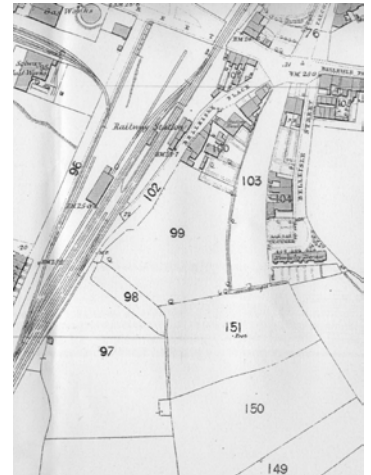


# LAND SOUTH OF WORKINGTON STATION, FALCON STREET, WORKINGTON, CUMBRIA

## Archaeological Building Recording



Client: Capita

NGR: 299521 528815

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November 2014



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## Non-Technical Summary

Following on from an earlier desk-based assessment as part of pre-planning consultation for the proposed construction of a transport hub on land south of Workington Station, Greenlane Archaeology was commissioned to record the standing remains of a brick-built structure at the north-east end of the site. This relatively detailed record of the structure was carried out in October 2014 and includes discussion about its historical development. In addition a photographic record was made of a former platform and sections of track and buffer stops to the south and their locations were also accurately surveyed.

The site, to the west of the centre of Workington, saw substantial development between the 16<sup>th</sup> and 18<sup>th</sup> centuries, with the development of the quays, and this increased in the 19<sup>th</sup> century with the coming of the railway and growth of the iron and steel industry. The standing remains largely relate to structures built around the time the railway opened in 1856 and certainly before c1864, most notably the Station Hotel. The rest of these buildings were demolished in recent years.

## Acknowledgements

Greenlane Archaeology would like to thank Capita for commissioning the project, and Jane Jackson at Capita for providing information about the site. Additional thanks are due to Jeremy Parsons, Historic Environment Officer at Cumbria County Council, for approving the project design.

The building recording was carried out by Dan Elsworth and Tom Mace, who also produced the report. The illustrations were produced by Tom Mace. The report was edited by Jo Dawson and the project was managed by Dan Elsworth.

## 1. Introduction

### 1.1 Circumstances of the Project

1.1.1 As part of a pre-planning consultation for the proposed construction of a transport hub on land south of Workington Station, Falcon Street, Workington (NGR 299521 528815), Greenlane Archaeology was commissioned to carry out a desk-based assessment for the site. This report was completed in June 2013 (Greenlane Archaeology 2013) and revealed that the north end of the site had some archaeological interest as there had been a number of buildings there from at least the middle of the 19<sup>th</sup> century, elements of some of which remained, although these essentially only comprised two truncated walls. It was recommended, amongst other things, that these standing remains be recorded prior to work being carried out for the development of the transport hub. Following on from that Greenlane Archaeology produced a project design and after its acceptance by Capita (hereafter 'the client') and approval by Jeremy Parsons, Historic Environment Officer at Cumbria County Council, the work was carried out in October 2014.

1.1.2 The available documentary evidence shows that the structures represent the remains of buildings present on the site from at least 1845, although subsequent rebuilding perhaps makes it more likely that they belong to one of a number of later buildings, perhaps including the former Station Hotel, which was certainly in existence by c1864 (Greenlane Archaeology 2013, 10).

### 1.2 Location, Geology, and Topography

1.2.1 The site occupies an area of relatively level ground to the west of the main town centre, which is adjacent to the estuary of the River Derwent on the north side and bounded by the A597 to the east. The railway passes adjacent to the west side of the site (Figure 1). The whole area is below 10m above sea level (Ordnance Survey 2011). The solid geology is dominated by Carboniferous Westphalian coal measures but with large amounts of red Permian sandstone of the Penrith group to the north and south (Moseley 1978, plate 1), with overlying glacial deposits forming a landscape generally comprising improved pasture outside the urban area (Countryside Commission 1998, 27 and 29).

1.2.2 The standing walls at the north end of the site form a skewed *N*-shape from above with additional concrete floor surfaces visible to the south (Figure 2). The sections of wall are referred to throughout this report as relating to the north-east end (the east side of the '*N*'), central section, and south-west end (or west side of the '*N*') (see Figure 2 and Figure 3). The site is mostly waste ground, with a temporary car park at the north end, and although much of it is very overgrown various sections of railway track are visible and a former platform still remains (Figure 4).

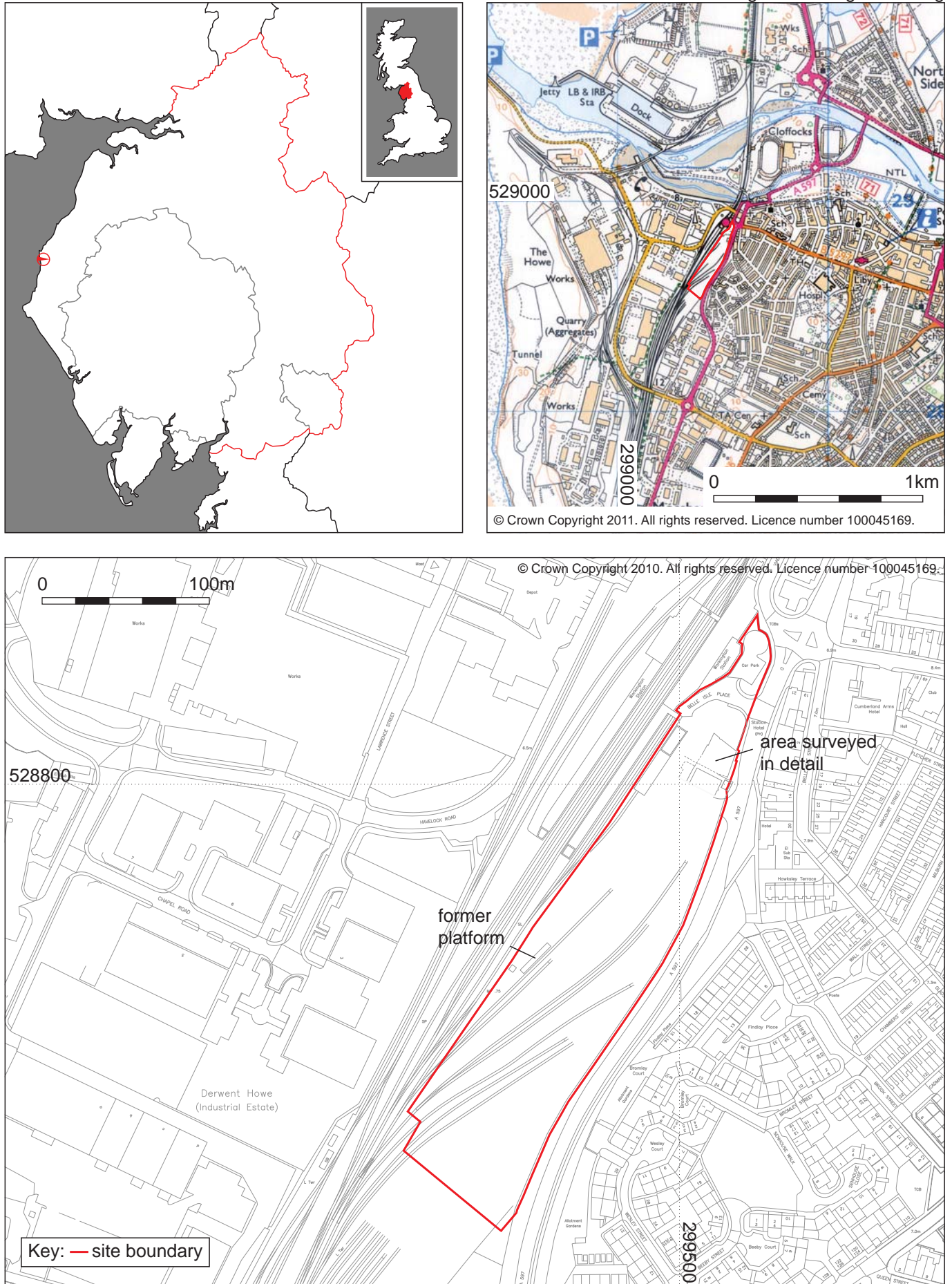


Figure 1: Site location

Client: Capita



## 2. Methodology

### 2.1 Introduction

2.1.1 The main part of the archaeological work on site involved detailed recording of standing walls at the north end of the site (Figure 2 and Figure 3). The investigation comprised three separate elements intended to provide a suitable record of these structures, in line with English Heritage standards (English Heritage 2006) and the guidelines of the Institute for Archaeologists (IfA 2008). A record was also produced of the former platform and buffer stops further to the south and their locations recorded (Figure 4). Much of the area is very overgrown and therefore inaccessible. In addition, a suitable archive was compiled to provide a permanent record of the project and its results in accordance with English Heritage and IfA guidelines (English Heritage 1991; Brown 2007).

### 2.2 Desk-Based Assessment

2.2.1 Information collated as part of the earlier desk-based assessment (Greenlane Archaeology 2013) covering the Workington Station site is included in this report in order to place the results of the building recording in their historical context.

### 2.3 Building Recording

2.3.1 The recording of the standing building remains at the north end of the site was carried out to English Heritage Level-2 type standards (English Heritage 2006), which provides a relatively detailed record of the building, but discusses its development in terms of its historical context to only a limited extent. The recording comprised the following elements:

- **Written record:** descriptive records of all parts of the building were made using Greenlane Archaeology *pro forma* record sheets;
- **Photographs:** photographs in both 35mm colour print and colour digital format were taken of the main features of the building, its general surroundings, and any features of architectural or archaeological interest. A selection of the colour digital photographs is included in this report, and the remaining photographs are in the project archive;
- **Drawings:** the main features of the site were recorded using a total station coupled to a portable computer operating TheoLT and AutoCAD, which enabled the production of an AutoCAD .dwg file on site at a scale of 1:1. This plan was then plotted out at a scale of 1:100 and detail added through hand-measurement to produce a hard copy drawing in pencil on drafting film.

### 2.4 Archive

2.4.1 A comprehensive archive of the project has been produced in accordance with the project design, and current IfA and English Heritage guidelines (Brown 2007; English Heritage 1991). The paper and digital archive and a copy of this report will be deposited in the Cumbria Archive Centre in Whitehaven following the completion of the project. Up to three copies of this report will be provided as necessary for the client and a copy will be retained by Greenlane Archaeology. In addition, at a suitable time a digital copy will be provided for the Historic Environment Record at Cumbria County Council, and a record of the project will be made on the OASIS scheme.

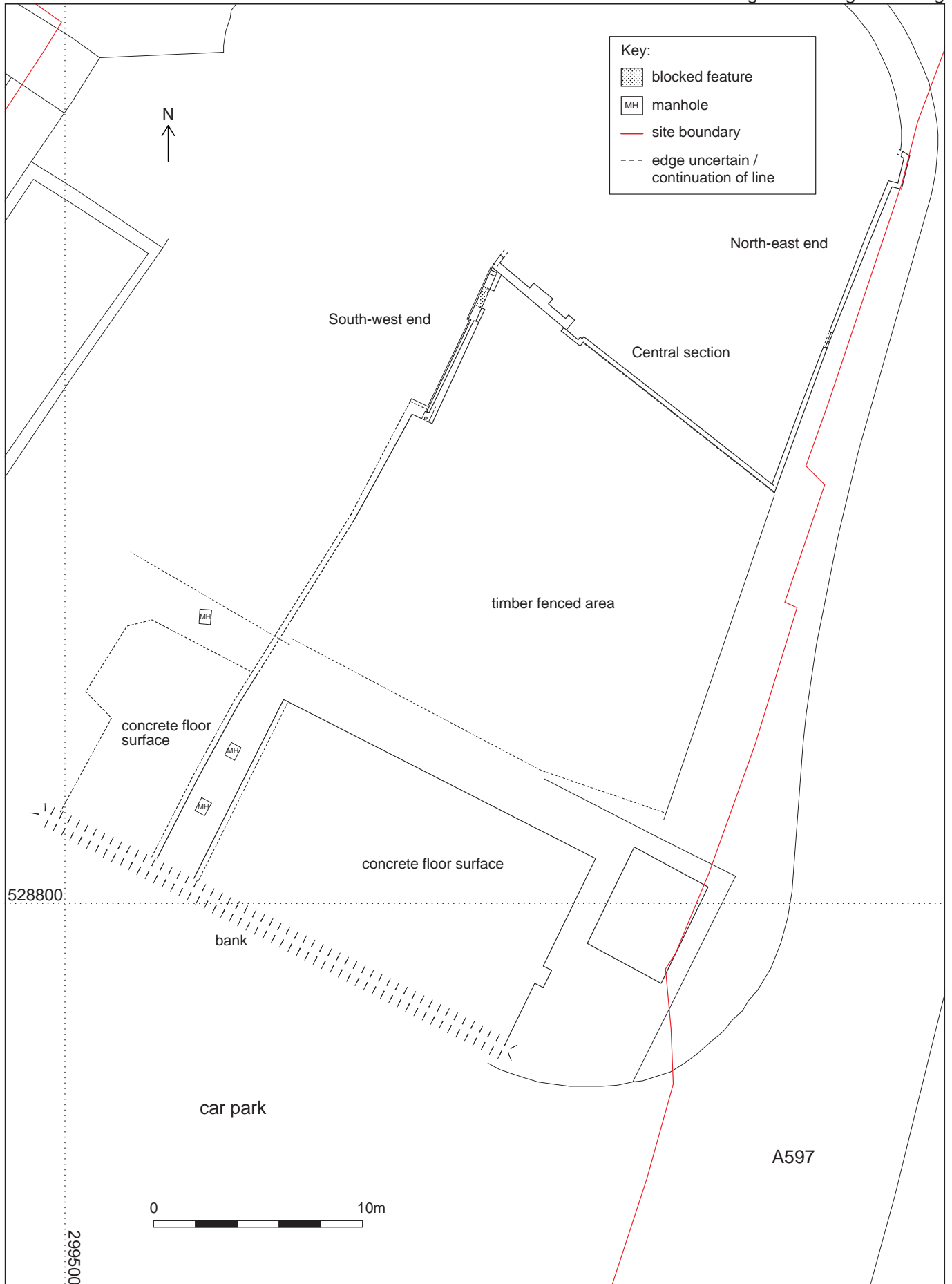


Figure 2: Plan of walls and concrete floor surfaces at the north end of the site

### 3. Desk-Based Assessment

#### 3.1 Map and Image Progression

3.1.1 **Introduction:** various plans are available pre-dating the late 18<sup>th</sup> century but none of these shows the site in detail. The maps listed below are the most useful in interpreting the development of the site. The plates show the site boundary in red and areas recorded in detail are marked in blue.

3.1.2 **Map, 1793:** this plan was originally reproduced in Jollie (1811), but this copy is taken from Byers (1998). The site appears to be just to the east of the area labelled 'Marsh' (Plate 1), but it is not possible to more accurately locate the site on this map.

3.1.3 **Map, c1831:** this shows a similar level of detail to the earlier map. Like the earlier map it appears to show buildings in the area of the site (Plate 2).

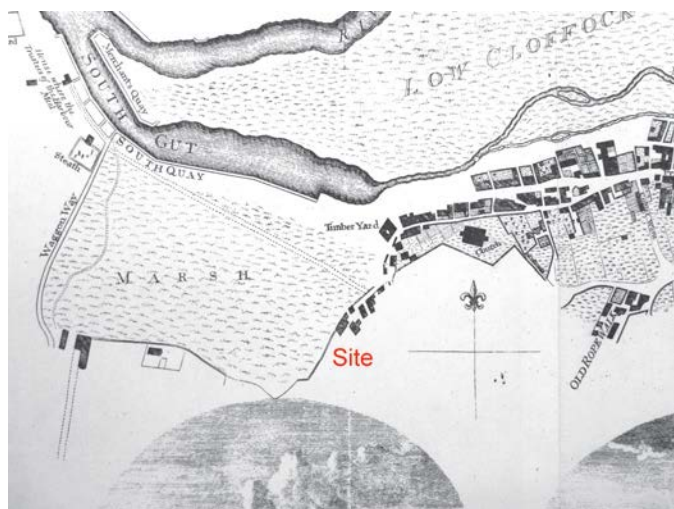


Plate 1 (left): Map of Workington, 1793

Plate 2 (right): Map of Workington, c1831 (CAC(W) YDX 231/1 c1831)

3.1.4 **Tithe map, 1845:** this map (Plate 3) shows most of the site is covered in fields apart from a row of terraced properties and gardens at the north end (CAC(C) DRC 8/158 1845). The position of the east boundary wall is consistent with the current site boundary, but none of the buildings correspond with any of the standing structures present on site today. They may relate to properties shown on later mapping facing immediately onto Belleisle Place further to the west (cf. Plate 5).



Plate 3: Extract from tithe map, 1845 (CAC(C) DRC 8/158 1845)

3.1.5 **Ordnance Survey c1864:** the railway station has been built to the west and more buildings are shown at the north end of the site, although only Station Hotel is named (Plate 4). The standing walls on site align with the south corner of Station Hotel and structures along the east boundary (at the north-east end) and the east boundary wall (Plate 5). The line of the south-west end of Station Hotel continues to the boundary wall, with a break (presumably for a gate or doorway). The south-west end section also loosely corresponds to the east end of structures located here, the various paths presumably have access through gates or doorways in the surrounding walls, and the west end of the concrete bases partially coincides with the south wall and footings of some of the buildings located to the south and west.

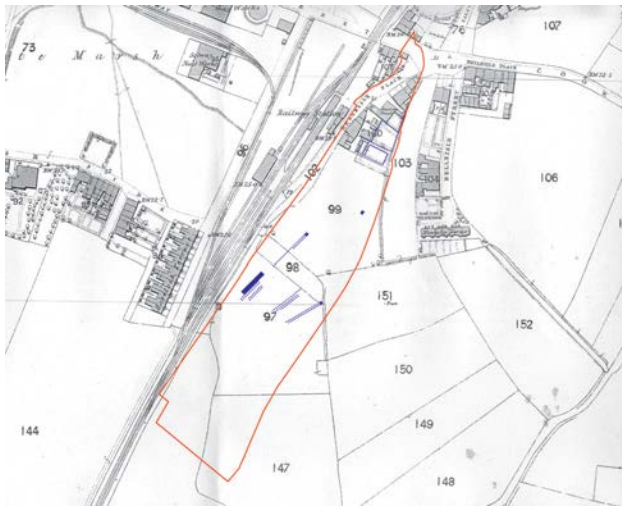


Plate 4 (left): Extract from Ordnance Survey map, c1864

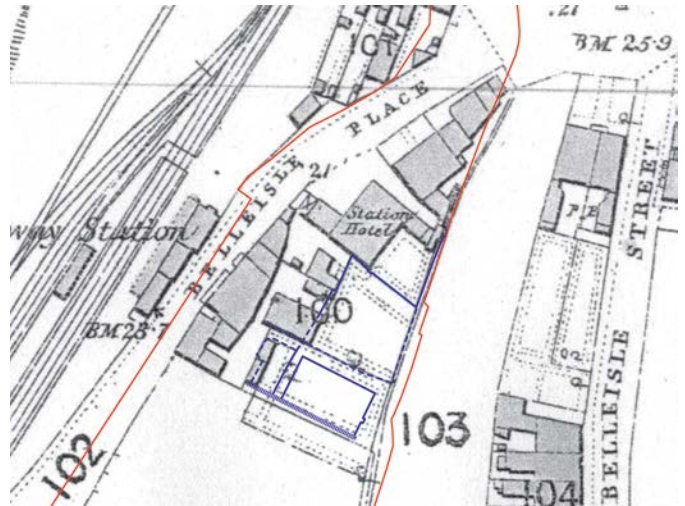


Plate 5 (right): Detailed extract from Ordnance Survey map, c1864

3.1.6 **Ordnance Survey 1866:** this map (Plate 7) was surveyed only one year later than the previous Ordnance Survey map but due to its scale it is far more detailed. The correlation between elements recorded as part of the current survey and structures shown on this map is clear (Plate 7). A doorway is more clearly shown at the north-east end of the north-east end section.



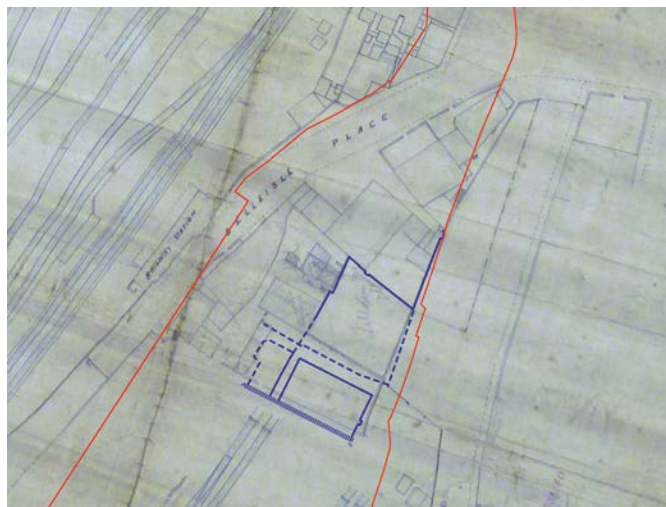
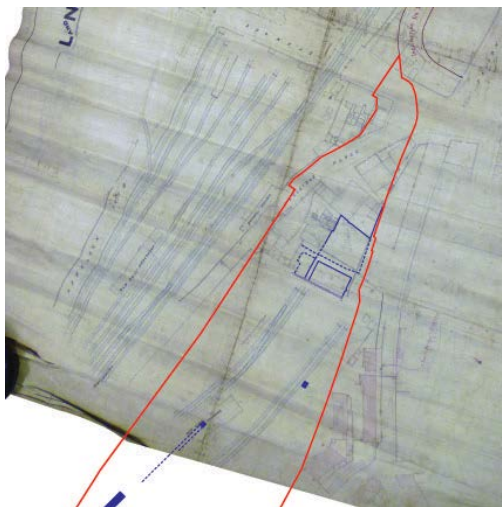
Plate 6 (left): Extract from Ordnance Survey map, 1866



Plate 7 (right): Detailed extract from Ordnance Survey map, 1866

3.1.7 **Railway plan, 1884:** this plan shows most of the same elements as the earlier plan (Plate 8; cf. Plate 7) but additionally shows the New Goods Warehouse and new sections of rail track towards the

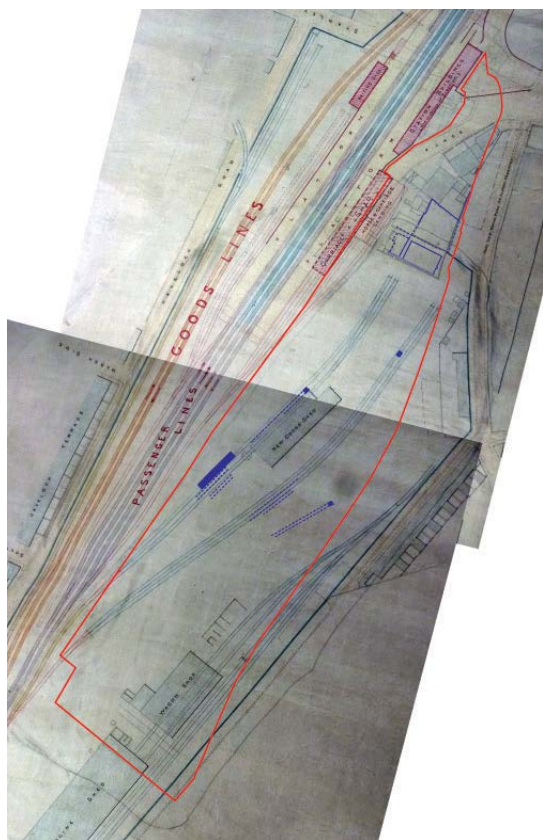
centre of the site. A small building has also been added along the east boundary (this is roughly mid way along the north-east end section, just north of the blocked door (see Section 4.2.1; Plate 9; Figure 3)).



**Plate 8 (left): Railway plan, 1884 (CAC(W) TBR 1/3/16/1 1884)**

**Plate 9 (right): Detailed extract from railway plan, 1884 (CAC(W) TBR 1/3/16/1 1884)**

3.1.8 **Railway plan, 1885:** this plan shows similar detail to the earlier plan (Plate 10 and Plate 11; cf. Plate 8 and Plate 9) and there is good alignment of the visible sections of track with those running either side of the New Goods Shed. Oddly, the east boundary wall is shown as having jutting rectangular blocks at fairly regular intervals along its length (as though it is buttressed), but this is not shown on any other maps.



**Plate 10 (left): Railway plan, 1885 (CAC(W) TBR 1/3/17 1885)**

**Plate 11 (right): Detailed extract from railway plan, 1885 (CAC(W) TBR 1/3/17 1885)**

3.1.9 **Ordnance Survey, 1900:** relatively few changes have been made to the elements of the site forming part of the current survey (Plate 12). A building has been constructed approximately along the edge of one of the concrete bases and there is a crane marked next to this, and a new building has been attached to the south-west end section (Plate 13).

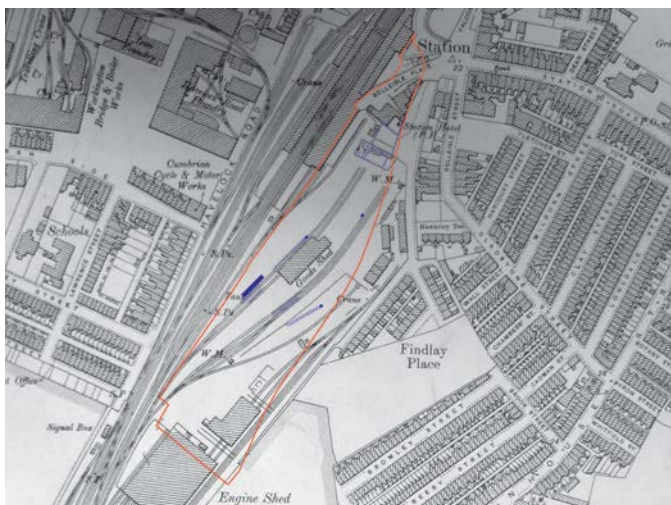


Plate 12 (left): Extract from Ordnance Survey map, 1900

Plate 13 (right): Detailed extract from Ordnance Survey map, 1900

3.1.10 **Ordnance Survey, 1925:** few changes have been made to the site as a whole since the previous map (Plate 14; cf. Plate 12), but changes have been made within what is now the timber fenced area at the north end of the site and nothing is marked within the area of the concrete surfaces (Plate 15; Figure 3).

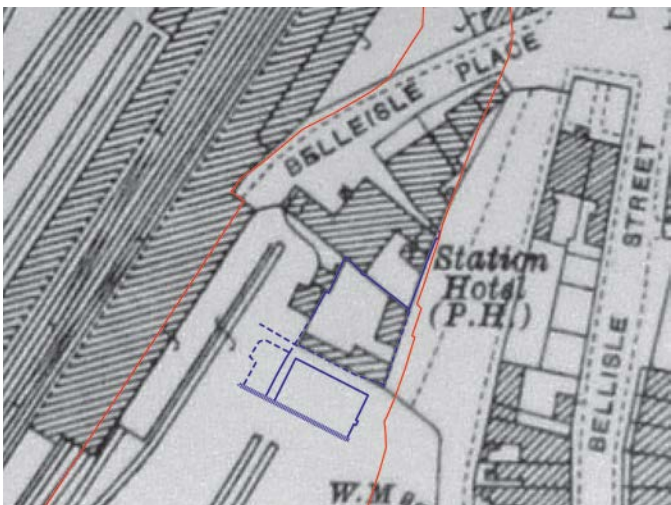
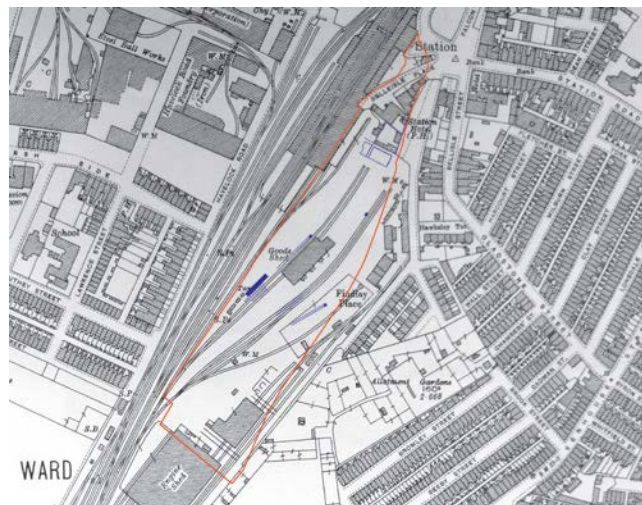


Plate 14 (left): Extract from Ordnance Survey map, 1925

Plate 15 (right): Detailed extract from Ordnance Survey map, 1925

3.1.11 **Ordnance Survey, c1939:** there are no significant changes since the previous map (Plate 16 and Plate 17).

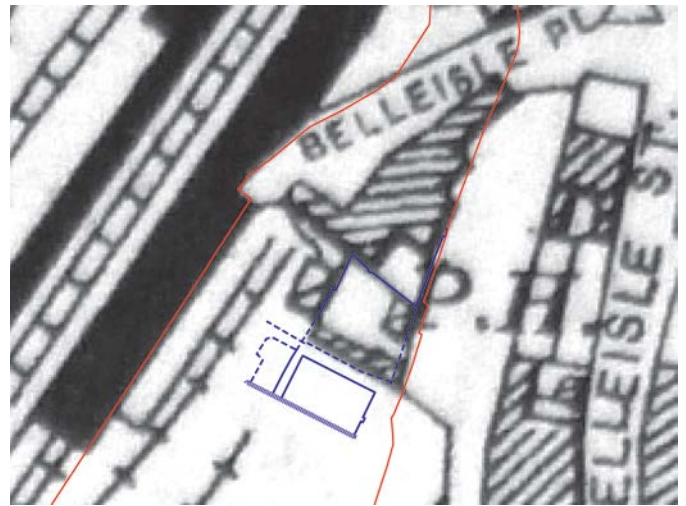
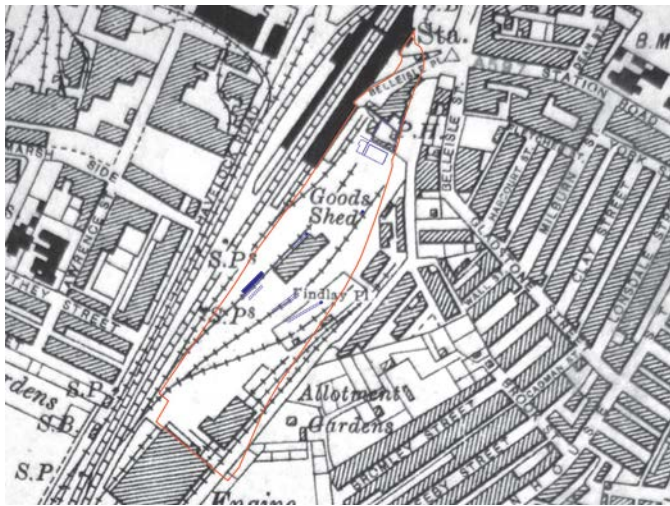


Plate 16 (left): Extract from Ordnance Survey, c1939

Plate 17 (right): Detailed extract from Ordnance Survey, c1939

3.1.12 **Ordnance Survey, 1951:** this is very similar to the previous map, and at the same scale, but it shows two new buildings to the north-east of the Goods Shed, one of which possibly corresponds with one of the concrete floors, and new track associated with a new turntable (Plate 18).

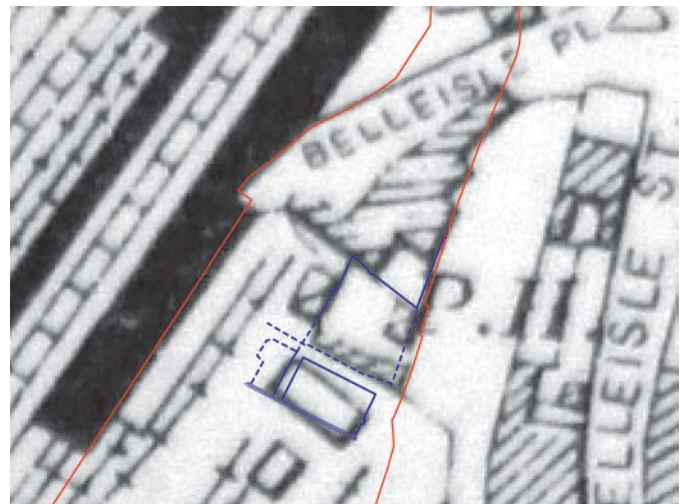


Plate 18 (left): Extract from Ordnance Survey, 1951

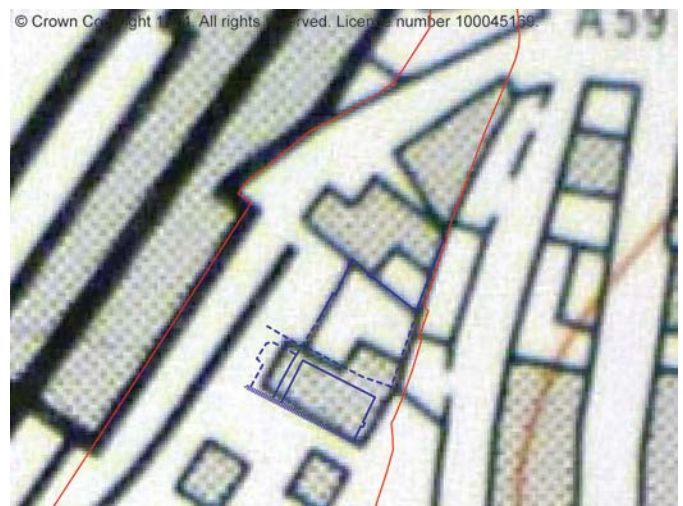
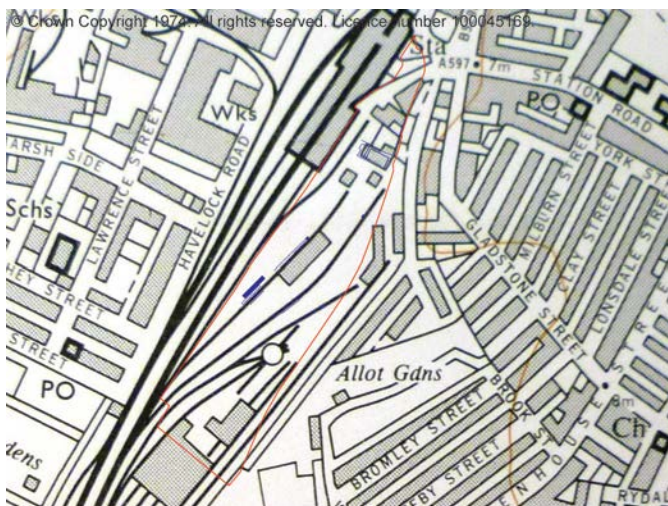
Plate 19 (right): Detailed extract from Ordnance Survey, 1951

3.1.13 **Aerial photograph, 1954:** this photograph shows that the buildings at the northern end of the site are still standing, most notably the former Station Hotel is still present (Plate 20).



**Plate 20: Extract from aerial photograph of 1954, site boundary shown in white (Byers 1999, 45)**

3.1.14 **Ordnance Survey, c1975:** this map (Plate 22) is even less detailed than the previous one. The arrangement of buildings at the north end of the site has again changed (Plate 21): the buildings along the south-west end section have been removed and there is a much larger building shown in the area of the concrete floors.



**Plate 21 (left): Extract from Ordnance Survey map, c1975**

**Plate 22 (right): Detailed extract from Ordnance Survey map, c1975**

3.1.15 **Ordnance Survey, 1990:** this map (Plate 23) is the same scale as the previous one and shows that only a handful of the buildings at the north end of the site remain (Plate 24). The track which used to lead to the north-east buffer stop has been shortened to where the buffer stop is now located.



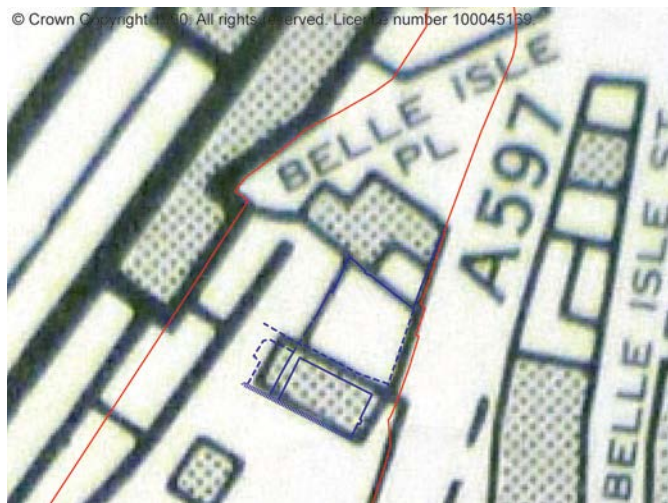
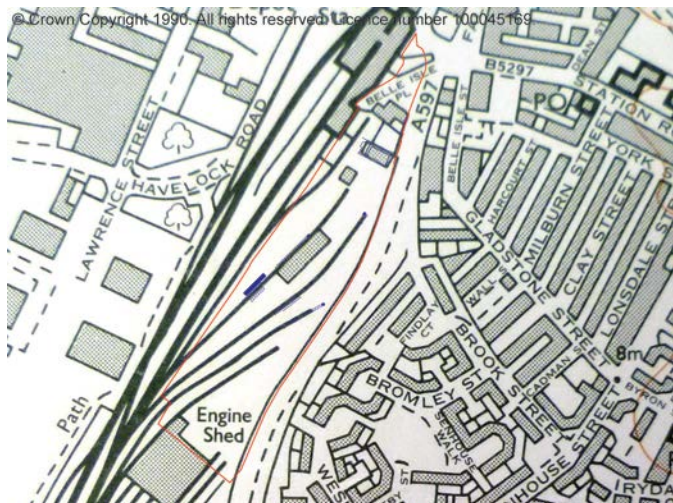


Plate 23 (left): Extract from Ordnance Survey map, 1990

Plate 24 (right): Detailed extract from Ordnance Survey map, 1990

3.1.16 **Aerial photographs, 1999:** these photographs (Plate 25 and Plate 26) show that all the buildings at the north end of the site have been demolished apart from some single storey flat-roofed buildings and associated structures immediately south-east of the station (approximately filling the timber fenced area), but these are the only standing buildings now within the site boundaries. Any remaining section of track on the site looks overgrown and is probably no longer used. The Goods Shed has clearly been removed but it looks like the former platform is visible halfway along the site on the near side of Plate 26.



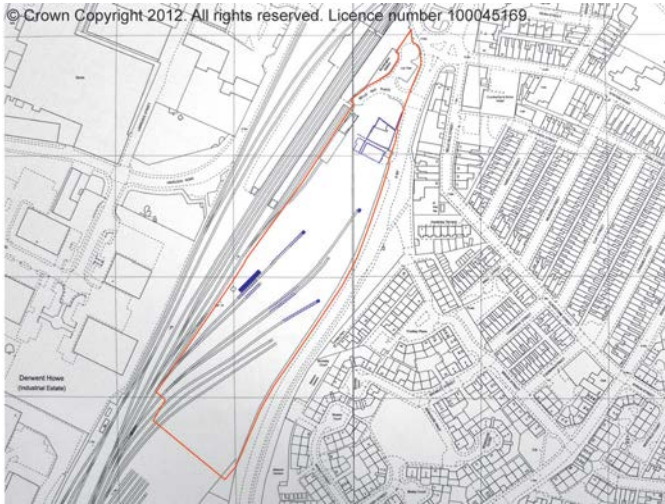
Plate 25: Extract from aerial photograph, 1999 (Byers 1999, 49), with the site boundary shown in white



Plate 26: Extract from aerial photograph, 1999 (Byers 1999, 46), with the site boundary shown in the white

3.1.17 **Ordnance Survey, 2012:** this map shows that the sections of track to the three buffer stops end where the buffer stops are now located (Plate 27). The detailed extract shows approximately the same

arrangement of buildings at the north end of site as shown in the aerial photographs (Plate 28; cf. Plate 25).



**Plate 27 (left): Extract from Ordnance Survey map, 2012**



**Plate 28 (right): Detailed extract from Ordnance Survey map, 2012**

## 3.2 Site History

3.2.1 The port at Workington developed through the influence of the Mines Royal Company during the late 16<sup>th</sup> century (Byers 1998) and large scale exploitation of coal reserves in the area from the 18<sup>th</sup> century onwards (Hartley and Hardman 2002). During the 19<sup>th</sup> century the town continued to grow with the iron and steel industries (Jackson and Jackson 1988, 37) and the Whitehaven Junction Railway to Workington opened in 1856 (Andrews 2012, 47).

## 3.3 Conclusion

3.3.1 The map regression shows that the area was on the outskirts of the town, between the edge of the town proper and an area of unimproved wetland known as The Marsh. By the end of the 18<sup>th</sup> century buildings had begun to appear at the north edge of the site, although it is not clear what these were. During the later 19<sup>th</sup> century the area developed rapidly, evidently as a result of the construction of the railway. From this point onwards several buildings were constructed, remodelled, and demolished, between the end of the 19<sup>th</sup> and beginning of the 21<sup>st</sup> century (Greenlane Archaeology 2013, 17). The most significant of these to the site is the former Station Hotel, which remained on the site until the early 20<sup>th</sup> century.

## 4. Building Recording

### 4.1 Arrangement and Fabric

4.1.1 The standing walls at the north end of the site form a skewed *N*-shape from above (Figure 2). The walls are described by section starting at the north-east end (the east side of the '*N*') followed by the central part and then the south-west end (or west side of the '*N*') (see Figure 2 and Figure 3; Plate 29, Plate 30 and Plate 31). The walls use both red and yellow brick and are largely covered by a skim of concrete, although the central section also incorporates modern grey concrete brickwork.



**Plate 29: North-east end**



**Plate 30: Central section and south-west end (visible in the sunshine to the right)**



**Plate 31: South-west end section**

## 4.2 Detail

4.2.1 **North-east end section:** at the far north-east end the wall is yellow machine made brick laid in English garden bond in a ratio of three to one (visible on the north-west elevation; Plate 32). There is a turn at the north-east end, possibly for a gate and then again to the south-west. The wall is finished with a concrete skim beyond this, to the south-west, with two scars for attached fittings evident. The south-east elevation, facing towards the road, is finished with roughcast concrete (Plate 33). The wall is assumed to be full height at the south-west end, where it is topped with concrete slabs, but it is lower to the north-east where several courses are missing. There is a blocked doorway in the south-west part (Plate 34) and the concrete blocks used are evident in the recess on the north-west side (visible from the north-west; Plate 35). Iron railing extends the line of the wall at its north-east end and curls round to the north-west, following the curve of the station entrance (see Figure 3), and a timber fence extends the line of the wall to the south-west.



Plate 32: Far north-east end of the north-west elevation of the north-east end section



Plate 33 (left): The roadside elevation of the north-east end section



Plate 34 (right): Blocked door in the north-east end section



**Plate 35: Recess in the north-west end section formed by the blocked door**

4.2.2 **Central section:** the south-east end of the north-east facing elevation of the central section is modern concrete brick, with a slight turn to form a possible buttress where it meets an earlier brick wall at the north-west end. There are the remains of a two brick thick wall return to the north-east where these two sections meet. The rest of the elevation, to the north-west, is mostly finished with smooth concrete or plaster and has a relatively rough timber rail attached (Plate 36). Above this, where the plaster stops, is the line of what was presumably originally the ceiling level, above which the very rough and random courses of the red brick brickwork is exposed. What is presumably a chimneybreast projects from the centre of this section of the elevation; it is also finished with plaster but has no evident fireplace opening. Above it, where the plaster is missing, there are stone slabs and pieces of roof slate built into the brickwork, presumably forming the hearth of a first floor fireplace. There is a return in concrete blockwork at the north-west end, perhaps butting up against a blocked door.



**Plate 36: Plastered part at the west end of the central section**

4.2.3 The north-west end of the south-west elevation is concrete rendered to look like ashlar blocks before the step/buttress (Plate 37). The rest is modern concrete bricks laid on top of earlier red bricks and finished with concrete render (Plate 38). There is a rough line in the brickwork beyond which to the east the bricks appear paler and the cement extrudes (marked on Figure 3).



**Plate 37 (left): North-west end of the south-west elevation of the central section**

**Plate 38 (right): South-east end of the south-west elevation of the central section**

4.2.4 **South-west end section:** the upper part of the north-west face has a 'scratch coat' of plaster and the lower part is finished with white tiles (Plate 39 and Plate 40). There is a step midway along and the possible scar of a stud wall to the south-west of this. The north-east end is extended by the remains of a concrete block wall, attached onto the wall proper and there are two ceramic vents, one on top of the other forming an alcove at the north-east end as well. There is a very ruinous return to the north-west at the south-west end. A lot of concrete has been used in this rough stub wall and it has ceramic slabs (possibly the edge of a urinal) over its north-east face. The south-east end of this stub wall forms a block with a cast concrete asbestos(?) pipe inside and it is obvious that the brick housing the pipe has actually been placed against the south-east face of the main wall leaving a gap (Plate 41; Figure 3).



**Plate 39 (left): North-east end of the south-west end section**

**Plate 40 (right): South-west end of the south-west end section**



**Plate 41: Cast concrete asbestos pipe**

4.2.5 The rough handmade brick on the lower part of the south-east elevation of the south-west end section is mostly in a header bond (Plate 42), and there is a single course of later dark red machine made brick on top. The concrete render above is scored to give the appearance of ashlar blocks. There is a turn at the south-west end (forming the stub wall housing the pipe) and a step to the north-east. The lower part of this end section to the north-east has a recess, perhaps a doorway in the earlier wall, with remnants of a door frame and gate extant and there are two ceramic vents at the north-east end.



**Plate 42 (left): South-west end of the south-west end section viewed from the south-east**

**Plate 43 (right): North-east end of the south-west end section viewed from the south-east**

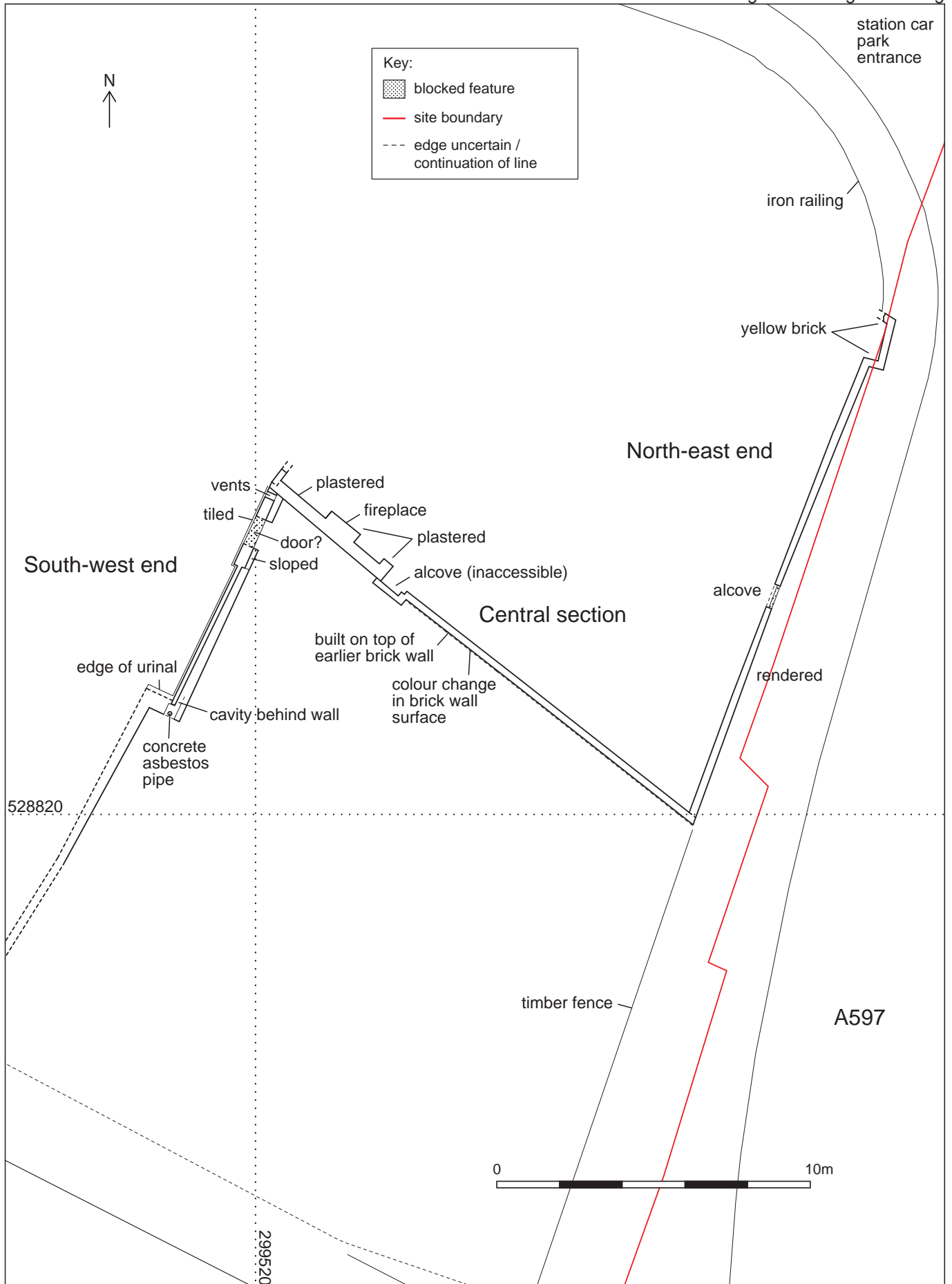


Figure 3: Detailed plan of the walls

Client: Capita

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## 5. Additional Survey

### 5.1 The platform

5.1.1 The platform forms a long rectangle aligned approximately north-east/south-west (Figure 4). It measures approximately 23m long by slightly over 3m wide (Plate 44 and Plate 45), with a surface area of c70m<sup>2</sup>. This site was previously listed as **Site 4** and formerly located at NGR. 299412 528698 (Greenlane Archaeology 2013, 27). Its position has now been refined. It is actually centred on NGR. 299414 528696.



**Plate 44: North view of the former platform**



**Plate 45: South-west end of the former platform**

### 5.2 Buffer stops

5.2.1 There are three buffer stops (to the west: NGR. 299458 528736 (centre) (Plate 46); north-east: NGR. 299504 528754 (centre) (Plate 47); and south: NGR. 299470 528679 (centre) (Plate 48)) and various short sections of track to the south which are not yet overgrown (Figure 4). These formed part of the sidings shown at Workington Station on plans from 1884 onwards (Greenlane Archaeology 2013, 27).



**Plate 46 (left): West buffer stop**

**Plate 47 (centre): North-east buffer stop**

**Plate 48 (right): South buffer stop**

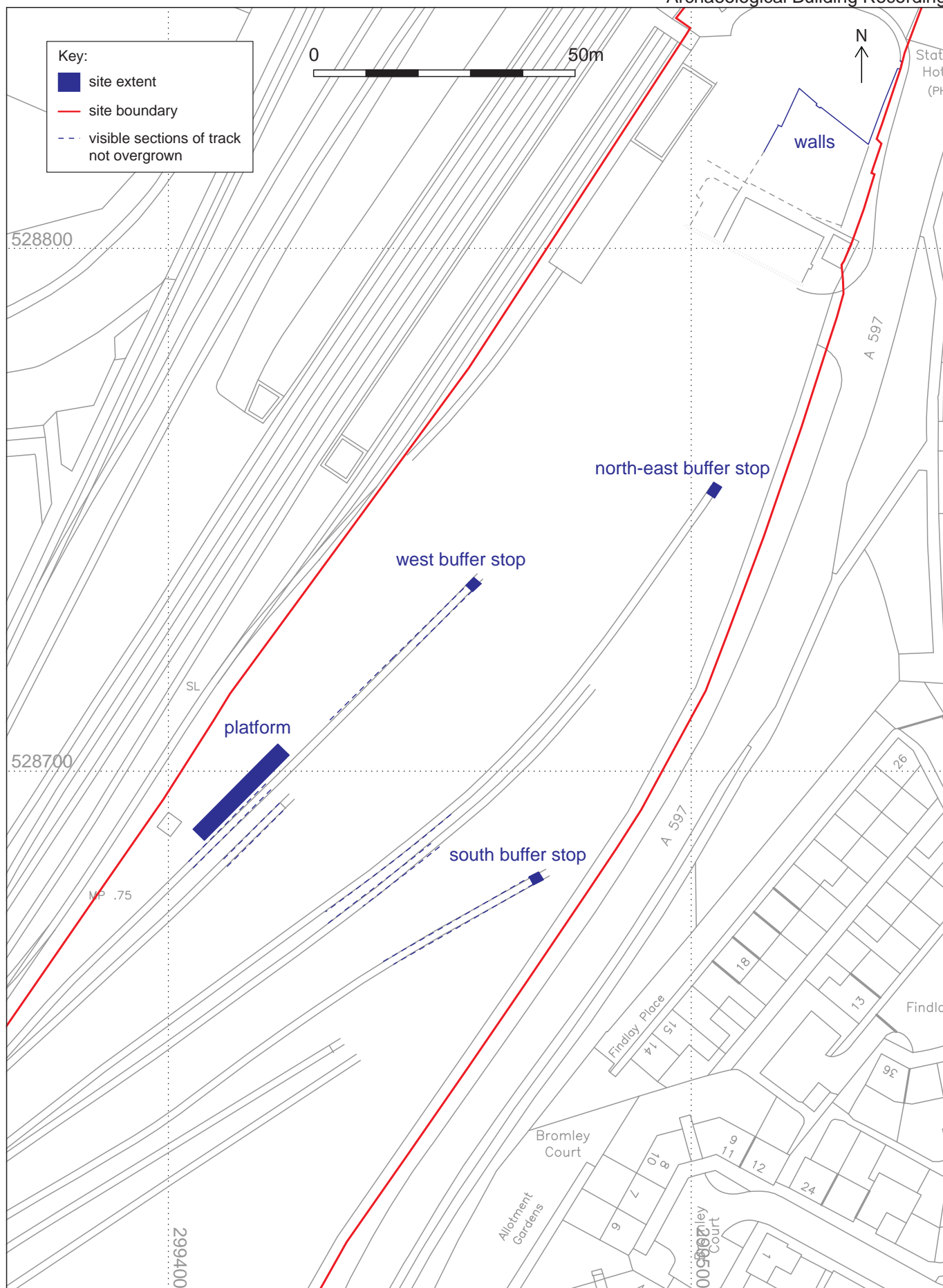


Figure 4: Location of the former platform, buffer stops and visible sections of track

## 6. Discussion

### 6.1 Phasing

6.1.1 **Introduction:** the ruins of the brick structures at the north-east end of the Workington Station site represent several phases of activity. The standing walls clearly retain much of their original fabric but have also undergone a number of alterations and modifications. In total, four phases of development were identified. Discussion of the phasing also covers the platform, buffers, and track.

6.1.2 **Phase 1 (c. mid 19<sup>th</sup> century):** the east boundary wall is potentially shown on the Tithe map of 1845, but most of the remaining truncated sections of wall probably post-date the construction of the railway, which opened in 1856 (see *Section 3.2*). The Station Hotel was probably built around that time and is certainly shown on the Ordnance Survey map of c1864 (Plate 4). The fireplace on the north side of the central section almost certainly used to be inside the south corner of the hotel. The yellow brick section at the far north-east end of the east boundary wall (the north-east end section) probably also dates from this period as well as the lower east part of the central section (Plate 5) and the bank to the south of the concrete floor surfaces coincides with the wall to the south of this area.

6.1.3 **Phase 2 (mid to late 19<sup>th</sup> century):** there is no rail track shown in the south part of the site prior to 1866. The track in the area of the west and north-east buffer stops is first shown on plans from 1884 (either side of the New Goods Shed), although the ends of the tracks at that time are much further to the north. Relatively few changes were made within the area as a whole, however, the continuation of the line of bricks from the south-west end section probably relates to a building here built between 1885 and 1900, although only the base of this wall is now visible to about a foot above ground.

6.1.4 **Phase 3 (early 20<sup>th</sup> century):** relatively few changes were made during this phase, apart from various buildings being built within the area of the concrete floor surfaces and the track to the south buffer stop appears to have been laid between c1939 and 1951. Nothing is shown in the area of the concrete bases after 1900 until 1951.

6.1.5 **Phase 4 (later 20<sup>th</sup> century):** all of the buildings along the south-west end section were removed between 1951 and c1975 and the buildings at the north-east end (where the yellow brick wall remains) were demolished between 1990 and 2012. The remaining sections of the hotel, apart from the fireplace at the south corner, were also demolished between 1990 and 2012. A large structure occupies most of the area of the concrete bases from c1975, which may be what is shown in 1951. The structure is still shown in 1990 but has been completely removed by 2012. The current site of the north-east buffer stops dates from 1974 to 1990, when that section of track was shortened, whereas the positions of the other two date from 1990 to 2012. The change in the colour of the wall on the central section probably relates to where some of the structures shown in the aerial photographs once stood (see Plate 25).

6.1.6 **Undated:** various minor alterations were made which cannot be dated on the basis of the available mapping:

- it is uncertain when the north-east end of the tiled wall (on the south-west end section) formed part of the interior of any building because no structure is shown on any of the available maps to that side of the wall at that end;
- it is unclear when the doorway at the north-east end of the south-west end section was blocked, perhaps not until the mid to late 20<sup>th</sup> century (Phase 4);
- when the gap/doorway at the corner of the Station Hotel was effectively sealed (where the central section now doglegs around the former yard access) is also undated;
- the doorway in the north-east end section may have been blocked around the end of the 20<sup>th</sup> century. Before that (perhaps into the 1990s and maybe later), the yard behind may have required access, but again this is uncertain. Certainly, only the wall remained by 2012;

- the former platform is not shown on any of the available maps. Track passed that point by the mid to late 19<sup>th</sup> century (Phase 2) and the platform may have served the New Goods Shed, but its construction looks substantially more modern than that, perhaps Phase 4.

## 6.2 Summary

6.2.1 This detailed survey records for posterity the location, fabric and arrangement of the remains of a number of buildings at the north end of the Workington Station site. Most of the surviving elements relate to structures which were built around the time the railway opened in 1856 and certainly prior to c1864. The rest of the buildings were demolished in recent years, leaving just the truncated walls.

6.2.2 This survey also records the appearance and location of a former platform, buffer stops and sections of track which are not yet overgrown. The platform has only previously been approximately located on a gazetteer site map (Greenlane Archaeology 2013, 8; figure 2, site 4) and it is not shown on the Ordnance Survey mapping. The current position of the buffer stops is fairly inconsequential as they have only been where they are for the last 20 to 40 years, prior to which time the sections of track extended much further.

6.2.3 Further research into the development of the Station Hotel would potentially allow a better understanding of the remains present on site. This is outside the remit of the current project but could be carried out at a future date.

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