



LUTON - DUNSTABLE BUSWAY BEDFORDSHIRE

STRUCTURAL RECORDING

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All photographs Nigel Macbeth (unless otherwise acknowledged)



Preface

Every effort has been made in the preparation of this document to provide as complete a report as possible, within the terms of the specification. All statements and opinions in this document are offered in good faith. Albion Archaeology cannot accept responsibility for errors of fact or opinion resulting from data supplied by a third party, or for any loss or other consequence arising from decisions or actions made upon the basis of facts or opinions expressed in this document.

The project was managed on behalf of Albion Archaeology by Hester Cooper-Reade BA (hons), MIfA. The fieldwork was managed by Christiane Meckseper MA, AlfA, who also put together this report. All photographs were taken by Nigel Macbeth unless otherwise acknowledged. The topographical survey was carried out by Souterrain Ltd. Joan Lightning BA(hons), AlfA, prepared the original plans and illustrations.

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Structure of this report

After the introductory Section 1, this report presents the results of the structural survey. The survey requirements were for a record to Level 2 standard (English Heritage 2006). The report consists of background information to place the railway line in context (Section 2). A description of the route and its surviving infrastructure, bridges and fixtures and fittings at the time of the survey is given in Section 3. This section also summarises the date, chronology and extent of the surviving features. Section 4 provides a bibliography.

A number of separate appendices contain information on content of archive. A selection of photographs and copies of the drawn plans are included to illustrate the text.

Plans are based on those provided by the client and the various archive plans that exist of the railway.





Non-Technical Summary

During August 2010 a project team from Albion Archaeology carried out a Level 2 (English Heritage 2006) historic structures survey at the Luton Dunstable branch railway line in advance of preparations for the construction of the Luton Dunstable guided busway. The work was commissioned by BAM Nutall.

Luton Borough council and the then Bedfordshire County Council applied for an order under the Transport and Works Act 1992 to construct and operate a guided busway between Luton and Dunstable. The cultural heritage mitigation strategy outlined in the Environmental Impact Assessment included pre-construction works in line with the requirements of the local authority archaeological advisor. Final scheme approval and funding was given in May 2010 and the Central Bedfordshire Council Conservation and Design Team produced a brief outlining the requirements for the archaeological works.

The route of the busway will largely follow the line of the disused railway between Luton and Dunstable. As part of construction works the former railway track, bridges and various structures along the route will be removed, whilst ground works and landscaping will impact on the cuttings and embankments.

This report is concerned with the structural record of the railway and provides an account of its state of preservation and survival of the railway components, infrastructure and fixtures and fittings at the time of the survey.

The Luton to Dunstable branch line was opened in 1858 and operated a successful passenger and goods service throughout the late 19th and early 20th century. After the Beeching report in 1962, passenger services ceased in 1965 but goods continued to be transported between Luton and Dunstable. This service continued to decline and the line was finally closed in 1992.

The infrastructure of the line began to be dismantled from its partial closure in 1965 onwards. Today virtually none of the signals, signal boxes or any other fixtures and fittings survive. Only a few isolated examples are still in evidence on National Rail land east of Luton Station and along the line and are discussed in the text. Dunstable Town station and Luton Bute Street station have been completely demolished.

The line itself continued to be serviced and repaired until 1992. A large section of track between Skimpot Road, Dunstable and Luton Town football club was completely replaced and moved several meters to the north in conjunction with the construction of the Hatters Way in the 1980s. None of the bridges are original, a small number in Luton centre date to the 19th century but the majority were replaced in the 20th century.





1. INTRODUCTION

1.1 *Planning Background*

Luton Borough council and the then Bedfordshire County Council applied for an order under the Transport and Works Act 1992 to construct and operate a guided busway between Luton and Dunstable. (Note: in 2009 the new unitary authority of Central Bedfordshire Council replaced Bedfordshire County Council and the Mid and South Bedfordshire District Councils). The cultural heritage mitigation strategy outlined in the Environmental Impact Assessment (Faber Maunsell 2003) included pre-construction works in line with the requirements of the local authority archaeological advisor. Final scheme approval and funding was given in May 2010 and the Central Bedfordshire Council Conservation and Design Team produced a brief outlining the requirements for the archaeological works (CBC 2010).

Albion Archaeology was commissioned to undertake the built heritage record in June 2010 and submitted a Written Scheme of Investigation for the approval of the local authority archaeological advisor (Albion Archaeology 2010). This document was approved in July; with recording works taking place during September. This report is concerned with the structural record of the railway; the results of other archaeological works will be dealt with elsewhere.

The route of the busway will largely follow the line of the disused railway between Luton and Dunstable (Figure 1). As part of construction works the former railway track, bridges (Figure 2) and various structures along the route will be removed, whilst ground works and landscaping will impact on the cuttings and embankments.

1.2 *The Research Background*

The development of the railways in Bedfordshire has been described and documented by historic photographs in a large number of books (available at the Local Studies section of Bedford Library). Particularly useful for the compilation of this report were: *The Railway Age in Bedfordshire* (Cockman 1974), *The Hatfield, Luton and Dunstable Railway* (Woodward 1994), *Branch Line to Dunstable* (Woodward 2008), *Railways in Bedfordshire on old picture postcards* (Chrystal 2000), *Bedfordshire's Lost Railways* (Scholey 2003) and *British Railways Past and Present. Buckinghamshire, Bedfordshire and West Hertfordshire* (Shannon 1995).

A number of plans and elevations documenting the alteration of existing bridges and the construction of new bridges along the Luton – Dunstable line, dating from 1960 to the present day, were made available by BAM Nuttall and have been invaluable for the documentation and dating of the surviving bridges. Subject to obtaining the necessary permission, pdf copies of these will be included in the archive.

Central Bedfordshire and Luton's Historic Environment Record (HER) was consulted prior to the fieldwork on the line itself. This contained a number of references and photographs of the railway bridges and of former works sited adjacent to the railway line.



The Bedfordshire and Luton Archives and Records Office (BLARS) also holds an extensive collection of original survey plans and sections for the proposed Luton – Dunstable branch line dating to 1854 and later widenings (see Appendix).

1.3 **Aims and Objectives**

The purpose of the work as outlined in the Written Scheme of Investigation (Albion Archaeology 2010), produced to show how the work would comply with the brief (CBC 2010), is as follows:

- Identification and record of any significant structural features or relationships. Investigation of the chronology, construction, form, fabric and development of the railway line
- A photographic record
- A survey of selected sections of the railway bed
- An account of any fixtures or fittings associated with the railway line and their purpose
- A report on results to include an assessment of the function and significance of the various components of the line.

The record was to be carried out to Level 2 as defined by EH's *Understanding Historic Buildings: A Guide to Good Practice* (2006).

1.4 **Site Location and Description**

Figure 1 and Figures 3a and 3b

The proposed guided busway utilises most of the old railway route from Luton to Dunstable. Its western end is at the site of the former cement works in Houghton Regis, now the Blackburn Road industrial estate; the route then winds around Dog Kennel Down, following the line of the former cement works siding. It then turns eastwards and runs along the main line to Dunstable and Luton and, at its eastern end, terminates at Kimpton Road near Luton Airport Parkway station.

The topography of the area is fairly hilly, with both Dog Kennel Downs and Blow's Downs along the route. A bill in 1855 specifically allowed the route of the former railway to be moved northwards to its present line in order to avoid more severe gradients further south (Woodward 2008). For most of its course the line lies at a height of c.150m OD.

The underlying geology of the area is white chalk.

1.5 **Stages of Work**

Albion Archaeology carried out a photographic survey and analysis of the standing remains during 12th, 19th and 20th August 2010. The topographic survey was undertaken on August 21st.

1.6 **Constraints**

Several sections of track were still severely overgrown and could not be inspected or documented. This included several areas that were fenced off as a result of the presence of Japanese Knotweed and other invasive plants. This was particularly the case for the section between Bridge 35 - Skimpot Road and the large roundabout and retail park at Chaul End Lane. The track could be



followed, but was not visible, from Skimpot Road to the M1. The section between the M1 and Chaul End Road was inaccessible. Sections of track along the rail main line to the south of Luton Station were also overgrown by vegetation.

Several bridges were also overgrown to the point of being inaccessible and could only be recorded from the roads underneath. This was the case for the bridges either end of the station car park in Luton (Bridge 29 – Guildford Street, and the bridge over Church Street, Luton, Plate 10). Two footbridges over the line to the south of Crawley Green Bridge were also not accessible.

Badger setts were present on the route, although not in the immediate vicinity of the survey area.

A Network Rail Safety Supervisor accompanied the fieldwork staff on the section near the live track from Luton Station to Crawley Green Bridge.

1.7 The Report

This report is intended to give an overview of the site, its historical background and context. It draws on primary and secondary documentary and cartographic sources, and a detailed photographic record.

The report is not meant to be a comprehensive history of the Luton – Dunstable branch line as this has been given elsewhere (see section 1.2 above). Rather, it gives a description of the surviving fabric of the line at the time of survey and how this fits into the wider framework of the development, use and disuse of the Luton – Dunstable railway.



2. HISTORICAL AND DOCUMENTARY BACKGROUND

2.1 Introduction

The history of Britain's railways and the development of the railways in Bedfordshire has been discussed in details in various published books, most notably Cockman's *The Railway Age in Bedfordshire* and Leleux' *A Regional History of the Railways in Great Britain, Vol 9 The East Midlands*. A detailed and invaluable account of the Luton – Dunstable railway, that was extensively used for this report, is given in *The Hatfield, Luton and Dunstable Railway* by Sue and Geoff Woodward.

The following section gives a brief summary of the development of the Luton-Dunstable branch line, its construction, life span and continuing partial development up to the 1980s, after the closure of the line for passenger traffic in 1965 as part of the Beeching cuts, and its final closure in 1992.

2.2 Historical development of the Luton-Dunstable branch line

Before railways the main transport for goods and passengers was by road and canal, a method of transportation that was slow and in many cases costly. The railways offered an alternative and speedy method of movement that quickly came to replace the other modes of transport. This led to the decline in the fortune of towns that missed out on vital rail links, and to the growth of others that acquired a rail line and most importantly a station.

The opening of the London to Birmingham railway in 1838 had an immediate effect on the development of the railway in Bedfordshire as it had a station at Leighton and proposals to build a branch line from Leighton to Luton were put forward by George and Robert Stephenson as early as 1841. While Luton was keen to acquire a railway line to aid the export of its fragile straw goods and other commodities, there was resistance to the scheme by the townspeople who did not want a large area of common land, known as the Great Moor, dissected by the railway (Woodward 1994).

Dunstable had no such qualms and for this reason, the first branch line was built from Leighton to Dunstable by the London Birmingham Railway, later the London and North Western Railway (LNWR).

Despite its initial resistance, Luton did grow increasingly worried of becoming isolated in a position between, the Great Northern Railway (GNR) to the west, and the LNWR to the east, both important routes that linked London with the Midlands. A direct line from London to Manchester via Luton was favoured but in the meantime, thought went into linking Luton with the main lines through the development of branch lines. In 1855 the Luton, Dunstable and Welwyn Junction Railway was formed which intended to connect the towns with the LNWR at Dunstable and the GNR at Digswell (Woodward 1994).

Construction of the line begun in 1855. It was planned as a single line with enough land to double it at a later stage. By 1858 the Luton to Dunstable section had been completed and the first passenger train left Luton on 3rd May 1858. Earlier in 1858 the Luton, Dunstable and Welwyn Junction Railway had merged with the Hertford and Welwyn Line to become the Hertford, Luton and



Dunstable Railway Company. This in turn was absorbed into the Great Northern Railway (GNR) in 1860, which continued to run the line.

After its takeover the GNR owned the line, but a clause in the Great Northern Railway Act of 1861 still gave the LNWR rights to send trains between Luton and Dunstable. Along with rights to use the Luton to Dunstable line, the LNWR owned the main station in Dunstable, where trains from Luton terminated. This station was part of the LNWR Dunstable to Leighton branch, built several years later. The LNWR reluctantly granted permission to the GNR to use their station at Dunstable, whilst the GNR also rapidly expanded their own station at Dunstable Church Street.

A small station had existed at Dunstable Church Street since 1858, but in 1872 this was replaced by a much larger and permanent structure. It changed its name to "Dunstable Town" in 1927. The LNWR built a new Dunstable terminal that later became known as "Dunstable North".

The main station of the GNR line in Luton was at Bute Street, which also incorporated a large goods yard. When the Midland Railway finally built a direct line from London to Bedford via Luton during the 1860s, the stations of the two railway companies were situated on opposite sides of Station Road in Luton centre, with a footbridge linking the two. The GNR station was not renamed "Bute Street Station" until 1950 (Cockman 1974).

The Luton – Dunstable railway proved popular and traffic on the line increased towards the turn of the century. As Luton and Dunstable grew, more and more factories, works and goods yards developed on the cheap land adjacent to the railway line. The works accessed the line via extensive sidings, for example at Laporte Chemicals at Kingsway and Henry Brown's Timber Yard in Luton.

Due to the intense traffic it was often proposed that the single line should be developed into a double track but this was never realised. The only exception was the section from Luton Station to Brown & Son's Timber Siding to the west of Dunstable Road in Luton, which was extended into a double track in 1898/99.

The Portland Cement Factory in Dunstable was built in 1925 and served by a triangular sidings that provided a route into and out of the works.

During World War II and immediately afterwards the railway line was extremely busy, however, after restrictions on carrying goods by road were eased after the war, and with the opening of the London-Birmingham stretch of the M1 in 1959, traffic on the railways fell considerably.

By the 1960s goods traffic on the Luton-Dunstable line had fallen considerably and many of the sidings had closed and been removed due to goods now being transported by road and the direct Luton – London Midland Rail link gaining in popularity. After the Beeching report in 1962, passenger services ceased on the Luton – Dunstable branch in 1965. The double track between Luton Station and the timber yard siding reverted back to a single track only.

Goods continued to be transported on the line, particularly due to a new link between the branch line and the Luton – London mainline that was established at Luton Station in 1966 (Cockman 1978). However, by the late 1960s most sidings along the Luton – Dunstable line had been closed and dismantled and



the sections of track between Dunstable and Leighton and east of Luton was also taken up and removed.

The Luton – Dunstable line was still in use for goods traffic and coal deliveries to the cement works in Houghton Regis but this had declined by 1971, again due to traffic switching to the roads. Small scale traffic that served the Vauxhall works ceased by 1978 when its sidings were closed and goods traffic finally ceased altogether with the closure of the oil depot and cement works in 1988 (Woodward 1994).

Attempts by local societies to revive the Luton – Dunstable line for passenger traffic were short-lived and the final train ran on the line in spring 1990.



3. STRUCTURAL RECORDING: RESULTS OF THE SURVEY

3.1 **Methodology: Recording of surviving railway infrastructure**

Throughout the project the standards set in the IFA *Standard and Guidance for the Archaeological Investigation and Recording of Standing Buildings and Structures* and English Heritage's *Understanding Historic Buildings* (2006) have been adhered to. All work has been done in accordance with the IFA Code of Conduct.

The requirement was for a survey at English Heritage Level 2 standard (2006). This comprised: detailed examination of the surviving railway structures (track, signals, bridges, fixtures and fittings), a descriptive and plan record of the route, a survey of representative sections across the track bed and a photographic survey.

The photographic survey was undertaken using high quality, high resolution digital photographs. The photographs will be stored in .tiff format. A selection of the photographs have been reproduced to illustrate the report. These photographs have been reproduced as lower resolution jpegs in order to ensure digital versions of the report are of a manageable size.

3.2 **Description of the route from Dunstable to Luton**

The western end of the route is at the Blackburn Road industrial estate, the site of the former Portland Cement Works to the north of Dog Kennel Down in the parish of Houghton Regis. The former eastern cement works siding now forms the eastern boundary to modern housing developments that have filled in the space between the Houghton Road and the track. The track has been removed but the trackbed of the siding survives as an overgrown hedge with isolated discarded sleepers scattered within its centre line.

Where the siding joins the main line it lies in an impressive cutting that is bridged for pedestrians by Dog Kennel Path Bridge (section 3.5). Along the main line the railway track is still in place, even though all other infrastructure has been removed.

The line reaches the former Dunstable Town Station to the south of Church Street, Dunstable. Here it curves to the east, meanders along the base of Blow's Downs and then follows a straight line eastwards to Luton.

From the Skimpot Road bridge onwards, the track runs parallel to Hatters Way. Most of this section of the track, from the end of Chaul End Road, where it backs onto the Caddington Park homes, over the M1 and up to just beyond Chaul End Lane bridge, is severely overgrown. The track survives but could not be observed underneath the dense vegetation; however, no trackside infrastructure ever existed along this stretch of the rack according to old maps.

Within Luton centre the track is clear and easily accessible. It runs past Luton Town football club and crosses the multitude of central roads and dual carriageways within Luton on a number of old and new bridges (section 3.5).

Opposite Luton Station the site of the former Bute Street Station now forms the main station car park, shortly to be replaced by a new multi-storey facility to the



north of the line. Beyond Bute Street Station the former GNR line runs parallel with the Midland Line for a short stretch. Both tracks run underneath Crawley Green Road bridge, after which the GNR line turns southwards to reach the demolished railway bridge over Kimpton Road. Here the busway will join the main road before reaching its eastern terminus at Luton Parkway Station.

Again, this section of track is considerably overgrown. The area immediately beside the current live track has been kept clear of vegetation but parts of the track itself are under dense shrubs and small trees and were not visible.

From approximately the eastern end of the present Power Court car park to the former Kimpton Road bridge, the track lies within a deeper cutting and is considerably overgrown. Here, trampled footpaths allowed the track to be visible and followed. Protection by Network Rail boundaries has also meant that a small number of trackside signals survived (section 3.4).

The bare trackbed is still visible to the south of the Kimpton Road bridgehead up to the Luton Retail Park at Gypsy Lane, where it has been completely removed by modern development.

3.3 *Track*

Most of the track between Luton and Dunstable dates from the early to mid 20th century. Track chairs bearing dates from 1957 onwards have been recorded along the line (Plate 19). As railtracks have to continuously maintained and replaced it cannot be expected that any older sections of track could have survived.

With the changeover of traffic from rail to road, the multitude of sidings leading to works and storehouses along the route were removed throughout the 20th century (section 2.2), in addition to most of the signalling infrastructure and points. The double track between Luton Station and the timber yard east of Dunstable Road, Luton was dismantled and for most of the distance between Luton and Dunstable the track now survives as a simple, single track line.

Even after the line was closed for passenger traffic in 1965 the line was being adapted for goods traffic and sections repaired and replaced. Traffic to the cement works actually increased in the late 1960s and new wagons, capable of holding much heavier loads began to appear. For some time 100-ton oil wagons were using the route between Luton and Dunstable and in order to carry their load a section of the track near Blows Down and also along Luton Town football ground, was replaced with heavy duty concrete sleepers (Plate 20) (Woodward 2008).

Woodward also describes that when the Luton to Dunstable relief road was built in the late 1980s it was still thought necessary for road and rail transport to run parallel. In order to give sufficient space for the Hatters Way to be constructed, the existing rail line actually had to be taken up and physically moved a distance to the north. Hence, the section of track between Chaul End Lane and Luton West actually dates from 1994, and, in Woodward's own words:

“The crazy situation arose whereby a new section of railway had been built but by the time it was complete all traffic had ceased.” (Woodward 2008, 132).



It was not until 1990 that the last train ran on the line between Luton and Dunstable and authorisation to lift the track was given by British Rail in 1991 (Woodward 2008). Despite this the only section of track that was actually removed was the double track through Bute Street station in Luton, which was demolished and turned into a car park.

Complete sections of track were also removed along the cement works siding, along the back of the Sainsbury's superstore at Boscombe Road to just beyond Bridge 35 at Church Street, Dunstable, a section of track to the east of Bridge 31, Dunstable Road Luton and across Bridge 30a Telford Way.

3.4 *Surviving fixtures and fittings*

Very few fixtures and fittings survive along the line from Luton and Dunstable. Most signals were removed as soon as they were no longer needed, usually with the removal of sidings and points along the line. The disused signal box at Chaul End Lane was removed when the simple crossing was replaced by a bridge over the line in the 1980s.

The highest concentration of trackside signals survive on land protected by the current Network Rail boundaries. All remaining fixtures and fittings are listed and described in the following table.

3.4.1 Table 1: List of all surviving fixtures and fittings along the Luton – Dunstable line

ID	Type	Description	Date	Plate
F1	Light signal	Signal facing east, standing to the south of the main track. The signal dates to the middle of the 20th century and most likely controlled traffic from the main line to the extensive coal yard sidings that existed to the south of the line near Bute Street Station It is labelled "WH 461" and has three vertical lights at the top with a smaller lightbox underneath that houses two diagonal lights. It most likely was a position light signal, where the position of the lights, rather than their colour, conveys information to the train driver.	Late 20th century	Plate 21
F2	Ground signal 1	Signal facing east, standing to the north of the track, immediately west of the Crawley Green Road bridge. The date of the signal is unclear but it may be of some antiquity as the now broken glass lens at the front of the signal could indicate that a lit light or candle was placed inside the signal to illuminate it (Pat Byrne pers comm.). Alternatively, the fitting at the left hand side of the top square box most likely represents a hinge for the fitting of a disc signal. These signals are still in use today.	Early 20th century	Plate 22



ID	Type	Description	Date	Plate
F3	Ground signal 2	Signal facing east standing to the south of the track circa 10m north of Ground Signal 1. Electrified ground signal, consisting of a rectangular, horizontal, black metal housing reaching to around knee-height. Considerably vandalised. Probably a replacement for Ground Signal 1.	Late 20th century	Plate 23
F4	Discarded signalling equipment	Located in area of track between live Midland Mainline and surviving single Luton – Dunstable track. Remains of old manual signalling equipment.	Early 20th century	Plate 24
F5	Electricity boxes and supply	Several electricity points and switch boxes survive on Network Rail land. Some are still <i>in situ</i> while others have been uprooted and lie next to the track.	Late 20th century	Plate 25
F6	Fixed trackside signal	Reflectorised distant board, facing west, near Luton Town Football Club. It consists of a horizontal orange bar with black borders and a single black arrow against a white background. These signs were developed in the 1980s as part of establishing a cheaper means of signalling lightly-used lines. It was a reflectorised notice board style equivalent of the fixed distant signal (SDL 2005-2010).	Late 20th century (1980s)	Plate 26
F7	Uncertain structure	Rectangular structure, measuring 1.5 m x 0.9 m in the area of former sidings to the works along Boscombe Road, Dunstable. In the form of a box lined with wooden planks. Function unclear. Very overgrown.	Early 20th century	Plate 27
F8	Points infrastructure	Very overgrown and only partially visible possible remains of manual points operating system next to sidings to the south-west of Dunstable Church Street Station.	Early 20th century	Plate 28
F9	Telegraph poles	The remains of a large number of telegraph poles still survive beside the track. None of the poles are upstanding. In some cases only a wooden stump survives, in others the complete pole lies beside the track. In most cases the wood is considerably decayed.	various	Plate 29
F10	Steam plate	A metal steam plate was fixed to the east-facing elevation of Crawley Green Road bridge. This would have prevented the steam from the locomotives passing directly up the face of the bridge.	Early 20th century	Plate 30



3.5 Bridges

There are a total number of eight railway bridges carrying the line from Luton to Dunstable. The bridges are numbered consecutively from east to west.

Between Luton and Dunstable most bridges carry a plaque with their number, coloured black on white and the Engineer's Line Reference Code, in this case "WLN", standing for the "Dunstable Branch". In the 1980s Engineers Line Reference Codes were introduced by British Rail in order to describe individual routes, for the purpose, originally, of identifying bridges accurately by one, comprehensive, national record system (Deaves 2010), the bridge numbers however, are much older.

Along the Luton – Dunstable line the bridges are numbered from Bridge 29, crossing Guildford Street in Luton to Bridge 35, crossing Church Street Dunstable. The bridge across Church Street, Luton and the demolished Kimpton Road bridge carry no numbers.

Several footbridges over the track also exist. These are the Dog Kennel Path footbridge, the Bradley Road footbridge, and two footbridges immediately to the east of Crawley Green Road bridge. The last two were overgrown and inaccessible. As they are earmarked for demolition they have also been covered by the current survey and are discussed below.

3.5.1 Bridge 35 (Church Street, Dunstable)

Bridge number		35
Location		Church Street, Dunstable
Date		1960
Plans	Archive	3093374.TIF, 3093375.TIF, 3093379.TIF on DVD
	Original	n/a
Photo refs		5657-5682, 5747-5756
Figure refs in this report		Figure 4, Plate 1
Construction		Brick substructure, steel superstructure.
Conditions		Accessible, not overgrown.

Bridge 35 spans Church Street, Dunstable and in its current form dates from c. 1960 (date of the construction plan). At that time the Dunstable road was widened and lowered underneath the bridge to accommodate increasing traffic and larger goods vehicles.

Originally the bridge consisted of brick abutments with a brick and steel superstructure giving headroom of 13'7". The new bridge span was considerably wider at 48'2" and gives a headroom of 16'6". Two steel beams, braced with concrete plates have replaced the earlier brick and steel bed and a pedestrian footbridge was added to the western side of the bridge. The wingwall supporting the embankment to Dunstable Church Street Station on the western side of the bridge appears to be part of the original bridge structure, but new a brick abutment has been inserted for the deck beam. On the opposite side of the road a completely new brick abutment and wing wall was constructed.



The decking of the bridge below the track gravel bed consists of red 1" quarry tiles on layers of bituminous sheeting.

3.5.2 Bridge 34 (Skimpot Lane, Dunstable)

Bridge number		34
Location		Skimpot Lane, Dunstable
Date		1988
Plans	Current	3087939.tif, 3219044.tif
	Original	3060306.tif
Photo refs		5714-5746
Figure refs in this report		Figures 5, 5a and 5b, Plate 2
Construction		Concrete, steel.
Conditions		Accessible, not overgrown.

Bridge 34 spans Skimpot Lane, Dunstable and originally consisted of cast iron girders on abutments, wing walls and a parapet made of brick (Figures 5a and 5b). The original girders were riveted. It is possible that they were replaced at a later stage by a simple steel girder, as the girder in the photograph (Figure 5b) are clearly different to the illustrated riveted girder in Figure 5a. The photograph 5b must have been taken during maintenance and repair works on the bridge.

The current bridge (Figure 5) dates from 1988 when this section of the track was completely rebuilt, in order to accommodate the Hatter's Way and new Skimpot Lane roundabout. It has contiguous bored pile abutments with brick-faced wingwalls and bullnose brick-on-edge copings. Its superstructure consists of a steel box girder with a ribbed floor and steel handrailing.

3.5.3 M1 motorway bridge

Bridge number		no number
Location		M1 motorway
Date		1958
Plans	Current	3090300.tif
	Original	n/a
Photo refs		6002-6010, 6021-6025
Figure refs in this report		Figure 7, Plate 4
Construction		Concrete piers, brick abutments, steel superstructure.
Conditions		Cleared of vegetation but inaccessible due to locked gates.

The bridge carrying the railway line across the M1 motorway was constructed in 1958 when the M1 itself was built. It is supported by brick abutments either side of the motorway and a double concrete pier in the centre of the of the M1.

Its superstructure consists of a double-span bridge consisting of four main flanged steel girders, each spanning the distance from the M1 embankments to the pier in the centre of the M1. The bridge deck is carried by bracing cross steel girders. The bridge was built wide enough for two parallel rails but only



one rail was ever installed and utilised in this section of the Luton – Dunstable line.

3.5.4 Bridge 32a (Kingsway)

Bridge number		32a
Location		Kingsway
Date		1986
Plans	Current	3074883.tif, 3219042 .tif, 3219043.tif
	Original	n/a
Photo refs		6041-6048, 6215-6225
Figure refs in this report		Figure 8, Plate 5
Construction		Concrete abutments, steel superstructure
Conditions		Clear and accessible. Good repair.

Bridge 32a was built in 1986 when the construction of Hatters Way and accompanying shifting of the track to the north necessitated the demolition of the old Kingsway bridge and the construction of a new bridge. Unfortunately no drawings survive of the old bridge but its location relative to the new bridge is shown in Figure 8.

The current bridge is single span, and set on concrete abutments with a moulded, vertically ribbed concrete facing. Its superstructure is made of painted steel box girders with transversely ribbed battle deck floor units. It has galvanised steel handrails with concrete steps at either side. It was built for a single track only.

3.5.5 Bridge 31 (Dunstable Road, Luton)

Bridge number		21
Location		Dunstable Road, Luton
Date		1898 – extended 1961
Plans	Current	3104119.TIF, 3104120.TIF
	Original	3104121.TIF, 3104122.TIF
Photo refs		6096-6137
Figure refs in this report		Figure 9, Plate 6
Construction		Brick piers, concrete abutments, steel superstructure.
Conditions		Partially overgrown but accessible. Bad repair.

Bridge 31 dates from 1898 when part of the Luton-Dunstable line was extended from a single to a double line between Luton station and the Brown & Son's Timber Siding (section 2.2) and is wide enough to accommodate parallel tracks. It consists of brick abutments with a riveted steel girder superstructure.

The superstructure is made up of riveted steel plate girders, welded to form continuous beams with a curved upper spine. Simple riveted steel plates form the parapet. A third steel girder lies centrally between the up and down line. All girders are bedded on masonry pad stones supported by the brick piers. Decking consists of 1" quarry tiles on two layers of bituminous sheeting laid in hot bitumen.



Two new side spans were added to the bridge in 1961. The side spans were needed to accommodate the pavements that had now moved to the outside of the original brick abutments, now standing as piers at each side of the Dunstable Road. The girders and abutments of the new spans were made of concrete with a steel handrail. The central brick piers were given new facings and joints.

3.5.6 Bridge 30a (Telford Way, Luton)

Bridge number		30a
Location		Telford Way, Luton
Date		1978
Plans	Current	3046157.tif
	Original	n/a
Photo refs		6140-6149.tif
Figure refs in this report		Figure 11, Plate 7
Construction		Concrete and steel
Conditions		Clear and accessible. Track removed.

Bridge 30 was built in 1978 to bridge the newly constructed Telford Way ring road. It consists of steel girder deck bridge supported on four concrete piles. The sides of the bridge are made up by low brick plinth with sheet steel parapets painted white. The wingwalls either side of the road consist of concrete with a vertically ribbed, moulded facing.

It was built for a single line only as at the time of its construction the double line between Luton Station and the former timer yard west of the Dunstable Road had fallen out of use and only a single track was required for goods traffic between Luton and Dunstable.

3.5.7 Bridge 30 (New Bedford Road, Luton)

Bridge number		30
Location		New Bedford Road, Luton
Date		1898
Plans	Current	3092811.tif
	Original	n/a
Photo refs		6158-6181.tif
Figure refs in this report		Figure 12, Plate 8
Construction		Brick substructure, steel superstructure
Conditions		Overgrown but accessible.

Like most bridges in Luton town centre Bridge 30 must date to the partial widening of the line from one to two tracks between Luton Station and Brown & Son's Timber Siding in 1898/99 (section 2.2) as it was constructed for an up and down line and an additional siding. The bridge span consists of riveted steel face "I" beams with a curved upper spine. The bridge has a steel plate parapet, steel cross girders and timber decking. All tracks are still in place.

The central "down" line is higher than the two sidings which is due to work undertaken in the 1960s. At that time the central track, which had remained in



use as the single permanent way after the double line was no longer required, was repaired with new steel girders and new concrete deck slabs, leading to a raise in the rail bed by about 2".

3.5.8 Bridge 29 (Guildford Street, Luton)

Bridge number		29
Location		Guildford Street, Luton
Date		19 th century (widened 1898)
Plans	Current	No plans available
	Original	n/a
Photo refs		6188-6203
Figure refs in this report		Plate 9
Construction		Brick substructure, steel superstructure.
Conditions		Severely overgrown and inaccessible.

Bridge 29 was considerably widened in 1898 when the Luton – Dunstable line was partially extended to two tracks (section 2.2). The Guildford Street bridge was altered not only to take the two tracks but three sidings as well, making it the widest bridge in Luton (Woodward 1994, 20). It seems likely that whatever remained of the older, narrow bridge must have been almost completely replaced by the new wider structure.

The bridge consists of wide brick abutments with masonry cappings. It is spanned by six riveted steel plate girders and the bridge deck is carried by bracing cross steel girders. A simple riveted steel plate parapet runs along both sides of the bridge. The steel is painted white with dark grey edges and rivet lines.

The remains of a brick gate post built onto the western abutment survives on its southern side, access at street level to works and buildings on Guildford road, which have now gone.

3.5.9 Bridge at Church Street, Luton

Bridge number		none given
Location		Church Street, Luton
Date		1898?
Plans	Current	No plans available
	Original	n/a
Photo refs		5972-5989
Figure refs in this report		Plate 10
Construction		Brick substructure, steel superstructure.
Conditions		Severely overgrown and inaccessible.

The date of the bridge at Church Street, Luton is unclear. It is most likely that it dates to 1898 as, similar to bridges 29 and 30 which were built when the line was doubled between Luton station and the Brown & Son's Timber Siding west of Dunstable Road, Luton, it carries two tracks.



The bridge consists of brick abutments and has a simple riveted steel girder span with steel cross girders and a two-bar steel handrail. It is painted with black and yellow diagonal hazard lines as it has a low clearance of 14'0".

The deck of the bridge below the rail bed seems to be made up of thick oak planks, fastened to the girders below by steel braces.

3.5.10 Bridge at Kimpton Road, Luton

Bridge number		none given
Location		Kimpton Road, Luton
Date		??
Plans	Current	No plans available
	Original	n/a
Photo refs		6229-6236
Figure refs in this report		Plate 15
Construction		Brick abutments
Conditions		Removed.

The bridge at Kimpton Road was removed in the 1960s, allegedly to provide better access to the Vauxhall motor works as its headroom was too low to allow large lorries to pass underneath it (Pat Byrne pers comm). What survives are the brick abutments either side of the road, the broken-out tops of which have been secured with concrete. Riveted steel pads that supported the removed steel spans are still in place.

Only the southern bridge abutment was accessed from Luton Retail Park, the section of the line to the north of Kimpton Road was inaccessible.

3.5.11 Dog Kennel Path footbridge

Bridge number		none given
Location		Dog Kennel Path, Dunstable
Date		??
Plans	Current	No plans available
	Original	n/a
Photo refs		5594-5609
Figure refs in this report		Plates 16 and 17
Construction		Concrete and steel
Conditions		In public use.

The Dog Kennel Path footbridge consists of four rectangular, red-painted brick piers that support a timber superstructure on top of chamfered concrete buffer pads which are fastened onto the piers by galvanised steel clamps. The span of the bridge consists of square timber beams with galvanised steel cross beams and a grooved timber decking.

The bridge abutments sit on concrete foundations near the top of banks of the the railway cutting with yellow brick buttresses with masonry caps either side of the path. The path leads level onto the bridge with no steps. The bridge walkway is made up of a series of thin galvanised steel frames that support a wire mesh fence reaching to about head-height.



3.5.12 Bradley Road footbridge

Bridge number		none given
Location		Bradley Road, Dunstable
Date		1959
Plans	Current	-
	Original	3099338.tif
Photo refs		5996-6000, 6013, 6015, 6020
Figure refs in this report		Figure 6, Plate 3
Construction		Concrete
Conditions		In public use.

The Bradley Road footbridge is contemporary with the construction of the M1 motorway and associated infrastructure. It consists entirely of pre-cast concrete slabs.

The bridge abutments either side of the single track rail are moulded to look like brickwork with a rough facing. The parapets of the bridge across the track consist of smooth concrete slabs with projecting planes that visually form horizontal lines.

The parapets either side of the steps leading up to the footbridge have smoothed saddleback concrete coping and a simple tubular steel handrail. Much of the coping has been broken away and in one area, at the top of the steps, repaired with concrete breeze blocks.

3.5.13 Crawley Green Road Footbridge 1

Bridge number		none given
Location		To the south of Crawley Green Road, Luton
Date		19th century ?
Plans	Current	none
	Original	none
Photo refs		5946-5951
Figure refs in this report		Plates 11 and 12
Construction		Brick abutments, steel and timber superstructure
Conditions		Overgrown and inaccessible

The date of the footbridge immediately to the south of the Crawley Green Road bridge is unclear but the nature of its construction suggests it was built in the 19th century. It has brickwork with masonry coping and is very similar to Bridge 31, which dates from 1898.

The bridge has substantial brick abutments with masonry caps. Its span is made up by two riveted steel girders with steel cross beams. The parapet is a timber construction made up of rectangular sections of timber frames with cross braces. On the inside of the walkway these are clad with thin vertical timber strips. The bridge walkway itself was inaccessible.



The construction of the bridge is so substantial that it was probably used for vehicles. On the OS map of 1960 it is visible as a thin routeway leading from the south-western side of the track to the area between the GNR line and Midlands railway, which is also the northern access to works north of Kimpton Road (Figure 3b, extreme south-west corner).

3.5.14 Crawley Green Road Footbridge 2

Bridge number		none given
Location		To the south of Crawley Green Road, Luton
Date		19th century ?
Plans	Current	none
	Original	none
Photo refs		5952-5956, 5963-5970
Figure refs in this report		Plates 13 and 14
Construction		Steel and timber superstructure
Conditions		Overgrown and inaccessible

Similar to footbridge 1, the date of this bridge is unclear but the nature of its construction could place it in the 19th century. In contrast to Footbridge 1, its neighbour, this bridge was much more slender and unobtrusive. No abutments were visible in the dense undergrowth, but at this point the track lies in a deep cutting and the bridge is most likely supported by brick abutments which have their foundations high up on the embankments either side of the rail track.

The bridge span consisted of two main, riveted steel-plate girders with isolated thin steel cross beams which provided a frame for the timber decking of the bridge. The bridge parapet was made up of simple timber “garden fence” construction which is of a recent date. The bridge is in a dilapidated condition and many of the upright pointed planks of the timber parapet have been torn off and lie scattered across the bridge deck.

3.6 Stations

There were only two stations on the section of track that is directly affected by the Luton – Dunstable busway. These were the Dunstable Church Street Station, later called Dunstable Town, and the Luton Bute Street Station. Both stations have been completely demolished and no trace of them survives.

The small station at Dunstable Church Street was opened as early as 1858 and consisted of a small timber building and platform with sidings to the rear (Figure 15). After the timber building burnt down in 1871, a new and more permanent station was constructed. This was a substantial brick-built building with the unusual feature of the main access being at ground floor level from Station Road and the platforms being at first floor level at the rear of the building (see Woodward 2008, 42 and 43).

The station was demolished and a large part of its area is now being occupied by new housing developments. The site of the station building itself is still open land but currently accommodates one of the BAM Nuttall compounds.

Luton Bute Street station consisted of a station building, licensed refreshment room and an extensive goods shed and sidings (Figure 16). When the Midland



line station was built in 1868 a footbridge linking the two stations was installed. This was replaced by a new footbridge in 1877 (Figure 17), which was again replaced in the middle of the last century. The track through the station grounds was lifted in 1991 and the area is now a car park.

3.7 Phasing

The Luton – Dunstable line has been continuously repaired, widened and altered ever since construction began in 1855. Also, most of its infrastructure has been removed since partial closure of the line in the early 1960s and particularly since its complete closure in 1991. Therefore it is fairly difficult to give a phased account of its components as one would do for a building. The following section attempts to give a brief ordering of the surviving structural remains of the railway line by date (labels of fixtures and fittings refer to Table 1 in section 3.4).

3.7.1 19th century remains

The topographical layout and alignment of the route was determined and laid out in the middle of the 19th century. Its surviving deep cuttings, embankments and sinuous route from Luton to Dunstable in effect represent the most constant aspect of the line and still make their mark on the towns and landscape until the present day.

Particularly the western part of the route, from the Houghton Regis cement works siding to the new Skimpot Road Bridge (east of which the track was moved in the 1980s, see below) is still very much as it would have been at the inauguration of the line in 1858, albeit with all original and later infrastructure removed.

The widening of the line in 1898/99 led to the replacement and widening of several bridges in Luton town centre, namely Bridge 29 – Guildford Street, Bridge 30 – New Bedford Road and Bridge 31 – Dunstable Road. Those bridges survive to the present day with most of their 19th century fabric intact. The widened embankments also remain largely unaltered from the area of the former Brown's Timber Yard, to the south of Hazelbury Crescent, Luton, up to Bridge 29, even if the track was reduced back to a single line after 1965.

3.7.2 Early 20th century remains (up to closure of passenger traffic in 1965)

It is hard to distinguish remains between early and later 20th century, particularly with the constant repair and replacement of track and track features necessitated by the continuous upkeep of a working railway line.

Some of the discarded signalling and point changing equipment most likely dates from the early part of the 20th century (see F4, F7 and F8 in Table 1 in section 3.4) when sidings were dismantled and the technology no longer needed, or needed elsewhere.

The most interesting *in situ* remains are the remainders of the signalling or points changing ground frame equipment at the junction to the Dunstable Town Station at the foot of the Blow's Downs (Plate 28), and the small ground signal F2 (Plate 22), north of Crawley Green Road bridge, and the steam plate F10, fastened to the eastern elevation of Crawley Green Road bridge itself.



3.7.3 Late 20th century remains (from 1965 to permanent closure in 1991)

As the track was still used for the transport of goods from 1965 onwards and was therefore still regularly serviced and relaid, almost all of the railbed and rails date from the second half of the 20th century. Rail chairs bearing earlier dates were most likely re-used. Some sections of track are made up of heavy load-bearing concrete sleepers which were laid in the late 1960s (section 3.3). Several of the bridges and trackbed itself date from the latter part of the 20th century. The M1 motorway bridge needed to be added to carry the line over the newly built M1 in 1956 and Bridge 30a – Telford Way was built in 1978 when the Telford Way itself was constructed as a new link road.

The construction of the Hatters Way in the late 1980s led to a whole section of track between Bridge 34 – Skimpot Road and the Luton Town football club being shifted northwards and be entirely replaced. This also led the replacement of Bridge 34 and Bridge 32a – Kingsway which both bear dates from the late 1980s.

The light signal F1 that still stands beside the track near to the east of the former Bute Street Station may have been in use until the final closure of the line in 1991. The near contemporary power cables and electricity boxes *in situ* and discarded near the line on Network Rail land east of Luton town centre also bear witness of the very recent history of the Luton – Dunstable line.



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5. APPENDICES

5.1 *Appendix 1: Archive submitted*

5.1.1 Summary of Archive Contents

- Report (hard and pdf digital copy)
- Set of bridge plans and elevations as provided (digital)
- CAD drawings – digital and hard copy, detailed survey plan of rail cross sections
- Digital photographs – saved on CD format (.tiff)
- Prints of photographs on archival quality paper

5.1.2 Arrangements for Long-Term Deposition

The project archive will be deposited at Buckinghamshire County Museum. Copies of the report will be deposited with the relevant Historic Environment Record and with the National Monuments Record: Buildings



5.2 Appendix 2: Archive sources consulted

5.2.1 Archive sources (HER)

HER number	Description
HER 15558	Buildings of Dunstable Town station
HER 14086	Hatfield, Luton and Dunstable branch railway
HER 10051	Railway bridge, Skimpot Road
HER 6909	Former Midland Railway warehouses, Luton Bute Street

5.2.2 Archive sources (BLARS)

BLARS reference	Description
PDR 1/10/1-2	Great Northern Railway Session 1891. Widening from Luton to Dunstable. Plans and sections.
PDR 1/23/1	Great Northern Railway Session 1911. Widening of bridge over Church Street and additional lands at Luton.
PDR 21/1/1-2	Selected sections of "Luton and Dunstable and Western Junction Railway Plan and Section" by J.C. Birkinshaw, Engineer. November 1854. This also includes a 1834 OS map of the proposed route from Luton to Dunstable.
PDR 21/2/2	"Deviation at Dunstable North Station to take railway over Watling Street and join with London and North East Railway". 1855.



5.3 Appendix 3: Summary of Photographic Record (Structural Recording)

Photographer: Nigel Macbeth

5.3.1 Film 1: Wed. 12 August 2010

Shot id	Description
	Moving west to east along track from Dog Kennel Downs to Skimpot Road, Dunstable:
DSC_5542.tif	Dunstable, Dog Kennel Downs, display board
DSC_5543.tif	Dunstable, Dog Kennel Downs, former Cement factory siding, looking South
DSC_5544.tif	Dunstable, Dog Kennel Downs, former Cement factory siding, on overgrown track, looking South
DSC_5545.tif	Dunstable, Dog Kennel Downs, former Cement factory siding, on overgrown track, looking North
DSC_5562.tif	Dunstable, Dog Kennel Downs, former Cement factory siding, view alongside track, looking North
DSC_5563.tif	Dunstable, Dog Kennel Downs, former Cement factory siding, view alongside track, looking South
DSC_5567.tif	Dunstable, former Cement factory siding, junction with main track, looking South-East
DSC_5568.tif	Dunstable, former Cement factory siding, junction with main track, looking South-East
DSC_5569.tif	Dunstable, former Cement factory siding junction with main track, looking North-West in direction of former factory
DSC_5570.tif	Dunstable, former Cement factory siding, junction with main track, looking North-West in direction of former factory
DSC_5571.tif	Dunstable, former Cement factory siding, rubbish on embankment
DSC_5572.tif	Dunstable, former Cement factory siding, junction with main track, looking North-West in direction of former factory
DSC_5573.tif	Dunstable, former Cement factory siding, junction with main track, looking East showing main track and siding
DSC_5574.tif	Dunstable, former Cement factory siding, junction with main track, looking West showing main track and start of siding
DSC_5575.tif	Dunstable, former Cement factory siding, junction with main track, looking South showing main track
DSC_5579.tif	Dunstable, former Cement factory siding, junction with main track, looking East showing main track
DSC_5580.tif	Dunstable end, main track at junction with cement factory siding
DSC_5580.tif	Dunstable end, main track at junction with cement factory siding, points
DSC_5582.tif	Dunstable end, main track at junction with cement factory siding, points, looking east
DSC_5583.tif	Dunstable end, main track at junction with cement factory siding, points, looking west
DSC_5584.tif	Dunstable end, post, base of telegraph pole? In southern bank
DSC_5585.tif	Dunstable end, post, base of telegraph pole? In southern bank
DSC_5586.tif	Dunstable end, track
DSC_5587.tif	Dunstable end, track
DSC_5588.tif	Dunstable end, track



Shot id	Description
DSC_5589.tif	Dunstable end, track
DSC_5590.tif	Dunstable end, looking east
DSC_5592.tif	Dunstable end, looking west
DSC_5593.tif	Dunstable end, base of telegraph pole
DSC_5594.tif	Dunstable end, Dog Kennel Path footbridge, looking east
DSC_5596.tif	Dunstable end, Dog Kennel Path footbridge
DSC_5597.tif	Dunstable end, Dog Kennel Path footbridge
DSC_5598.tif	Dunstable end, Dog Kennel Path footbridge walkway
DSC_5599.tif	Dunstable end, Dog Kennel Path footbridge walkway
DSC_5600.tif	Dunstable end, Dog Kennel Path footbridge looking down onto track, looking west
DSC_5601.tif	Dunstable end, Dog Kennel Path footbridge looking down onto track, looking east
DSC_5603.tif	Dunstable end, Dog Kennel Path footbridge looking down onto track, looking east
DSC_5606.tif	Dunstable end, Dog Kennel Path footbridge
DSC_5607.tif	Dunstable end, Dog Kennel Path footbridge
DSC_5608.tif	Dunstable end, Dog Kennel Path footbridge
DSC_5609.tif	Dunstable end, Dog Kennel Path footbridge
DSC_5610.tif	Dunstable end, looking east from under Dog Kennel Path footbridge
DSC_5611.tif	Dunstable, track detail
DSC_5612.tif	Dunstable, track detail
DSC_5613.tif	Dunstable, track detail, sign
DSC_5614.tif	Dunstable, track detail, sign
DSC_5616.tif	Dunstable, track detail
DSC_5619.tif	Dunstable, track detail
DSC_5620.tif	Dunstable, telegraph pole
DSC_5621.tif	Dunstable, telegraph pole
DSC_5624.tif	Dunstable, section parallel to Boscombe Road, looking west
DSC_5625.tif	Dunstable, section parallel to Boscombe Road, looking east
DSC_5628.tif	Dunstable, section parallel to Boscombe Road, looking east
DSC_5630.tif	Dunstable, section parallel to Boscombe Road, looking west
DSC_5632.tif	Dunstable, section parallel to Dunstable College, looking south-west
DSC_5634.tif	Dunstable, section parallel to Dunstable College, looking north-east
DSC_5635.tif	Dunstable, section parallel to Dunstable College, looking south-west
DSC_5639.tif	Dunstable, section parallel to Boscombe Road, looking south-east
DSC_5640.tif	Dunstable, section parallel to Boscombe Road, looking north-west
DSC_5641.tif	Dunstable, section parallel to Boscombe Road, looking south-east
DSC_5642.tif	Dunstable, section parallel to Boscombe Road, looking north, entrance to former warehouses (fenceline shown on 1960 OS map).
DSC_5643.tif	Dunstable, section parallel to Boscombe Road, looking north, entrance to former warehouses (fenceline shown on 1960 OS map).
DSC_5647.tif	Dunstable, section parallel to Boscombe Road, feature
DSC_5648.tif	Dunstable, section parallel to Boscombe Road, feature



Shot id	Description
DSC_5649.tif	Dunstable, section parallel to Boscombe Road, feature
DSC_5651.tif	Dunstable, section behind superstores, looking north-west
DSC_5652.tif	Dunstable, section behind superstores, looking south-east
DSC_5653.tif	Dunstable, section behind superstores, looking south-east, former works siding
DSC_5654.tif	Dunstable, section behind superstores, looking south-west off track where works used to be
DSC_5655.tif	Dunstable, section behind superstores, looking north-west
DSC_5656.tif	Dunstable, section behind superstores, looking south-east towards bridge 35 and the Downs
DSC_5657.tif	Bridge 35, Dunstable Church Street, looking south-east
DSC_5658.tif	Bridge 35, Dunstable Church Street, looking south-east
DSC_5659.tif	Bridge 35, Dunstable Church Street, looking south-east
DSC_5660.tif	Bridge 35, Dunstable Church Street, looking south-east
DSC_5661.tif	Bridge 35, Dunstable Church Street, looking south-east
DSC_5662.tif	Bridge 35, Dunstable Church Street
DSC_5663.tif	Bridge 35, Dunstable Church Street
DSC_5664.tif	Bridge 35, Dunstable Church Street
DSC_5665.tif	Bridge 35, Dunstable Church Street, tile floor detail
DSC_5666.tif	Bridge 35, Dunstable Church Street
DSC_5668.tif	Bridge 35, Dunstable Church Street
DSC_5669.tif	Bridge 35, Dunstable Church Street
DSC_5670.tif	Bridge 35, Dunstable Church Street, west-facing elevation
DSC_5677.tif	Bridge 35, Dunstable Church Street
DSC_5680.tif	Bridge 35, Dunstable Church Street
DSC_5681.tif	Bridge 35, Dunstable Church Street, looking north-west
DSC_5682.tif	Bridge 35, Dunstable Church Street, looking north-west
DSC_5684.tif	Dunstable, track looking south-east towards Blow's Downs
DSC_5685.tif	Dunstable, railway feature, function unclear
DSC_5686.tif	Dunstable, railway feature, function unclear
DSC_5687.tif	Dunstable, site of Church Street station, old fencepost
DSC_5688.tif	Dunstable, site of Church Street station, looking north-west
DSC_5689.tif	Dunstable, site of Church Street station and sidings, old fencepost
DSC_5690.tif	Dunstable, site of Church Street station and sidings, old fencepost
DSC_5692.tif	Dunstable, site of Church Street station and sidings, railway feature, function unclear
DSC_5693.tif	Dunstable, site of Church Street station and sidings, railway feature, function unclear
DSC_5695.tif	Dunstable, site of Church Street station and sidings, railway feature, function unclear
DSC_5696.tif	Dunstable, site of Church Street station and sidings, railway feature, function unclear
DSC_5697.tif	Dunstable, site of Church Street station and sidings, railway feature, function unclear
DSC_5701.tif	Dunstable, site of Church Street station and sidings, railway feature, function unclear
DSC_5702.tif	Dunstable, Blow's Downs, looking south-east
DSC_5703.tif	Dunstable, Blow's Downs, looking south-east



Shot id	Description
DSC_5704.tif	Dunstable, Blow's Downs, looking north-west
DSC_5705.tif	Dunstable, Blow's Downs, looking east
DSC_5706.tif	Dunstable, Blow's Downs, looking west
DSC_5707.tif	Dunstable, Blow's Downs, looking east
DSC_5708.tif	Dunstable, Blow's Downs, looking west
DSC_5709.tif	Dunstable, Blow's Downs, looking east
DSC_5710.tif	Dunstable, Blow's Downs, looking west
DSC_5714.tif	Bridge 34, Skimpot Road, looking east
DSC_5715.tif	Bridge 34, Skimpot Road, looking east
DSC_5720.tif	Bridge 34, Skimpot Road, looking east
DSC_5721.tif	Bridge 34, Skimpot Road, looking east
DSC_5722.tif	Bridge 34, Skimpot Road, looking east
DSC_5723.tif	Bridge 34, Skimpot Road, looking east
DSC_5724.tif	Bridge 34, Skimpot Road
DSC_5725.tif	Bridge 34, Skimpot Road
DSC_5726.tif	Bridge 34, Skimpot Road
DSC_5727.tif	Bridge 34, Skimpot Road, looking east
DSC_5728.tif	Bridge 34, Skimpot Road, looking west
DSC_5729.tif	Bridge 34, Skimpot Road
DSC_5730.tif	Bridge 34, Skimpot Road
DSC_5731.tif	Bridge 34, Skimpot Road
DSC_5732.tif	Bridge 34, Skimpot Road
DSC_5734.tif	Bridge 34, Skimpot Road, looking west
DSC_5736.tif	Bridge 34, Skimpot Road, looking south-west onto Skimpot Road roundabout
DSC_5740.tif	Bridge 34, Skimpot Road, north-facing elevation
DSC_5746.tif	Bridge 34, Skimpot Road
DSC_5747.tif	Bridge 35, Church Street Dunstable, 1950s fencing on northern side of road
DSC_5748.tif	Bridge 35, Church Street Dunstable, east-facing elevation
DSC_5749.tif	Bridge 35, Church Street Dunstable, east-facing elevation
DSC_5751.tif	Bridge 35, Church Street Dunstable, underside
DSC_5754.tif	Bridge 35, Church Street Dunstable, west-facing elevation
DSC_5756.tif	Bridge 35, Church Street Dunstable, footbridge, northern side of road

5.3.2 Film 2: Wed. 18 August 2010

Shot id	Description
	Network Rail land, adjacent to Midland main line, moving west to east from Church Lane, Luton, to east of Crawley Green Road bridge:
DSC_5821.tif	Access to Church Street bridge, Luton, looking west
DSC_5822.tif	Access to Church Street bridge, Luton, looking west
DSC_5823.tif	Access to Church Street bridge, Luton, looking west



Shot id	Description
DSC_5824.tif	Track east of Church Street bridge, Luton, looking west
DSC_5825.tif	Track east of Church Street bridge, Luton, looking west
DSC_5826.tif	Bridge carrying main Midland line, looking north
DSC_5827.tif	Bridge carrying main Midland line, looking north
DSC_5828.tif	Station Road, looking towards new Luton Station car park.
DSC_5829.tif	Station Road, looking towards new Luton Station car park.
DSC_5830.tif	Station Road, looking towards new Luton Station car park.
DSC_5831.tif	Station Road, looking towards Midland line
DSC_5832.tif	Land of GNR line adjacent to Midland line, looking north-west
DSC_5833.tif	Land of GNR line adjacent to Midland line, looking north
DSC_5833.tif	Land of GNR line adjacent to Midland line, looking north-east
DSC_5834.tif	Station Road, looking towards new Luton Station car park.
DSC_5835.tif	Station Road, looking towards new Luton Station car park.
DSC_5836.tif	Station Road, looking towards Midland line
DSC_5837.tif	Land of GNR line adjacent to Midland line, looking north-west
DSC_5838.tif	Land of GNR line adjacent to Midland line, looking north
DSC_5839.tif	Land of GNR line adjacent to Midland line, looking north-east
DSC_5840.tif	Land of GNR line adjacent to Midland line, looking east-north-east
DSC_5841.tif	Rail track east of Church Street, Luton, looking west
DSC_5842.tif	Rail track east of Church Street, Luton, looking south
DSC_5843.tif	Rail track east of Church Street, Luton, looking south-west
DSC_5844.tif	Rail track east of Church Street, Luton, looking south-south-west
DSC_5845.tif	Rail track east of Church Street, Luton, looking south-south-east
DSC_5846.tif	Rail track east of Church Street, Luton, looking south-west
DSC_5847.tif	Rail track east of Church Street, Luton, overgrown
DSC_5848.tif	Rail track east of Church Street, Luton, overgrown
DSC_5849.tif	Rail track east of Church Street, Luton, overgrown
DSC_5850.tif	Rail track east of Church Street, Luton, overgrown
DSC_5851.tif	Rail track east of Church Street, Luton, overgrown
DSC_5852.tif	Rail track east of Church Street, Luton, overgrown, looking towards Church Street bridge
DSC_5853.tif	Church Street bridge, northern elevation
DSC_5854.tif	Church Street bridge, northern elevation and track leading up to it
DSC_5855.tif	Church Street bridge, northern elevation
DSC_5856.tif	Church Street bridge, northern elevation and track leading up to it
DSC_5857.tif	Station Road, Luton
DSC_5859.tif	Luton station car park and Midland line bridge
DSC_5860.tif	Discarded signalling equipment
DSC_5861.tif	Track east of Church Street, Luton, looking west
DSC_5862.tif	Track east of Church Street, Luton, looking east



Shot id	Description
DSC_5863.tif	Disused track, adjacent to Midland main line, looking east.
DSC_5864.tif	Disused track, adjacent to Midland main line, looking west.
DSC_5865.tif	Disused track, adjacent to Midland main line, looking west.
DSC_5866.tif	Discarded signalling equipment
DSC_5867.tif	Discarded signalling equipment
DSC_5868.tif	Discarded signalling equipment
DSC_5869.tif	Discarded signalling equipment
DSC_5870.tif	Discarded signalling equipment
DSC_5871.tif	electricity cable cover
DSC_5872.tif	Track area looking east
DSC_5873.tif	Track area looking south-east
DSC_5874.tif	Track area looking east
DSC_5875.tif	Track area looking west
DSC_5876.tif	Track looking east
DSC_5877.tif	Track looking east
DSC_5878.tif	Track looking west, Luton station car park in background
DSC_5879.tif	Track looking west, Luton station car park in background
DSC_5880.tif	Track looking east
DSC_5881.tif	Track looking east
DSC_5882.tif	Track looking west
DSC_5883.tif	Track looking west
DSC_5884.tif	Track looking west
DSC_5885.tif	Track looking west
DSC_5886.tif	Tracks looking east
DSC_5887.tif	Milepost on Midland line
DSC_5888.tif	Milepost on Midland line
DSC_5889.tif	Track adjacent to Midland line, looking east
DSC_5890.tif	Track adjacent to Midland line, looking west
DSC_5891.tif	Track adjacent to Midland line, looking west
DSC_5892.tif	Track junction, looking east
DSC_5893.tif	Track junction, looking east
DSC_5894.tif	Track junction, looking west
DSC_5895.tif	Transformer
DSC_5896.tif	Transformer
DSC_5897.tif	Transformer detail
DSC_5898.tif	Power supply next to track
DSC_5899.tif	Light signal near coal yard siding
DSC_5900.tif	Light signal facing east
DSC_5901.tif	Light signal facing east
DSC_5902.tif	Back of housing of light signal



Shot id	Description
DSC_5905.tif	Back of housing of light signal
DSC_5907.tif	Track looking west towards light signal
DSC_5909.tif	Discarded transformer and fuse box
DSC_5910.tif	Light signal facing east, Luton station car park in background
DSC_5911.tif	Track looking west, low embankment to north
DSC_5912.tif	Track looking east, low embankment to north
DSC_5913.tif	Base of old telegraph pole north of track
DSC_5914.tif	Boundary to works south of the line, east of coal depot, east of Luton station
DSC_5915.tif	Boundary to works south of the line, east of coal depot, east of Luton station
DSC_5916.tif	Boundary to works south of the line, east of coal depot, east of Luton station
DSC_5917.tif	Boundary to works south of the line, east of coal depot, east of Luton station
DSC_5918.tif	Boundary to works south of the line, east of coal depot, east of Luton station
DSC_5921.tif	Overgrown track, looking east
DSC_5926.tif	Electricity box still <i>in situ</i>
DSC_5928.tif	Ground signal (F2), north of track, c. 20m west of Crawley Green bridge
DSC_5929.tif	Ground signal facing east
DSC_5930.tif	Ground signal back, looking east
DSC_5931.tif	Ground signal
DSC_5932.tif	Ground signal
DSC_5933.tif	Ground signal and track, looking east
DSC_5934.tif	Ground signal (facing east), looking west
DSC_5935.tif	Asbestos on track
DSC_5936.tif	Underneath Crawley Green bridge, looking south-east
DSC_5937.tif	Crawley Green bridge, extension, looking south
DSC_5938.tif	Underneath Crawley Green bridge, looking south-east
DSC_5939.tif	Underneath Crawley Green bridge, looking north-east
DSC_5940.tif	Underneath Crawley Green bridge, looking north
DSC_5941.tif	Underneath Crawley Green bridge, looking west
DSC_5942.tif	Crawley Green bridge, looking south-east, steam plate on bridge (top of image)
DSC_5943.tif	Steam plate detail
DSC_5944.tif	Crawley Green bridge, east elevation, looking up northern embankment
DSC_5946.tif	Footbridge 1, looking north-east
DSC_5947.tif	Footbridge 1, looking east
DSC_5948.tif	Footbridge 1, parapet, western elevation
DSC_5950.tif	Footbridge 1 underside, looking south
DSC_5951.tif	Footbridge 2, looking east
DSC_5952.tif	Footbridge 2 underside
DSC_5953.tif	Footbridge 2, underside
DSC_5954.tif	Footbridge 2, western facing
DSC_5956.tif	Footbridge 2, western elevation



Shot id	Description
DSC_5957.tif	Crawley Green bridge, looking east
DSC_5958.tif	Discarded hand signalling lamp
DSC_5959.tif	Discarded hand signalling lamp
DSC_5960.tif	Discarded hand signalling lamp
DSC_5961.tif	Modern ground signal, facing east, on south side of track, west of Crawley Green bridge
DSC_5963.tif	Footbridge 2, eastern elevation. Photo taken from southern embankment
DSC_5964.tif	Footbridge 2, eastern girder and parapet
DSC_5965.tif	Footbridge 2, eastern girder and parapet
DSC_5966.tif	Footbridge 2, eastern girder and parapet
DSC_5967.tif	Footbridge 2, eastern girder and parapet
DSC_5968.tif	Footbridge 2, eastern girder and parapet, looking north
DSC_5969.tif	Footbridge 2 walkway, looking north
DSC_5970.tif	Footbridge 2 walkway, looking north
DSC_5972.tif	Bridge at Church Street, Dunstable, northern elevation
DSC_5974.tif	Bridge at Church Street, Dunstable, northern elevation
DSC_5975.tif	Bridge at Church Street, Dunstable, looking south-west
DSC_5976.tif	Church Street, Dunstable, approach to bridge, panorama
DSC_5977.tif	Church Street, Dunstable, approach to bridge, panorama
DSC_5978.tif	Church Street, Dunstable, approach to bridge, panorama
DSC_5979.tif	Church Street, Dunstable, approach to bridge, panorama. Midland mainline bridge
DSC_5981.tif	Bridge at Church Street, Dunstable, northern elevation
DSC_5985.tif	Bridge at Church Street, Dunstable, underside, looking west
	Track from Skimpot Road moving west to east towards Luton Town football club:
DSC_5986.tif	Track, looking west
DSC_5987.tif	Track, looking east
DSC_5988.tif	Track, approaching caravan village, looking east
DSC_5989.tif	Track, approaching caravan village, looking west
DSC_5991.tif	Houses, trackside
DSC_5994.tif	Concrete sleepers, west of the M1 bridge
DSC_5996.tif	Bradley Road footbridge, west facing
DSC_5998.tif	Bradley Road footbridge, west facing
DSC_6000.tif	Bradley Road footbridge, eastern elevation
DSC_6002.tif	M1 motorway bridge, looking south-east
DSC_6003.tif	M1 motorway bridge, looking north-east
DSC_6004.tif	M1 motorway bridge, parapet, looking north-east
DSC_6006.tif	M1 motorway bridge, looking onto M1 along parapet
DSC_6007.tif	M1 motorway bridge abutment detail
DSC_6009.tif	M1 motorway bridge, graffiti
DSC_6010.tif	M1 motorway bridge, looking north-east
DSC_6013.tif	Bradley Road footbridge, approach from south



Shot id	Description
DSC_6015.tif	Bradley Road footbridge, looking north-west
DSC_6017.tif	Overgrown track west of the M1, looking west from Bradley Road footbridge
DSC_6019.tif	Looking east from Bradley Road footbridge over M1 bridge
DSC_6020.tif	Approach to Bradley Road footbridge from Bradley Road (north), re-used railway sleepers forming garden wall
DSC_6021.tif	M1 railway bridge, northern elevation
DSC_6022.tif	M1 railway bridge, northern elevation
DSC_6023.tif	Access back onto track, east of M1 bridge
DSC_6025.tif	M1 bridge, looking west
DSC_6026.tif	Track immediately east of M1 bridge, looking east. Too overgrown for access
DSC_6027.tif	Track immediately east of M1 bridge, looking east. Too overgrown for access
DSC_6029.tif	Hatters Way, adjacent to track, looking east
DSC_6030.tif	Hatters Way, adjacent to track, looking east
DSC_6032.tif	Chaul End Lane bridge, looking west
DSC_6033.tif	Track by Chaul End Lane, looking east
DSC_6034.tif	Track looking west (Chaul End Lane bridge in very background)
DSC_6035.tif	Track looking east towards Luton
DSC_6036.tif	Changeover from wooden to concrete sleepers, looking west
DSC_6037.tif	Changeover from wooden to concrete sleepers, looking east
DSC_6038.tif	Track, adjacent to Hatters Way, looking east
DSC_6039.tif	Track, adjacent to Hatters Way, looking west
DSC_6040.tif	Concrete sleepers detail
DSC_6041.tif	Kingsway bridge, looking east
DSC_6043.tif	Kingsway bridge detail
DSC_6044.tif	Looking onto Kingsway from bridge.
DSC_6045.tif	Looking onto Kingsway from bridge.
DSC_6046.tif	Measuring up Kingsway bridge
DSC_6048.tif	Kingsway bridge, looking west
DSC_6049.tif	Track, looking east, reflectorised distance signal to the north of track
DSC_6050.tif	Track, looking west
DSC_6052.tif	Reflectorised distance signal detail, west facing
DSC_6053.tif	Concrete sleeper detail (date mark 1982)
DSC_6054.tif	Concrete sleepers, near Luton Town football club
DSC_6056.tif	Concrete sleepers detail
DSC_6058.tif	Billboards, adjacent to Luton Town football club car park, looking east
DSC_6059.tif	Billboards, adjacent to Luton Town football club car park, looking west
DSC_6061.tif	Looking east underneath Clifton Road bridge towards Luton
DSC_6062.tif	Looking east towards Clifton Road bridge
DSC_6064.tif	Access onto track from Luton Town football club car park



Shot id	Description
Stitched_001	Panorama of Luton Station Road and Midland mainline, viewed from track east of Church Street Bridge
Stitched_002	Overgrown track east of Church Street, Luton, looking south
Stitched_003	Overgrown track east of Church Street, Luton, looking south
Stitched_004	Panorama of Church Street Bridge, Luton Station Road and Midland mainline, looking west
Stitched_005	Boundary to former works east of coal depot, east of Luton Station, looking south
Stitched_006	Footbridge 2, eastern elevation
Stitched_007	Church Street, Luton, looking west.
x.tif	



5.3.3 Film 3: Thu. 19 August 2010

Shot id	Description
	Moving west to east along track from Luton Town Football Club to Luton Station:
DSC_6073.tif	Clifton Road bridge, track, looking east
DSC_6074	Clifton Road bridge, graffiti, looking north-east
DSC_6075	Clifton Road bridge, graffiti, looking south-east
DSC_6077	Luton Town football club, extending over track, looking east
DSC_6078	Underside of bridge, looking south-east
DSC_6079	Underside of bridge, looking south-west
DSC_6080	Underside of bridge, looking north-west
DSC_6081	Underside of bridge, looking north-east
DSC_6083	Luton Town football club, extending over track, looking west
DSC_6084	Track, looking east
DSC_6086	Track, looking west
DSC_6089	Track by former timber yard sidings, south of Hazelbury Crescent, looking east
DSC_6090	Track by former timber yard sidings, looking west
DSC_6091	Track by former timber yard sidings, looking west
DSC_6092	Track by former timber yard sidings, looking west
DSC_6093	Detail of track chair, with date 1957
DSC_6094	Track by former timber yard sidings, looking east. Space for double track (removed).
DSC_6095	Track by former timber yard sidings, looking west
DSC_6096	Bridge 31, Dunstable Road, Luton, looking east
DSC_6097	Bridge 31, Dunstable Road, Luton, looking north-east
DSC_6098	Bridge 31, Dunstable Road, Luton
DSC_6100	Bridge 31, Dunstable Road, Luton, northern parapet
DSC_6101	Bridge 31, Dunstable Road, Luton, northern parapet corrosion
DSC_6102	Bridge 31, Dunstable Road, Luton, northern parapet corrosion and road below
DSC_6103	Bridge 31, Dunstable Road, Luton, northern parapet corrosion and road below
DSC_6105	Bridge 31, Dunstable Road, Luton
DSC_6106	Bridge 31, Dunstable Road, Luton
DSC_6107	Bridge 31, Dunstable Road, Luton
DSC_6108	Bridge 31, Dunstable Road, Luton
DSC_6109	Bridge 31, Dunstable Road, Luton
DSC_6110	Bridge 31, Dunstable Road, Luton
DSC_6114	Bridge 31, Dunstable Road, Luton, looking south-west
DSC_6115	Bridge 31, Dunstable Road, Luton, looking west
DSC_6116	Bridge 31, Dunstable Road, Luton, looking west
DSC_6117	Bridge 31, Dunstable Road, Luton
DSC_6118	Bridge 31, Dunstable Road, Luton, underside



Shot id	Description
DSC_6119	Bridge 31, Dunstable Road, Luton, underside
DSC_6120	Bridge 31, Dunstable Road, Luton, southern elevation
DSC_6122	Bridge 31, Dunstable Road, Luton, southern elevation
DSC_6124	Bridge 31, Dunstable Road, Luton, southern elevation
DSC_6125	Bridge 31, Dunstable Road, Luton, southern elevation
DSC_6126	Bridge 31, Dunstable Road, Luton, southern elevation
DSC_6127	Bridge 31, Dunstable Road, Luton, southern elevation
DSC_6128	Bridge 31, Dunstable Road, Luton, southern elevation
DSC_6129	Bridge 31, Dunstable Road, Luton, southern elevation, modern extension
DSC_6130	Bridge 31, Dunstable Road, Luton, northern elevation, modern extension
DSC_6131	Bridge 31, Dunstable Road, Luton, northern elevation
DSC_6133	Bridge 31, Dunstable Road, Luton, northern elevation, looking west
DSC_6137	Bridge 31, Dunstable Road, Luton, parapet corrosion
DSC_6138	Track between bridges 31 and 30a, looking west
DSC_6139	Track between bridges 31 and 30a, looking east
DSC_6140	Bridge 30a, Telford Way, looking east
DSC_6142	Bridge 30a, Telford Way, graffiti
DSC_6144	Bridge 30a, Telford Way, looking west
DSC_6145	Bridge 30a, Telford Way, looking west
DSC_6146	Bridge 30a, Telford Way, looking north-west
DSC_6147	Bridge 30a, Telford Way, looking south-west
DSC_6149	Bridge 30a, Telford Way, southern elevation
DSC_6150	Track, east of Bridge 30a, looking east
DSC_6152	Track, east of Bridge 30a, looking west towards bridge
DSC_6153	Track points
DSC_6155	Track points
DSC_6156	Double track, looking west
DSC_6157	Looking from track north-east onto New Bedford Road
DSC_6158	Bridge 30, New Bedford Road Luton, looking east
DSC_6159	Bridge 30, New Bedford Road Luton,
DSC_6160	Bridge 30, New Bedford Road Luton,
DSC_6161	Bridge 30, New Bedford Road Luton,
DSC_6162	Bridge 30, New Bedford Road Luton, looking north
DSC_6163	Bridge 30, New Bedford Road Luton, looking north
DSC_6165	Bridge 30, New Bedford Road Luton, looking west
DSC_6166	Bridge 30, New Bedford Road Luton, southern elevation
DSC_6168	Bridge 30, New Bedford Road Luton, southern elevation
DSC_6170	Bridge 30, New Bedford Road Luton, southern elevation
DSC_6172	Bridge 30, New Bedford Road Luton, southern elevation
DSC_6174	Bridge 30, New Bedford Road Luton, underside



Shot id	Description
DSC_6175	Bridge 30, New Bedford Road Luton, underside, looking east
DSC_6176	Bridge 30, New Bedford Road Luton, underside, looking west
DSC_6177	Bridge 30, New Bedford Road Luton, northern elevation
DSC_6178	Bridge 30, New Bedford Road Luton, northern elevation
DSC_6179	Bridge 30, New Bedford Road Luton, northern elevation
DSC_6180	Bridge 30, New Bedford Road Luton, northern elevation
DSC_6181	Bridge 30, New Bedford Road Luton, exposed foundation
DSC_6183	New Bedford Road, Luton, looking north from Bridge 30
DSC_6184	Wall along base of embankment at the back of new flats on Mill Street, Luton
DSC_6187	The Royal Hotel, Mill Street, looking north
DSC_6188	Bridge 29, Guildford Street
DSC_6191	Bridge 29, Guildford Street, southern elevation
DSC_6192	Bridge 29, Guildford Street, southern elevation
DSC_6193	Bridge 29, Guildford Street, southern elevation
DSC_6194	Bridge 29, Guildford Street, southern elevation
DSC_6195	Bridge 29, Guildford Street, southern elevation
DSC_6196	Bridge 29, Guildford Street, southern elevation, gatepost and hinge
DSC_6197	Gatepost and hinge detail
DSC_6200	Bridge 29, Guildford Street, northern elevation
DSC_6201	Bridge 29, Guildford Street, northern elevation
DSC_6202	Bridge 29, Guildford Street, northern elevation
DSC_6203	Bridge 29, Guildford Street, northern elevation
DSC_6205	Guildford Street new underpass under railway, looking south.
DSC_6206	The Royal Hotel, Mill Street, Guildford Street.
DSC_6207	Old train sheds, Luton Station, looking north
DSC_6208	Old train sheds, Luton Station, looking north
DSC_6209	Old train sheds, Luton Station, looking north
DSC_6210	Sheds, Luton Station, looking north
DSC_6211	Goods loading bay, Luton Station, looking north
DSC_6212	Goods loading bay, Luton Station, looking north
DSC_6213	Luton Station, offices, southern elevation
DSC_6214	Luton Station, offices, eastern elevation
DSC_6215	Bridge 32a, Kingsway, northern elevation
DSC_6216	Bridge 32a, Kingsway, northern elevation
DSC_6220	Bridge 32a, Kingsway,
DSC_6222	Bridge 32a, Kingsway, northern elevation
DSC_6223	Bridge 32a, Kingsway, northern elevation, looking west
DSC_6225	Bridge 32a, Kingsway, underside, looking east
	Eastern terminus of track:
DSC_6228	Track near Luton retail park, old lamp post, looking west



Shot id	Description
DSC_6229	Kimpton Road bridge, demolished, looking west
DSC_6230	Kimpton Road bridge, demolished, looking west
DSC_6231	Kimpton Road bridge, demolished
DSC_6232	Kimpton Road bridge, demolished
DSC_6233	Kimpton Road bridge, demolished, looking west, abutment
DSC_6234	Kimpton Road bridge, demolished, looking west, abutment
DSC_6235	Kimpton Road bridge, demolished, looking west, abutment
DSC_6236	Kimpton Road bridge, demolished, looking west
DSC_6239	Former track area near Luton business park, looking west
DSC_6241	Former track area near Luton business park, looking east
DSC_6242	Track area near Luton retail park, old lamp post, looking north-east
DSC_6244	Artefacts
DSC_6245	Remains of embankment by Luton business park, looking east
DSC_6246	Remains of embankment by Luton business park, looking west
DSC_6247	Remains of embankment by Luton business park, looking south-west
DSC_6248	Remains of embankment by Luton business park, looking south
Stitched_001	Bridge 31, Dunstable Road, Luton, looking south
Stitched_003	Bridge 31, Dunstable Road, Luton, southern elevation
Stitched_004	Bridge 31, Dunstable Road, Luton, southern elevation
Stitched_005	Bridge 31, Dunstable Road, Luton, northern elevation
Stitched_006	Bridge 30, New Bedford Road, Luton, northern elevation
Stitched_007	Bridge 29, Guildford Street, Luton, northern elevation
Stitched_008	Bridge 29, Guildford Street, Luton, northern elevation
Stitched_009	Train sheds, Luton Station, southern elevation
Stitched_010	Warehouses and goods loading bay, Luton Station
Stitched_011	Kimpton Road bridge, abutment, looking east.

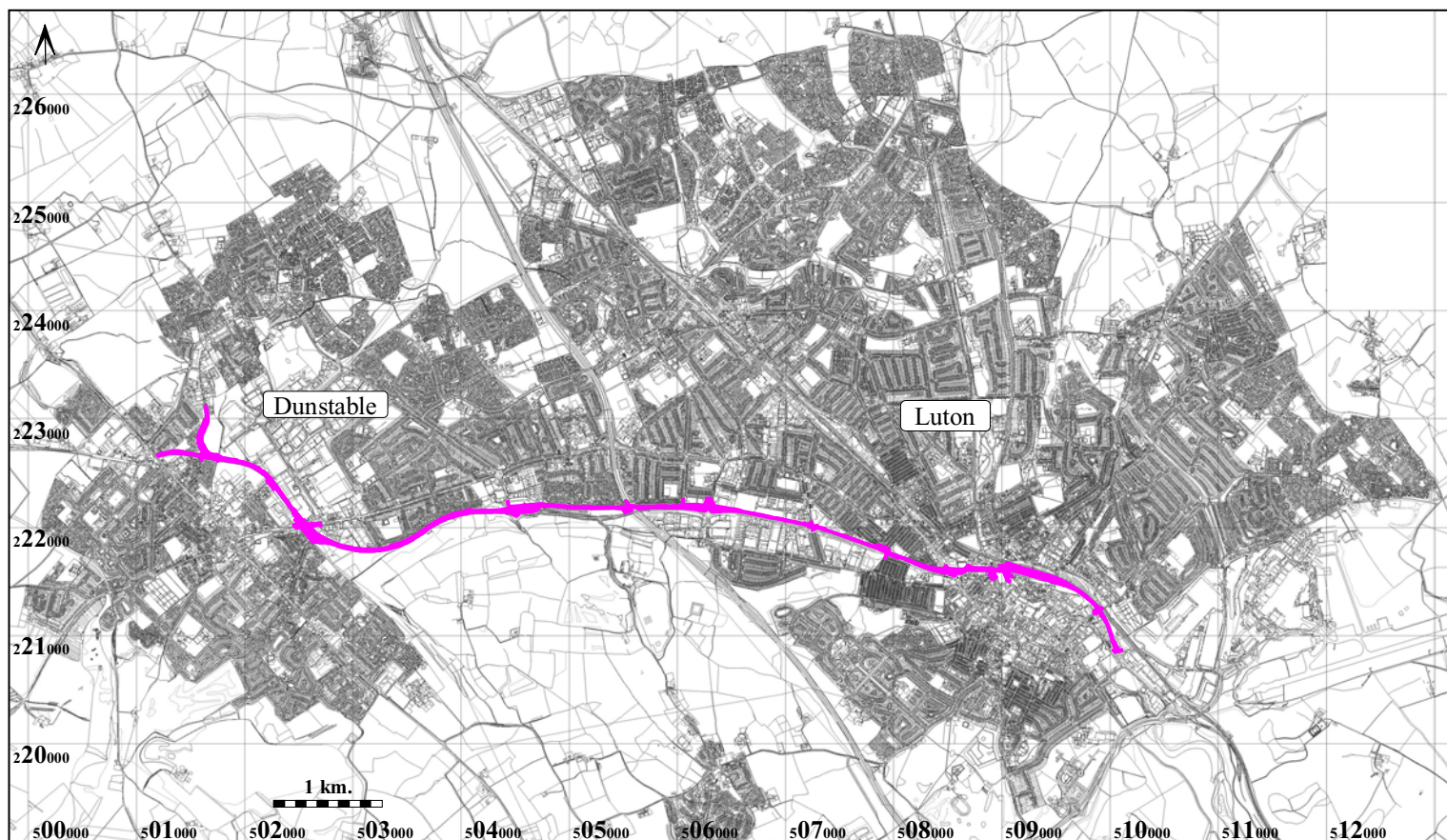
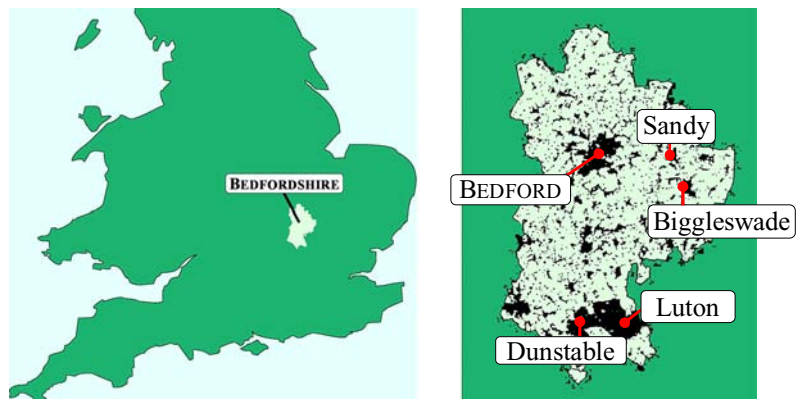


Figure 1: Site location

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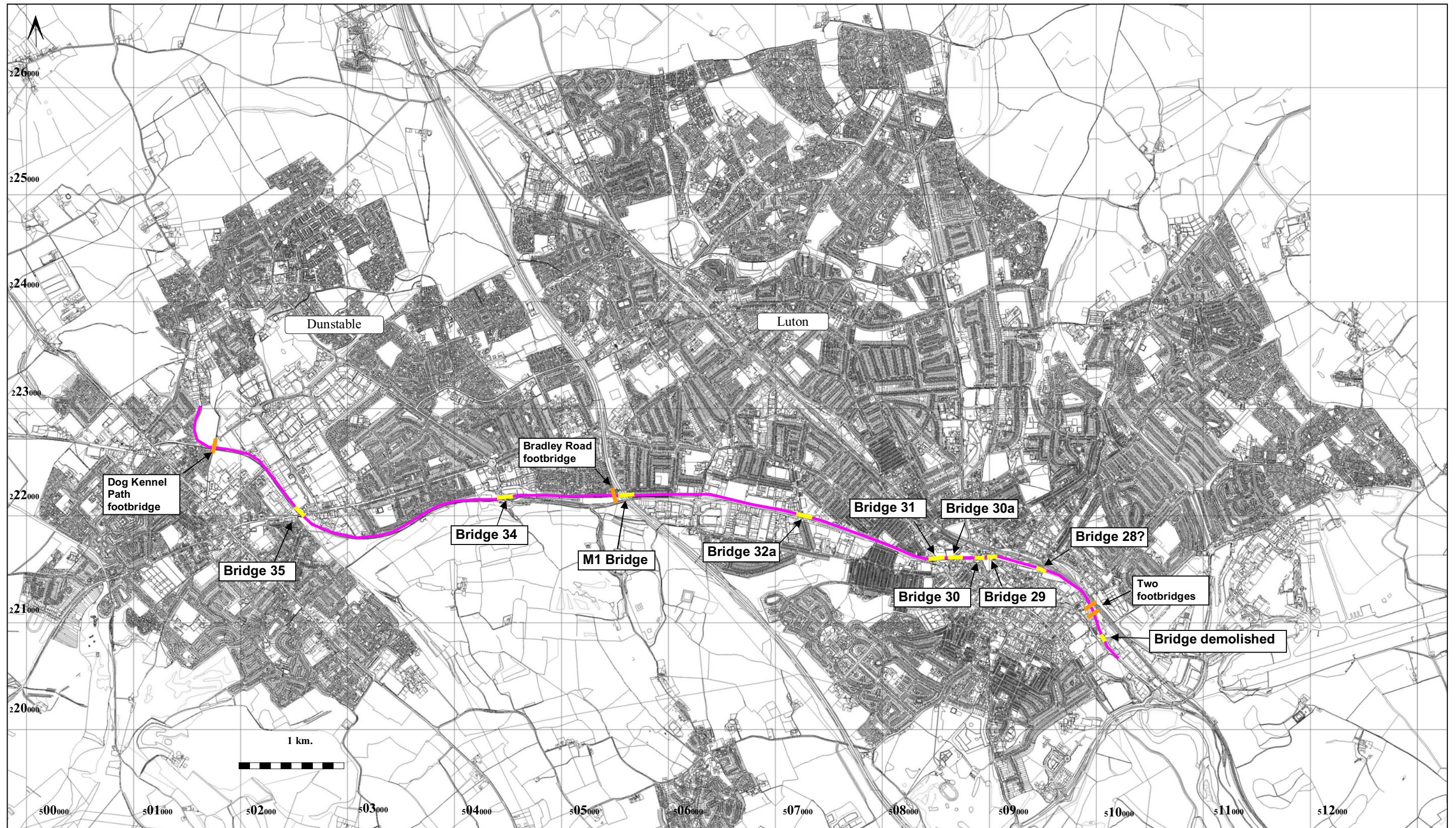
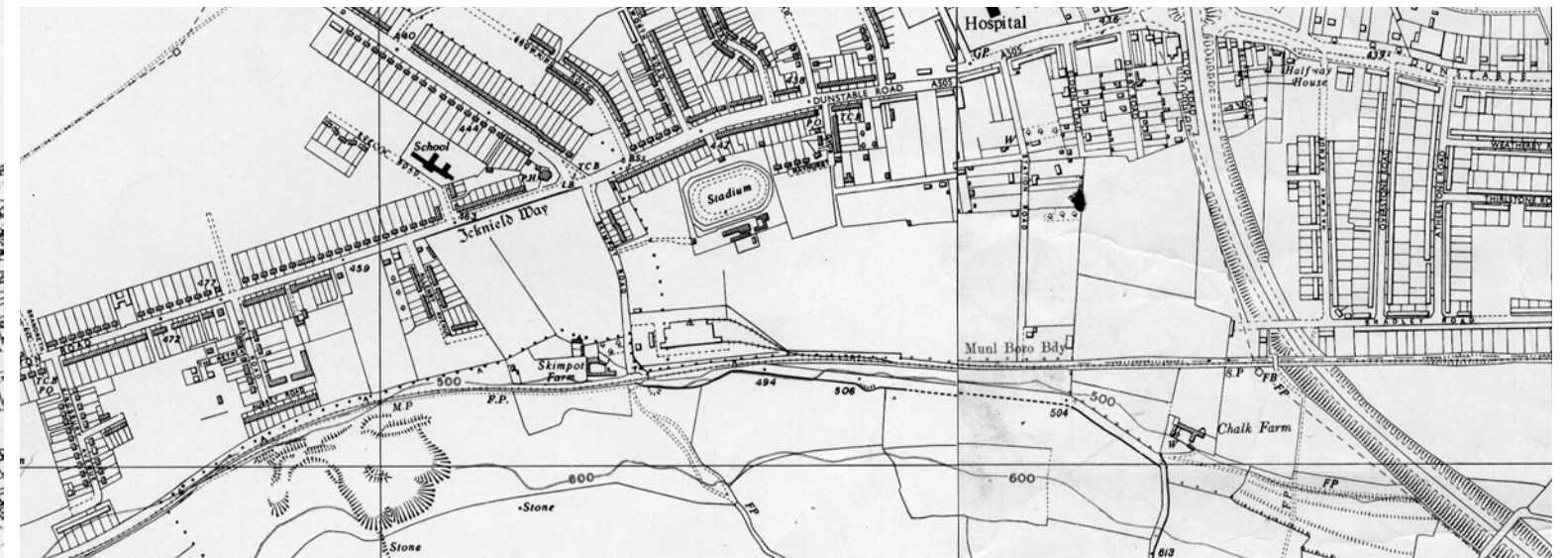


Figure 2: Location of bridges

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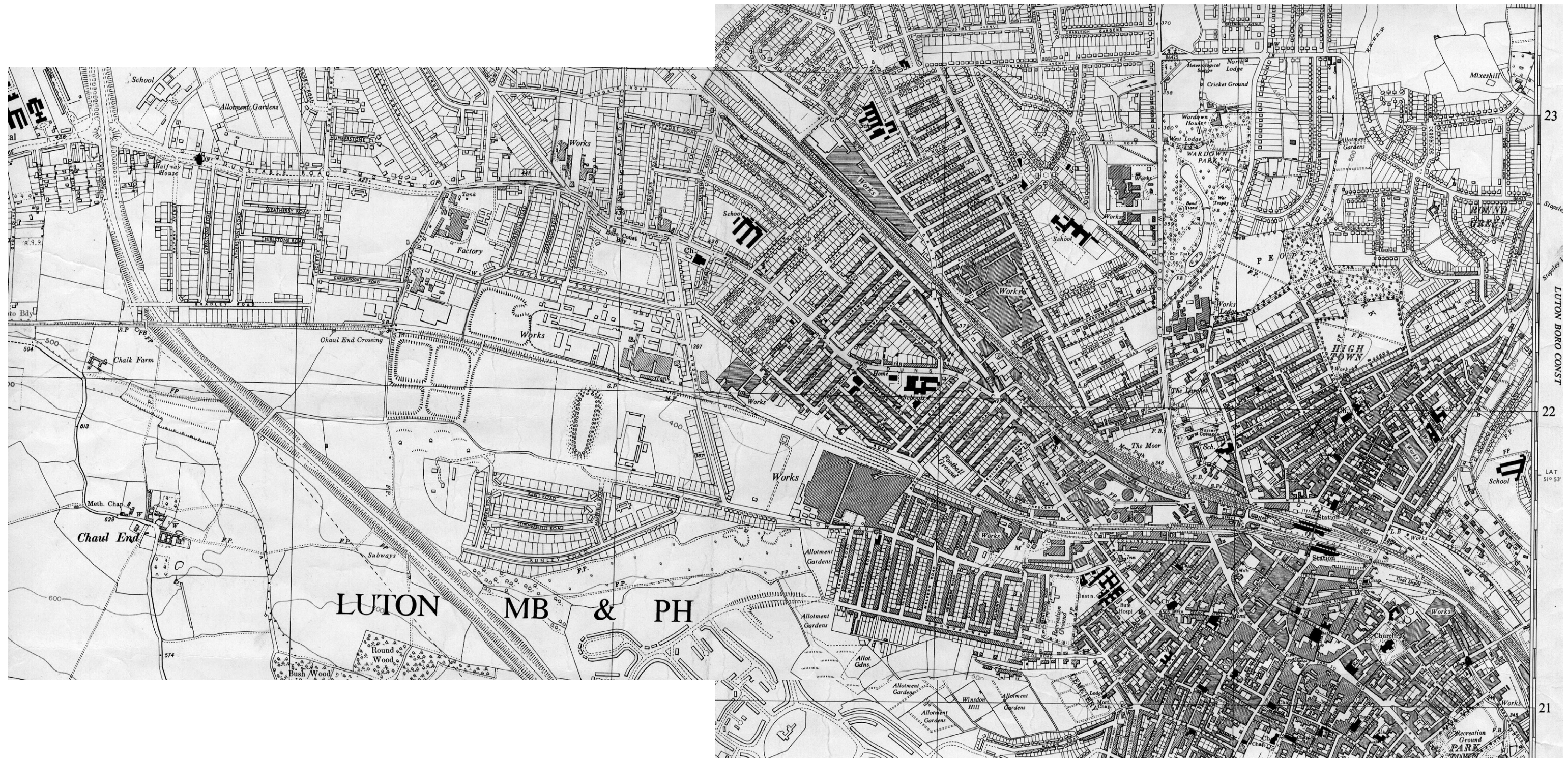


Figure 3b:
1960s 1:10,000 OS map. Luton end of
railway line

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WEST ELEVATION OF EXISTING BRIDGE.

EAST ELEVATION OF NEW BRIDGE.

WEST ELEVATION OF NEW BRIDGE.

PLAN OF EXISTING BRIDGE.

PLAN OF NEW BRIDGE.

CROSS-SECTION THROUGH BRIDGE DECK.

CROSS-SECTION THROUGH NEW BRIDGE DECK.

RECORD OF BOREHOLES.

SECTION A-A.

SECTION B-B.

SECTION C-C.

SECTION D-D.

LOCATION DIAGRAM.

SITE PLAN.

LIST OF DRAWINGS.

C.D. NO.	DESCRIPTION	DATE
9801-00	GENERAL ARRANGEMENT.	1907
9802-00	CONSTRUCTION STAGES SHEET 1.	1907
9803-00	CONSTRUCTION STAGES SHEET 2.	1907
9804-00	FOOTWAY DETAIL.	1907
9805-00	FOOTWAY DETAIL.	1907
9806-00	FOOTWAY DETAIL.	1907
9807-00	FOOTWAY DETAIL.	1907
9808-00	FOOTWAY DETAIL.	1907
9809-00	FOOTWAY DETAIL.	1907
9810-00	FOOTWAY DETAIL.	1907
9811-00	FOOTWAY DETAIL.	1907
9812-00	FOOTWAY DETAIL.	1907
9813-00	FOOTWAY DETAIL.	1907
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9819-00	FOOTWAY DETAIL.	1907
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9890-00	FOOTWAY DETAIL.	1907
9891-00		

Copy of original engineers plans.
Available on archive DVD, file no.
3093374.TIF.

Luton Dunstable Busway, Bedfordshire
Structural Recording

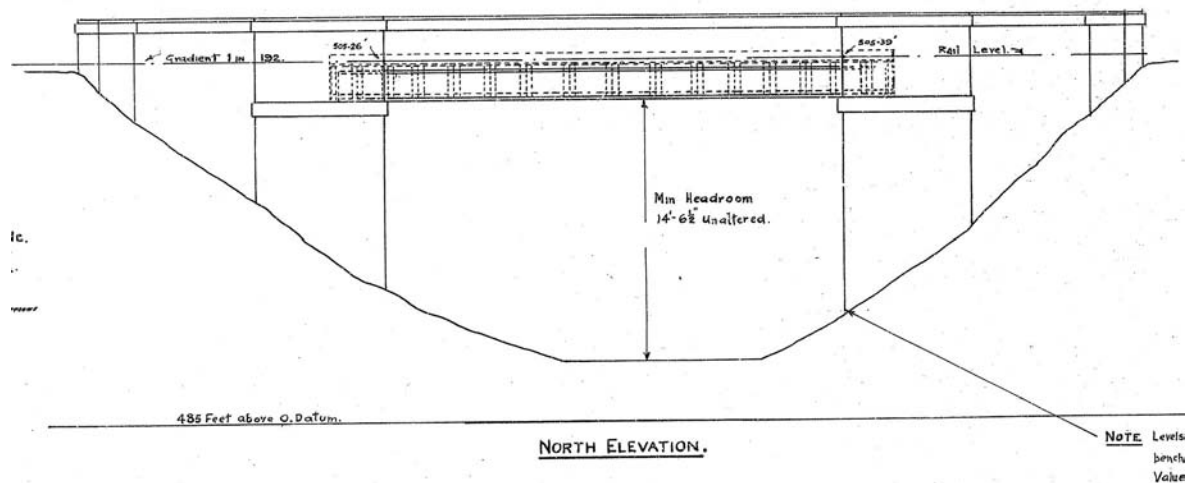


Figure 5a: Bridge 34 - original Skimpot Road bridge (demolished), north elevation.



Figure 5b: Bridge 34 - original Skimpot Road bridge, north elevation. Photograph (HER 10051)

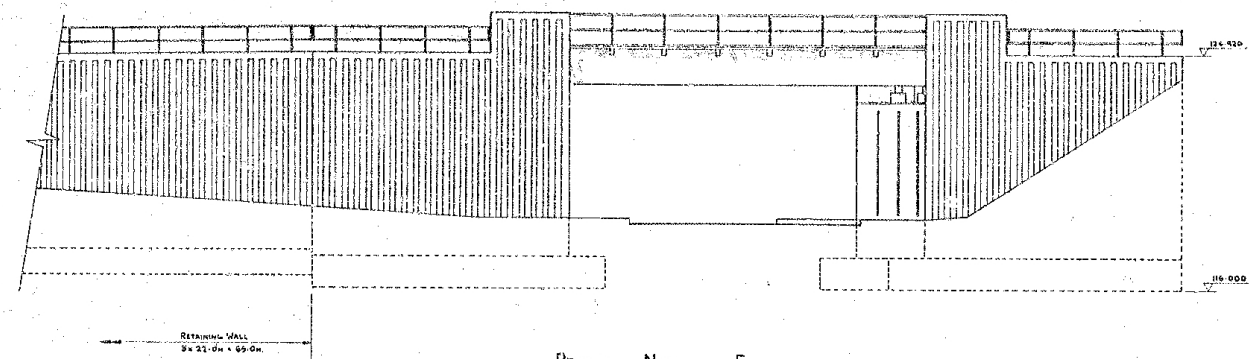


Copy of original
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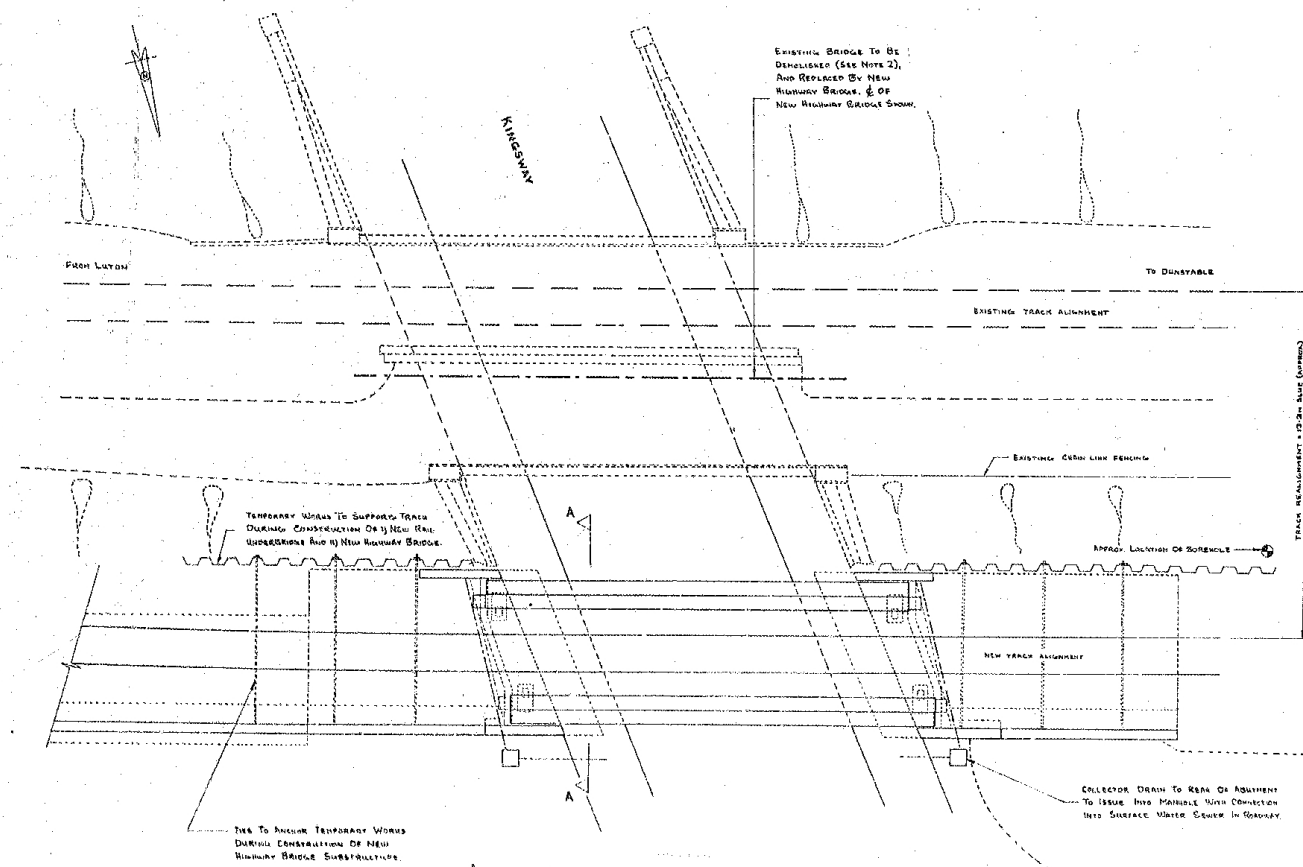
Cross ref with Plate 3.



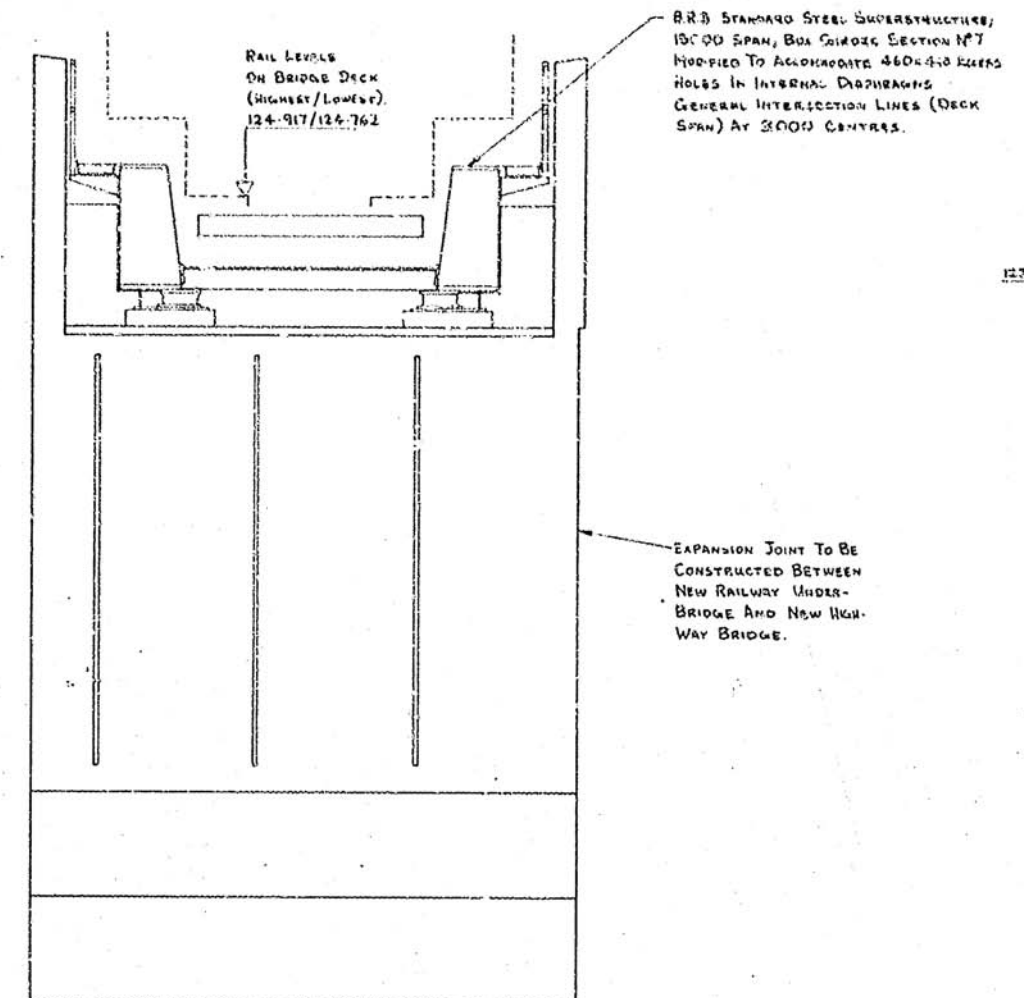
3219043



PROPOSED NORTHERN ELEVATION (1:100)



PLAN SHOWING PROPOSED AND EXISTING BRIDGES (1:100)



ELEVATION A-A (1:150)

Figure 8:
Bridge 32a – Kingsway, Luton.
(Not to scale)

Copy of original engineers plans.
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3219043.TIF.

Cross ref with Plate 5.

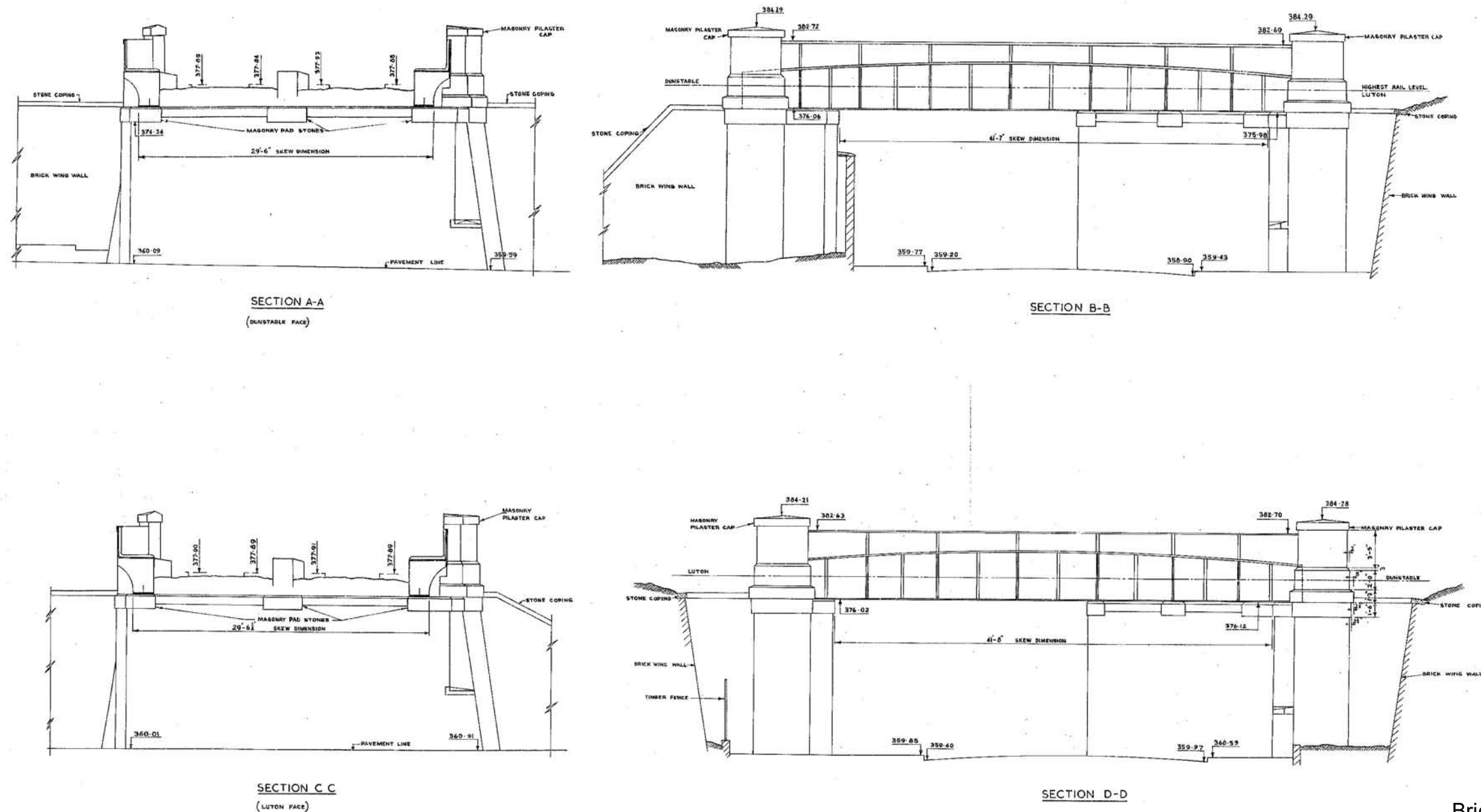


Figure 9:
Bridge 31 - Dunstable Road, Luton.
(Not to scale)

Surveyed before alterations added in
1960s.

Copy of original engineers plan.
Available on archive DVD, file no.
3104122.TIF.

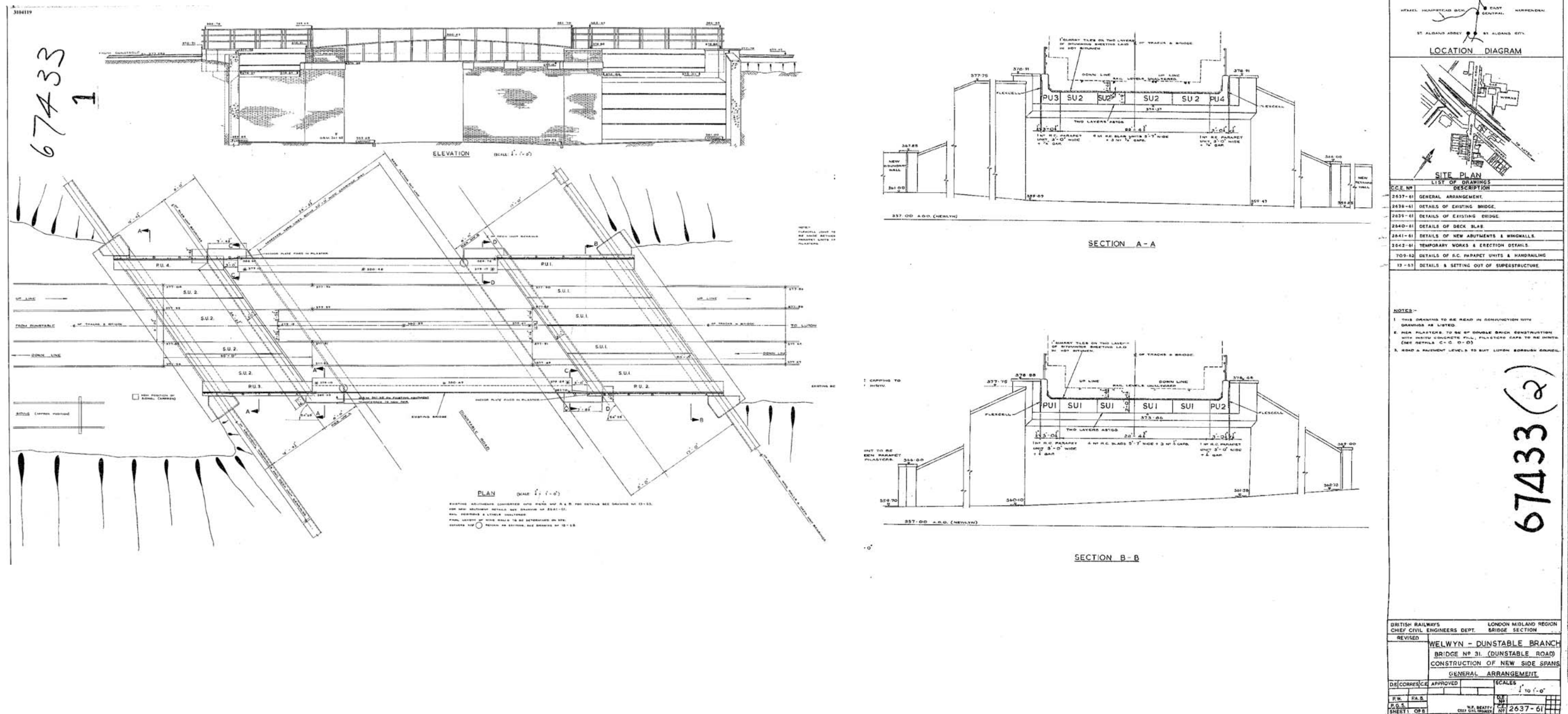


Figure 10:
Bridge 31 - Dunstable Road, Luton.
(Not to scale)

After alterations in 1960s.

Copy of original engineers plans. Available on archive
DVD file no. 3104119.TIF and 3104120.TIF.

Cross ref with Plate 6.



Copy of original engineers plans, available on
archive DVD file no 3046157.jpg, date:
03/10/1977.

Luton Dunstable Busway, Bedfordshire
Structural Recording

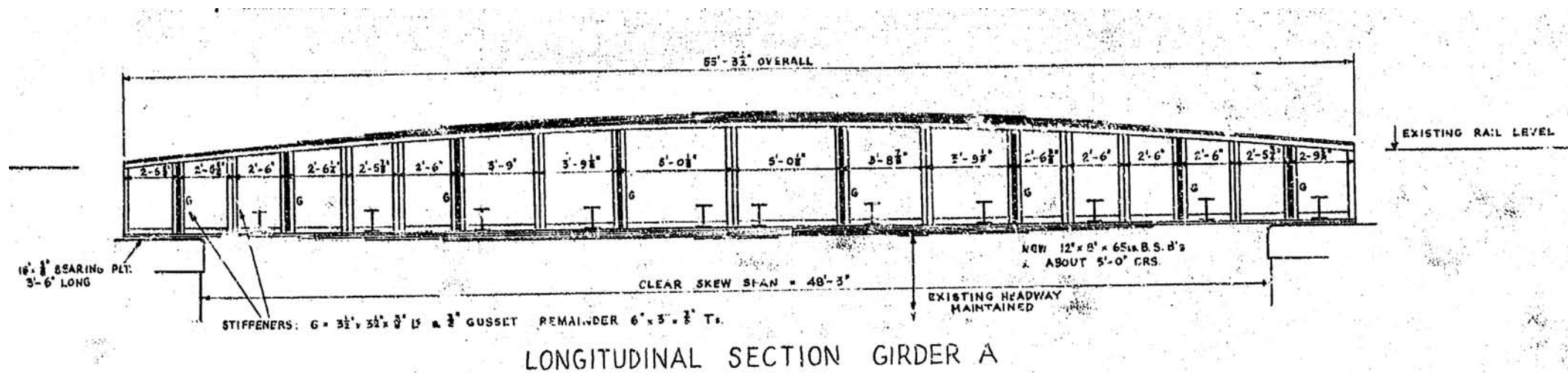
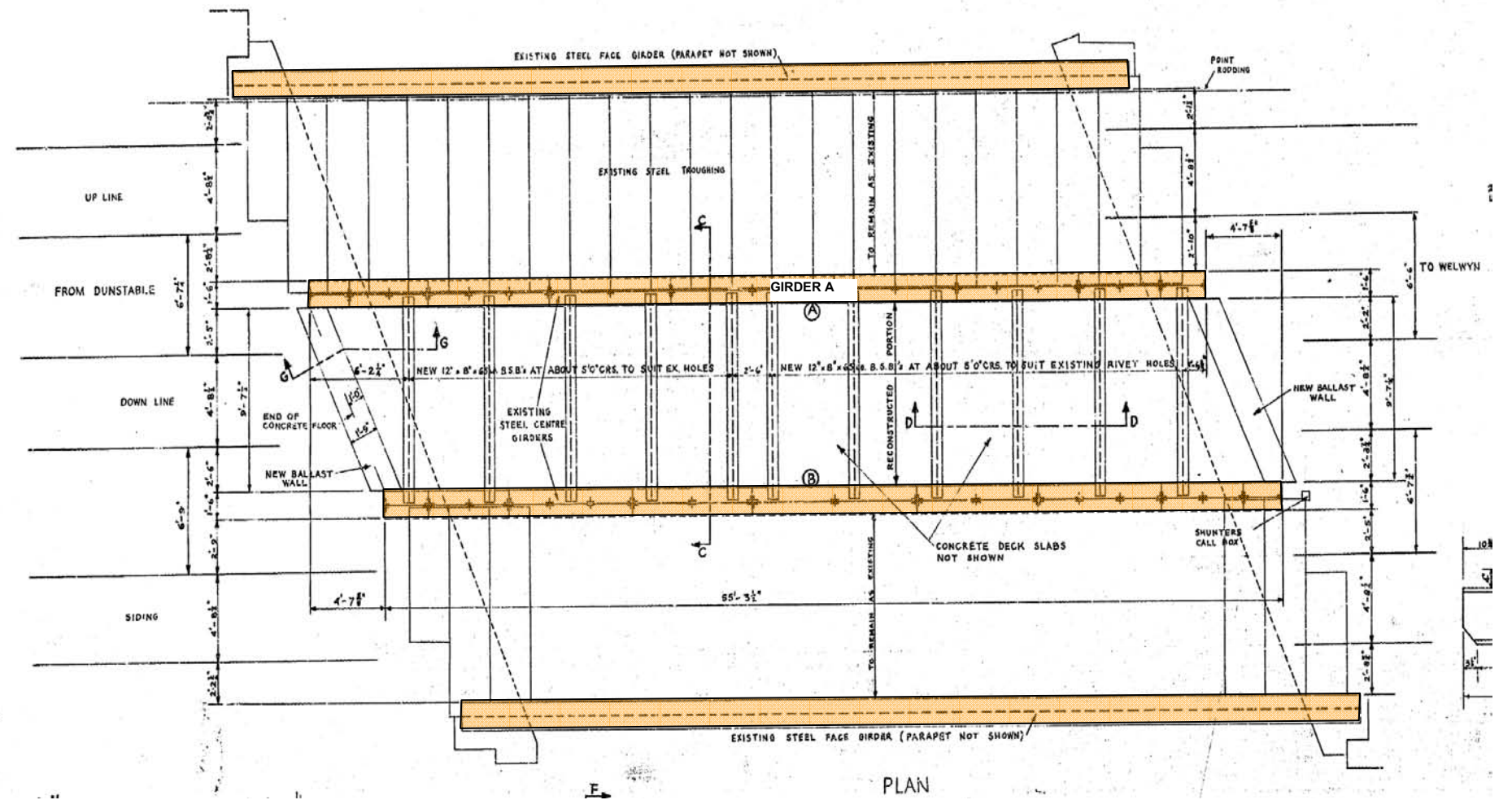
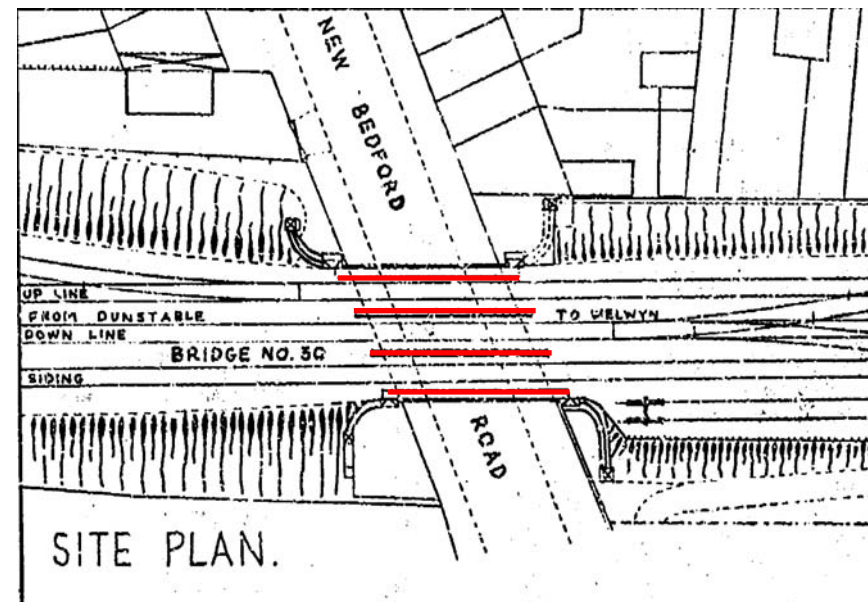


Figure 12:
Bridge 30 - New Bedford Road, Luton.
(Not to scale)

All drawings excerpts taken from engineering drawing file no. 3092811.jpg, date: 31/3/60.
Available on DVD in digital archive.

Cross ref with Plate 8.



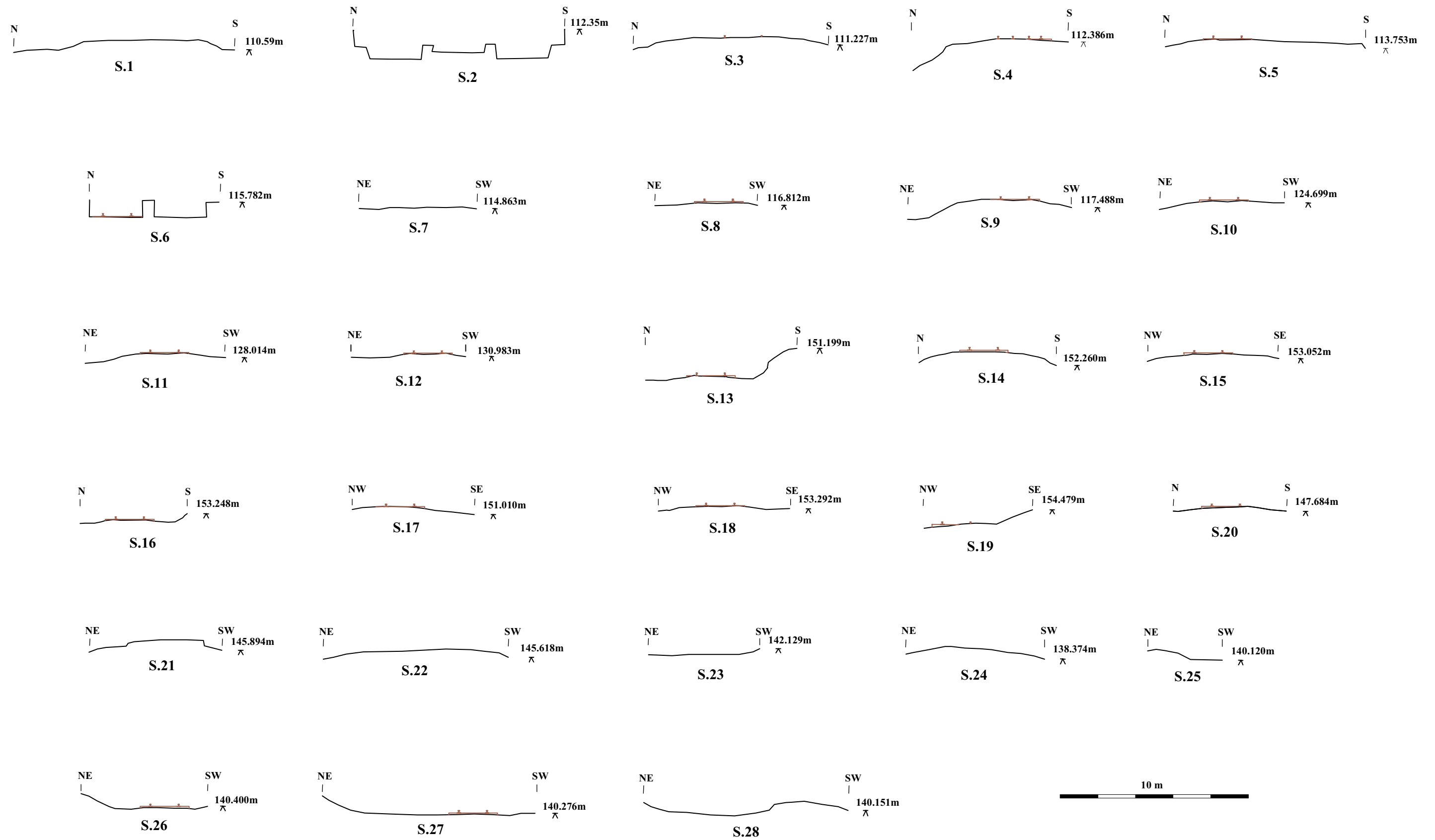


Figure 14: All sections across railway bed

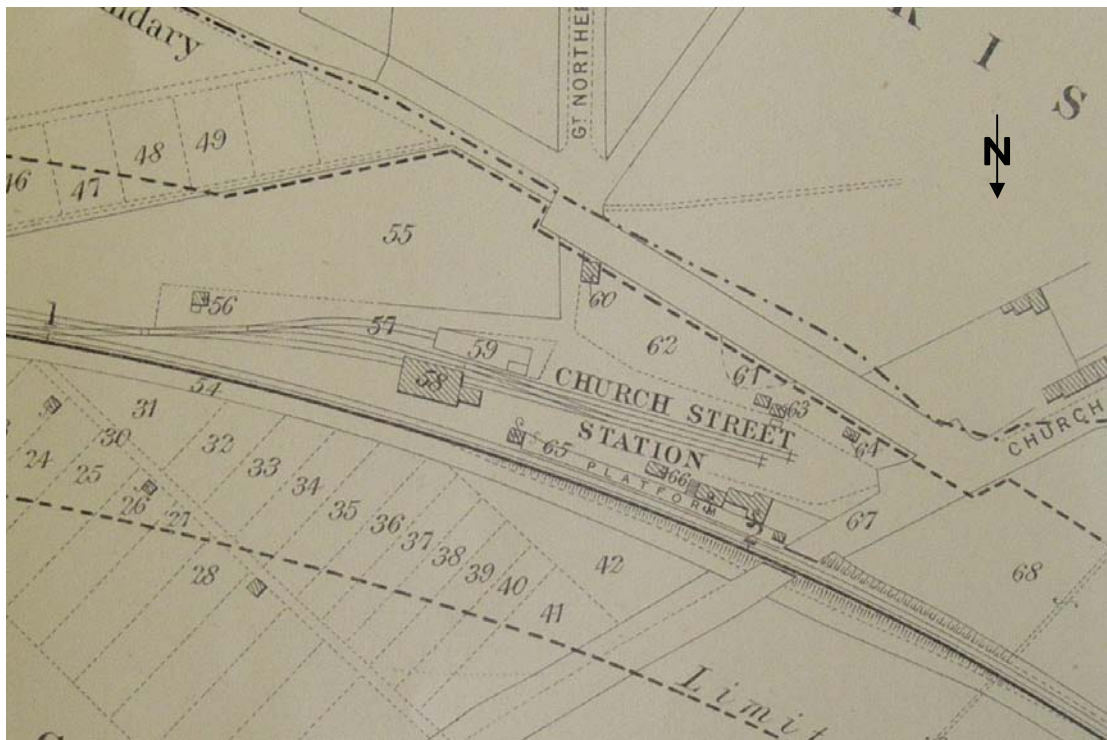


Figure 15: Dunstable Church Street Station in 1891
(BLARS ref: PDR 1/10/1-2)

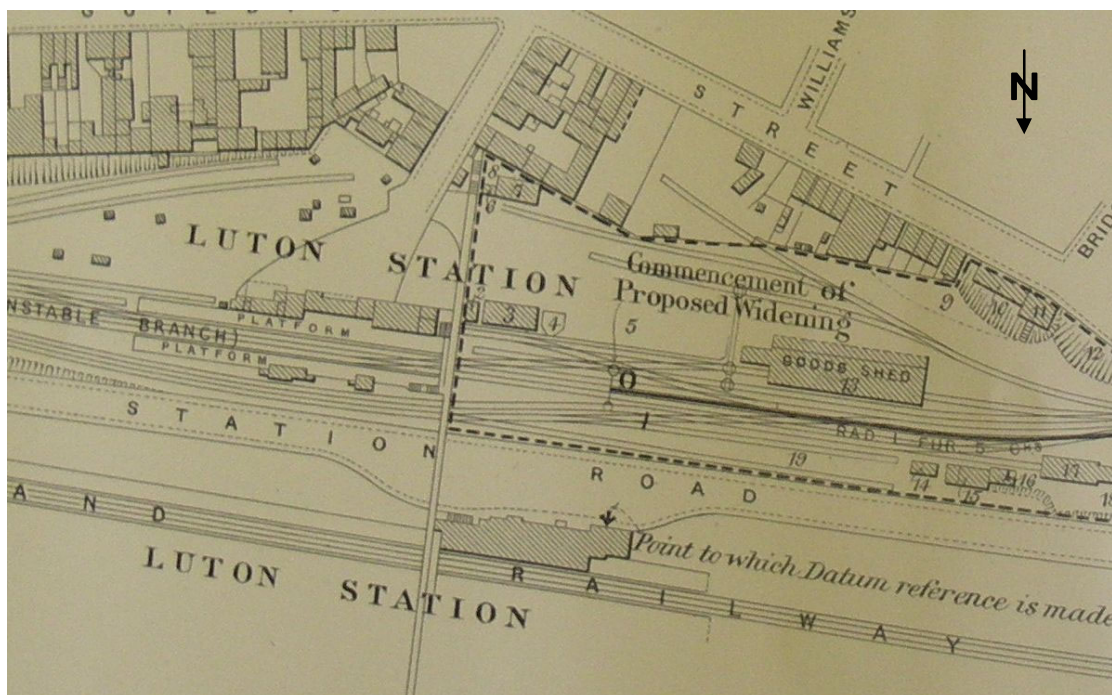
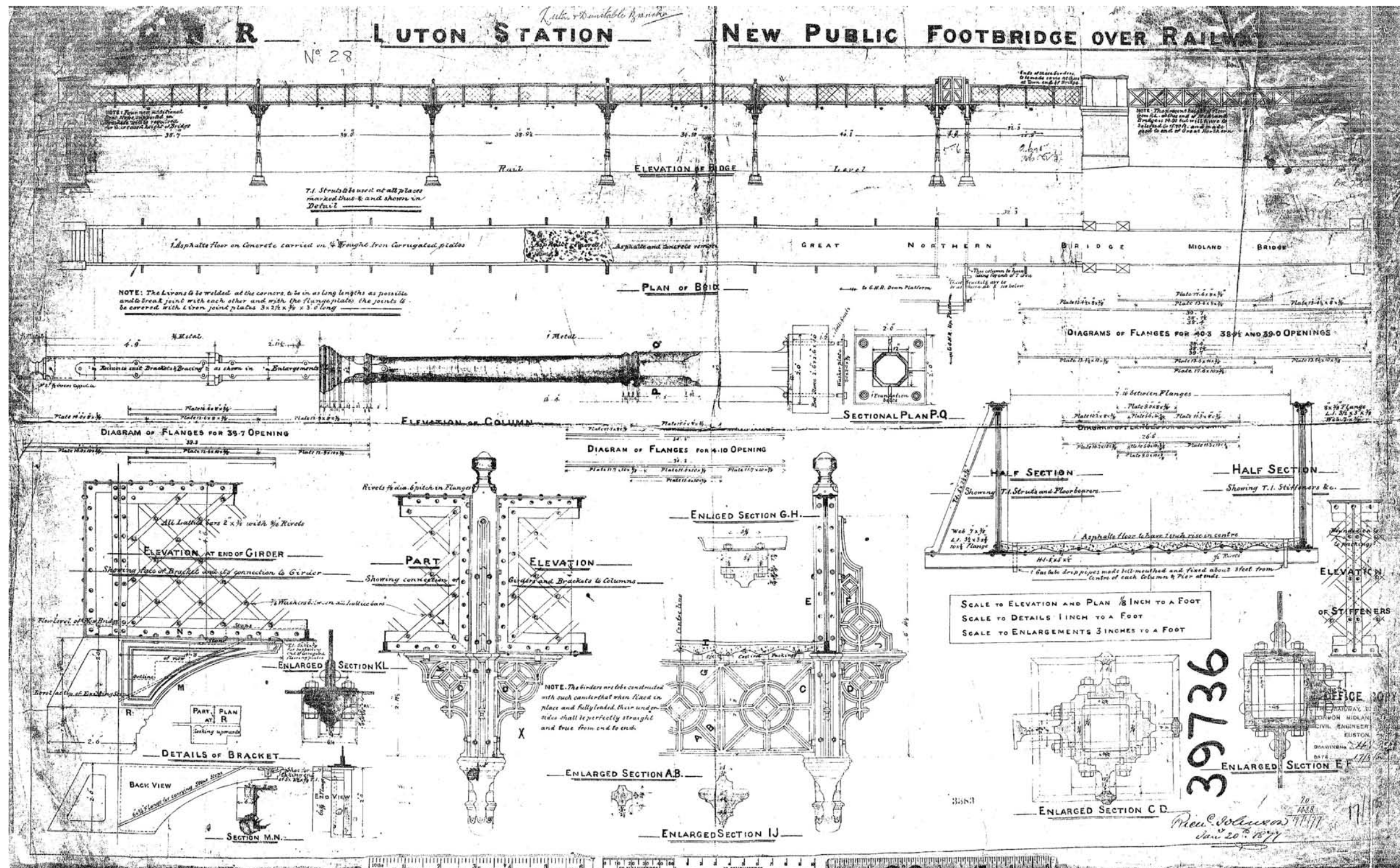


Figure 16: Luton Bute Street Station and Midland line station (bottom of image) plus footbridge in 1891
(BLARS ref: PDR 1/10/1-2)



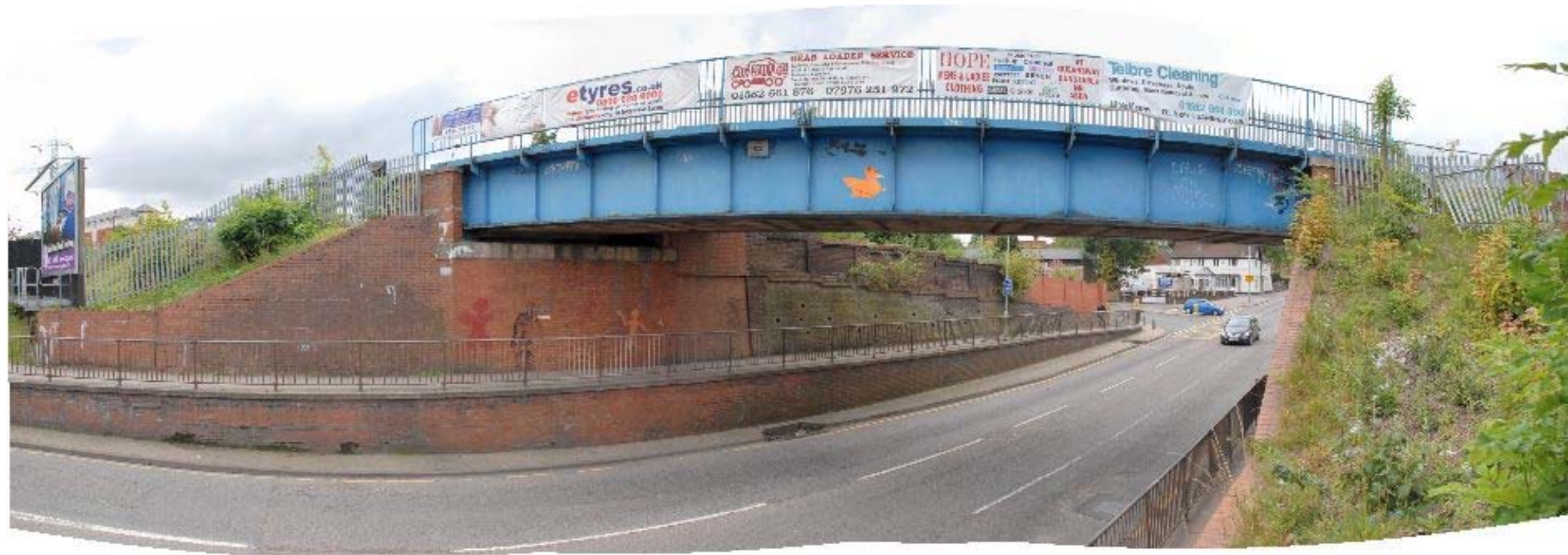


Plate 1a: Bridge 35, west-facing



Plate 1b: Bridge 35, looking south-east towards Blow's Downs



Plate 1c: Detail of floor tiles

Plate 1 (a, b, c):
Bridge 35 – Church Street, Dunstable

Cross ref with Figure 4.



Plate 2a: Bridge 34 looking east towards Luton



Plate 2b: Bridge 34 looking west towards Dunstable



Plate 2c: Bridge 34 north-facing elevation



Plate 2d: Bridge 34

Plate 2 (a, b, c, d):
Bridge 34 – Skimpot road.

Cross ref with Figure 5



Plate 3: Bradley Road footbridge. East-facing elevations.
Cross ref with Figure 6.



Plate 4a: Bridge over M1, looking east towards Luton from Bradley Road footbridge.



Plate 4b: Bridge over M1, northern steel parapet and one remaining track.



Plate 4a: Bridge over M1, north-facing elevation



Plate 4b: Bridge over M1, northern steel parapet detail.

Plate 4 (a, b, c, d):
Bridge over M1.

Cross ref with Figure 7.



Plate 5: Bridge 32a – Kingsway.
Railway bed looking east towards Luton (top); north-facing elevation
(bottom).
Cross ref with Figure 8.



Plate 6a: Bridge 31, looking east towards Luton Station



Plate 6b: Bridge 31, steel girder detail.



Plate 6a: Bridge 31, north-facing elevation (stitched photograph)

Plate 6 (a, b, c):
Bridge 31, Dunstable Road, Luton.

Cross ref with Figure 10.



Plate 7a: Bridge 30a, looking east towards Luton Station



Plate 7b: Bridge 30a, looking west towards Dunstable



Plate 7a: Bridge 30a, north-facing elevation



Plate 7d: Bridge 30a, steel girder graffiti

Plate 7 (a, b, c, d):
Bridge 30a, Telford Way, Luton.

Cross ref with Figure 11.



Plate 8a: Bridge 30a, looking east towards Luton Station



Plate 8b: Bridge 30a, steel girders and tracks



Plate 8a: Bridge 30a, north-facing elevation (stitched)



Plate 8a: Bridge 30a, gutter and drainage pipe underneath bridge

Plate 8 (a, b, c, d):
Bridge 30 – New Bedford Road, Luton.

Cross ref with Figure 12.



Plate 9: Bridge 29 – Guildford Street, Luton.
South-facing elevation (top); detail of gate at south-facing elevation (bottom).



Plate 10: Bridge at Church Street, Luton.
North-facing elevation (top); bridge railway bed (bottom left), underside
of bridge with drain pipe removed (bottom right).



Plate 11: First footbridge to the east of Crawley Green Bridge. West-facing elevation and underside



Plate 12: First footbridge to the east of Crawley Green Bridge. West-facing elevation



Plate 13: Second footbridge to the east of Crawley Green Bridge. West-facing elevation



Plate 14: Second footbridge to the east of Crawley Green Bridge. East-facing elevation



Plate 15: Remains of demolished bridge over Kimpton Road, Luton.
Looking north-west



Plate 16: End of the line by Luton Retail Park, Gypsy Lane. Remains of
railway embankment without track



Plate 17: Dog Kennel Down path footbridge western elevation



Plate 18: Dog Kennel Down path footbridge walkway



Plate 19: Track chair with a date of 1957

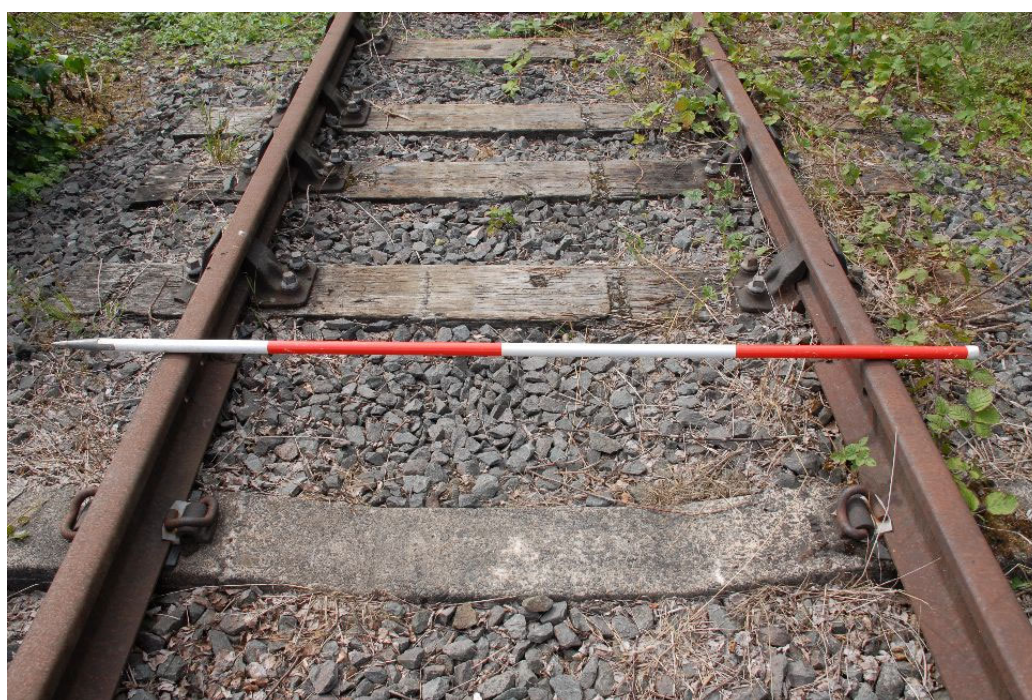


Plate 20: Change from wooden to concrete sleepers



recto



verso

Plate 21: Light signal east of Luton station



Plate 22: Ground signal (old) west of Crawley Green Bridge



Plate 23: Ground signal (new) west of Crawley Green Bridge



Plate 24: Discarded signalling equipment on Network Rail land east of Luton Station



Plate 25: Disconnected electricity infrastructure for signals and points



Plate 26: Reflectorised distance signal near Luton Town football club



Plate 27: Rectangular structure



Plate 28: Signalling equipment near Dunstable Church Street station



Plate 29: Felled telegraph pole



Plate 30: Steam plate on eastern side of Crawley Green Bridge, Luton