
DSC7557	Building 2, detail of eaves
DSC7558	Building 2, detail of eaves
DSC7561	General view of the building from SE, showing 1980s extension
DSC7562	South elevation, Building 3
DSC7564	The east end of Building 2
DSC7566	General view of Building 3 from SE
DSC7568	North elevation, join of Buildings 2 and 3
DSC7570	General view of the north elevation, looking W
DSC7571	General view of the north elevation, looking east
DSC7574	North elevation of Building 2
DSC7575	Building 2, example window
DSC7578	East gable of Building 1
DSC7579	General view of N elevation, looking east
DSC7581	Example windows of N elevation
DSC7582	Example windows of N elevation
DSC7585	Example windows of N elevation with doorway inserted
DSC7586	N elevation, detail of cornice
DSC7587	N elevation, example window head
DSC7588	N elevation, example window
DSC7590	N elevation, example window
DSC7591	N elevation, truncated window at West end of building
DSC7592	N elevation, truncated window at West end of building
DSC7593	N elevation, detail of plinth
DSC7595	Join between buildings 2 and 3
DSC7596	Detail of cornice and tie rod plate
DSC7603	The west elevation
DSC7604	Ground level of the west elevation
DSC7607	Upper level of west elevation
DSC7608	West elevation, truncated wall
DSC7610	West elevation, truncated wall
DSC7613	Room 1, looking N
DSC7614	Room 1, looking W
DSC7615	Room 1, former fireplace, east wall
DSC7616	Room 3, looking SE
DSC7617	Room 3, looking W
DSC7619	Room 3, looking N
DSC7620	Corridor adjacent to Room 3, looking E
DSC7626	Room 4 viewed from doorway
DSC7628	Room 1, looking W
DSC7630	Room 1, the N facing windows



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