

**REPORT ON AN
ARCHAEOLOGICAL
BUILDING RECORDING
PROJECT AT
WATTS STORAGE DEPOT,
LONDON ROAD,
CARLISLE,
CUMBRIA**

**FOR
PERSIMMON HOMES
(LANCASHIRE)**

**NY 412 551
Planning Application Ref:
1/05/0497**

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EXECUTIVE SUMMARY

In July 2007, North Pennines Archaeology Limited were commissioned by Persimmon Homes (Lancashire) to undertake a level 2 archaeological building survey of the former North Eastern Railway engine shed at Watts Storage Depot, London Road, Carlisle, Cumbria (NY 412 551).

The site at London Road is an important one in the history of the railways in Carlisle as it was at this site that the first railway line to the city was constructed and opened in 1836; it also had the first passenger station in Carlisle prior to the opening of the Citadel Station in 1850.

The survey revealed that the large brick-built engine shed, which remains on the site at London Road, was constructed between 1881 and 1890 to house 40 engines for the North Eastern Railway. The building replaced an earlier engine shed, which had been located to the west. The NER engine shed contained a large amount of architectural detail externally and internally, and appears to be typical of industrial architecture of the late 19th century.

The survey also revealed that part of the original buildings that housed the workshops remains on the site, and therefore date to the 1830s. The goods warehouse and office constructed in 1881 also remain to the south of the NER engine shed, although they did not form part of the present survey.

ACKNOWLEDGEMENTS

North Pennines Archaeology Ltd would like to thank John Jackson of Persimmon Homes (Lancashire) for commissioning the project, and Michael Watt for his assistance throughout the fieldwork.

North Pennines Archaeology Ltd would also like to extend their thanks to Jeremy Parsons of Cumbria County Council Historic Environment Service (CCCHES); Stephen White, Local Studies Librarian at Carlisle Library and Denis Perriam for providing documentary references and photographs.

The building survey was undertaken by Fiona Wooler. The report was written by Fiona Wooler. The project was managed by Frank Giocco, Technical Director for NPA Ltd. The report was edited by Matt Town, Senior Project Officer.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

- 1.1.1 In July 2007, North Pennines Archaeology Limited were commissioned by Persimmon Homes (Lancashire) to undertake an archaeological building recording project of the former North Eastern Railway engine shed at Watts Storage Yard, London Road, Carlisle, Cumbria (NY 412 551) (Figure 1) prior to its demolition and redevelopment of the site (Planning Application No. 1/05/0497).
- 1.1.2 Cumbria County Council Historic Environment Service produced a brief for a building recording project, which was to be undertaken prior to the commencement of building work. A 'Level 2' Building Survey was carried out as described in *Understanding Historic Buildings: A Guide to Good Recording Practice*¹.
- 1.1.3 The North Eastern Railway engine shed, which stands within the proposed development site, is considered to be of archaeological interest having been constructed in 1875, and is therefore recorded on the County Historic Environment Record (Ref. No.42045).
- 1.1.4 The survey was carried out on 30th August 2007 by Fiona Wooler.

¹ Understanding Historic Buildings: A Guide to Good Recording Practice, 2006, English Heritage



Figure 1 – Site Location. Reproduced from Landranger ® 1:50 000 scale by permissions of Ordnance Survey® on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright (1997). All rights reserved. Licence number 100014732

1.2 SITE LOCATION

- 1.2.1 Watts Storage Yard is located approximately one kilometre to the south-east of Carlisle city centre at a height of 21m above mean sea level. The site is situated on the eastern side of London Road (A6), one of the main trunk roads into the city (Figure 1). To the east of the site, the River Petteril flows south-north, and immediately to the south of the site is the Carlisle to Newcastle railway line.
- 1.2.2 Watts Storage Yard is accessed down a minor road off London Road. To the north-west of the yard is Lindisfarne Street, and to the north-east is Delagoa Street and allotment gardens (Figure 2).
- 1.2.3 The former North Eastern Railway engine shed is situated at the northern side of the site, with its north-west elevation facing onto Lindisfarne Street.
- 1.2.4 Several other buildings of similar date survive within the vicinity of the North Eastern Railway engine shed; immediately to the south is the NER goods office and warehouse, which has a date stone of 1881, and to the south-west, facing onto London Road, is the tram shed built in 1900² (HER No.40968).

² Egerton Lea, 2005, Page 41

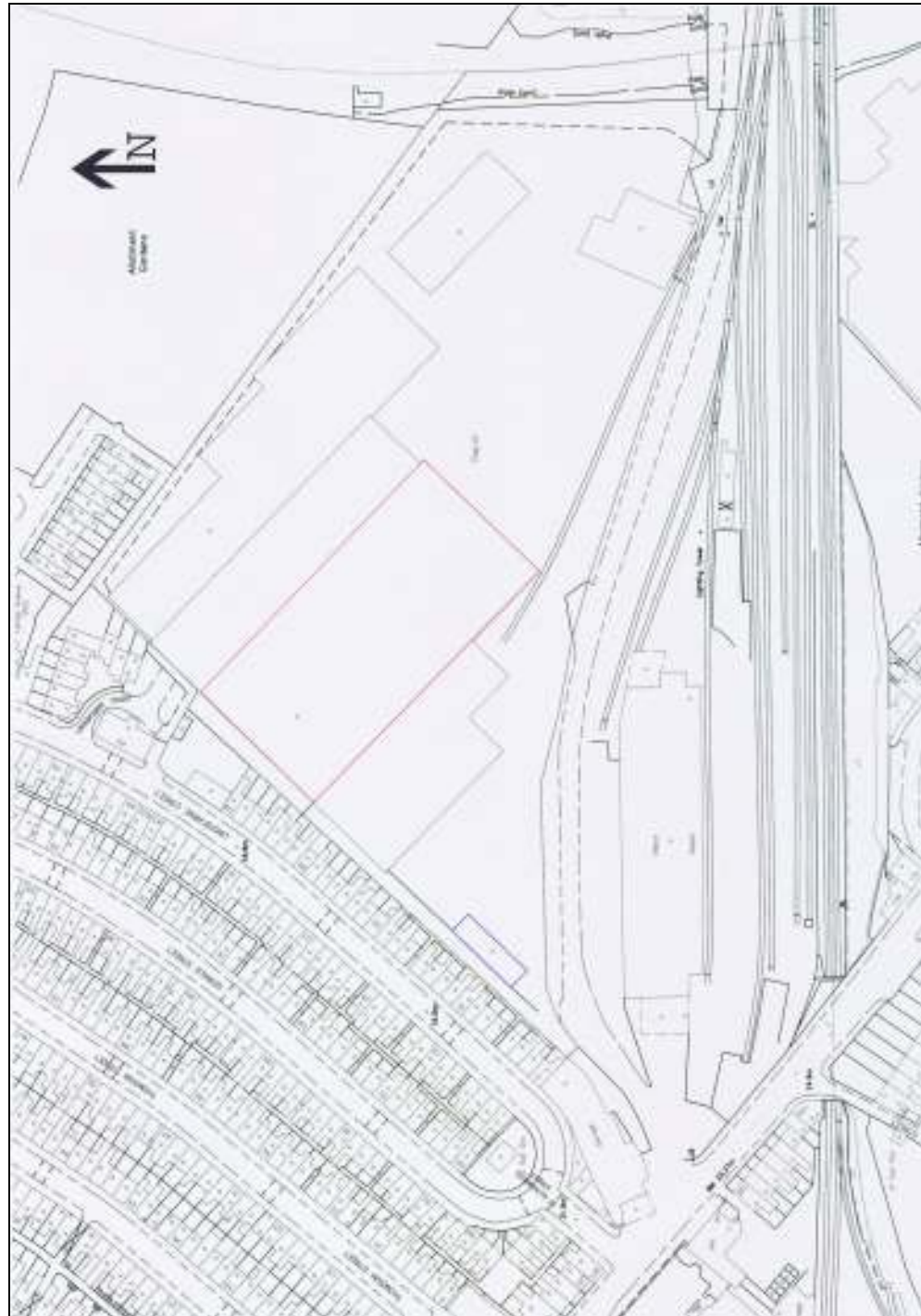


Figure 2 – Site Plan (Scale 1:1000). The North Eastern Railway engine shed is outlined in red and the workshop range is outlined blue

2. METHODOLOGY

2.1 THE BUILDING SURVEY

2.1.1 The survey consisted of two basic elements:

- a written account, which includes information derived from documentary research,
- a photographic record.

2.2 THE WRITTEN ACCOUNT

2.2.1 The written account is included in this document together with a selection of photographs, plans and appendix of documentary information.

2.3 THE PHOTOGRAPHIC RECORD

2.3.1 The photographic archive consists of the following:

- a series of 35mm colour prints showing general views of the exterior and interior of the building and its setting,
- a series of 35mm monochrome prints showing general views of the exterior and interior of the building,
- a series of digital views of the exterior of the building, the interior of the building and specific internal details (e.g. roof structure) included within the report and supplied on CD-Rom.

2.4 PROJECT ARCHIVE

2.4.1 The full archive of the desk-based assessment and Level 2 building survey has been produced to a professional standard in accordance with the current English Heritage guidelines set out in the *Management of Archaeological Projects* (MAP 2nd Edition 1991). The archive will be deposited within the County Record Office and a copy of the report given to the County Historic Environment Record, where viewing will be available on request.

3. PREVIOUS WORK

- 3.1 In June 2004 an archaeological desk-based assessment was undertaken by Oxford Archaeology North at the request of Barratt Manchester, prior to a proposed residential development. The desk-based assessment examined a 1km radius centred around the proposed development area and involved the examination of all pertinent documents and cartographic sources held in the County Record Office in Carlisle, and the consultation of the Sites and Monuments Record of Cumbria County Council based in Kendal³.
- 3.2 The desk-based assessment revealed the potential for prehistoric, Roman, medieval and post-medieval archaeology on the site. Some of the post-medieval archaeology on the site was still extant at the time of the desk-based assessment, however it was noted that a large amount of post-medieval remains would probably be encountered during any ground works.
- 3.3 The desk-based assessment also included the results of trial pits, boreholes and probe holes across the site. This geotechnical data revealed that the potential for surviving archaeology from the upper 3m of the site was very low, as this upper layer contained industrial debris from the use of the site as a coal yard and railway depot⁴.
- 3.4 No previous building recording appears to have been undertaken on any of the surviving railway buildings on the site.

³ Oxford Archaeology North, June 2004

⁴ *Ibid*, Page 20

4. HISTORICAL CONTEXT

- 4.1 The site off London Road has had a long association with the railways. It was at this location that the first railway to Carlisle opened in 1836 as the western terminus for the Newcastle and Carlisle Railway, therefore it forms an important part of the City's history. It would appear that the railway was required to provide a much needed link between the east and west coasts. Writing in 1829, Parson and White note that originally a canal was proposed between Carlisle and Newcastle but at an estimated cost of £888,000 this must have proved too expensive and by 1828 a bill was being prepared for a 'rail road' which was estimated to cost £260,000. A link with Newcastle was seen as necessary and would be, in the words of Parson and White, '*a great convenience and benefit for Carlisle, Newcastle and the immediate country, where a cheaper conveyance for lead, iron, slate, stone, limestone, timber, provisions etc is much wanted. This intended rail way will also be a considerable benefit to the, at present, unprofitable Carlisle and Solway canal, by affording a cheap and expeditious transit from Liverpool to Newcastle for West India produce; and it is probable that a branch rail way will at some time be extended from it to Penrith and Ullswater, for the more easy and less expensive conveyance of the valuable slates of Westmorland to Newcastle, whence they may be shipped to the ports on the eastern coast*'⁵. The Newcastle and Carlisle Railway Bill passed safely through the Lords and received Royal Assent in May 1829, and work began from both ends of the first phase of the line, Carlisle eastwards and Blaydon westwards, in 1830-1⁶.
- 4.2 The London Road site appears to have been relatively undeveloped up until the early part of the 19th century. One of the earliest maps to show the site in any detail is Studholme's map of Carlisle dated 1842 (Figure 3), however it is known from other sources that work started on the site at least 10 years prior to that. A bridge of three semi-circular arches was built over the River Petteril in 1830⁷ (Figure 4) in readiness for the new railroad, and the Carlisle Journal from 20th April 1833 reports that construction of the tunnel under Harraby for the Newcastle and Carlisle Railway⁸, this is presumably the tunnel under London Road.
- 4.3 Writing in 1836, Brooke reminisces about the London Road site prior to the construction of the railway; '*on entering the yard, a stranger would be struck with amazement at the immense labour going on to complete the work by the required time, some hundreds of workmen being employed for that purpose; but most especially would he be astonished who remembered Gallows-hill in the olden times, a green field, now converted into a plain, covered with a gravelly surface, along which run railways in various directions*'⁹.
- 4.4 It would appear that the terminus at London Road was designed to provide a link to the Canal basin at Caldewgate, with goods and passengers presumably being transferred by omnibus. A drawing by Carmichael dated 1835 shows the London Road site as 'The Canal Terminus', yet it is clearly not at the canal itself as the Mains

⁵ Parson and White, 1829, Page 151

⁶ Whittle, G, 1979, Page 21

⁷ *Ibid*, Page 10

⁸ Carlisle Journal 20th April 1833, Page 3

⁹ Brooke, H, 1836, Page 4

Cotton Factory is shown in the background and the station building is that which is shown in later photographs as being the one at London Road (Figure 5).

- 4.5 The section of railway from Carlisle to Greenhead opened on Tuesday 19th July 1836 and Brooke provides an interesting description of the buildings on the site at that date: *'There are six distinct permanent lines, leading to a tunnel under the London Road, to the station house, to the engine house, to the carriage house, to the workshops, to the lime cells, to the coal depot etc. Beside these buildings there is a water tank, erected on arches, to supply the engines, the water being raised by a force-pump. The station house is a neat building of the modern Gothic order, which is strictly adhered to in all the stations on the road, some of the houses are very beautiful, but we prefer the one at Wetheral. The office for entering passengers will be here, the chief clerk being Mr Green – it commands a capital view of the line. The yard will be encompassed by stone walls when the new piece of road towards Penrith is completed'*¹⁰. Robinson notes that when the first railway station in Carlisle opened at London Road in 1836, it was almost a mile away from the city centre, and consequently horse-drawn omnibuses were used to transfer between the two. There were 2 lines under an overall roof (which must be that show over the lines on Studholme's map (Figure 3), however there were no conventional platforms¹¹, although this was described by Francis Whishaw in 1842 as being *'of less consequence, as the carriages are hung much lower than usual, and are furnished with footboards'*¹².
- 4.6 Studholme's map of the area shows the buildings on the London Road site at that date (Figure 3). The station is clearly marked to the north of the main railway line, and to the north of this coal staiths are shown (storage area) with a line running to it, and what is presumably an engine shed to the north-east, again with a line running to it. The long range of buildings to the north of the coal staiths, and orientated north-east and south-west, is presumably the workshops. The Mains Cotton Mill is clearly shown to the south-east of the London Road site (Figure 3).
- 4.7 The Tithe Map for Botchergate, produced 5 years after Studholme's map, shows the same buildings but it does provide some further information. The landowner of Plot 114 is the Newcastle and Carlisle Railway Company, the land is occupied by the Newcastle and Carlisle Railway, and it covers an area of approximately 7 acres. The buildings on the site are described as coal staiths, station house, railway etc (Figure 6).

¹⁰ *Ibid*, Page 4

¹¹ Robinson, P, 1986, Page 52

¹² Whishaw, F, 1842, Page 341



Figure 3 – Extract from Studholme's map 1842 (CRO)



Figure 4 – Carmichael's sketch of the Mains Cotton Manufactory (located to the south-east of the London Road site) showing the bridge over the River Petteril and the railway line in 1835 (Tullie House Museum)

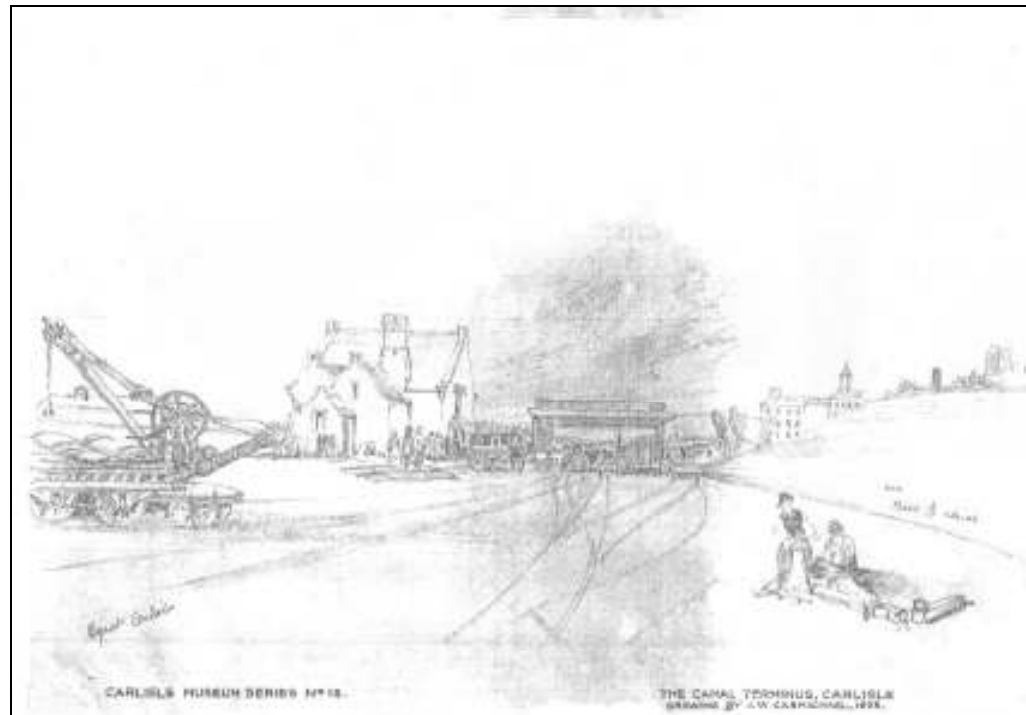


Figure 5 – J W Carmichael’s sketch of ‘The Canal Terminus’ dated 1835 showing the London Road Station and The Mains Cotton Factory in the background. Note the horse-drawn omnibus for transferring passengers and goods to the canal basin (Courtesy of Denis Perriam)



Figure 6 – Extract from the Botchergate Tithe Map 1847 (CRO Ref: DRC8/22)

- 4.8 The facilities at London Road were not only used by the Newcastle and Carlisle Railway but also by the Maryport and Carlisle Railway and the Lancaster and Carlisle Railway when they first arrived in Carlisle¹³, prior to the construction of the Citadel Station which was completed in 1850¹⁴. The Citadel Station was a much more convenient location for the many railway companies which were coming into the city by the middle of the 19th century, for example the Maryport and Carlisle Railway moved to the Citadel from London Road in 1851¹⁵. The Newcastle and Carlisle Railway presumably saw the opening of the Citadel Station as being much more convenient for passengers, however when the Citadel Station Committee requested £1000 per annum to use the station, and the N & CR's offer of £800 was declined, after which the matter was dropped¹⁶.
- 4.9 The First Edition Ordnance Survey map published in 1861 at 6 inch to 1 mile scale shows that by that date the site had expanded considerably with more railway lines and a goods office having been constructed (Figure 7). It also shows the extent of the London and North Western Railway line and associated buildings to the south of London Road. The 25 inch First Edition Ordnance Survey map published 4 years later provides a clearer indication of the buildings and lines on the site at this date (Figure 8). The station building is marked on this map as a goods office (following the transference of passengers to the Citadel Station in 1863 – See 4.10 below). The whole site on this map is referred to as the 'London Road Goods and Mineral Station', and the coal and lime depot is clearly marked. Whishaw writing in 1842 described the coal staiths or depot as being '*quadrangular in form, having a shed on two sides and one end, enclosing an open space for common road-carts which enter and leave this depot under the end nearest the London road*'¹⁷. Coal was brought into Carlisle from the Earl of Carlisle's Naworth collieries at places such as Blenkinsopp near Greenhead, which may provide some clue as to why the stretch of railway between Carlisle and Greenhead was one of the first sections to open.
- 4.10 From January 1st 1863, the Newcastle and Carlisle Railway became part of the North Eastern Railway¹⁸ at which point an agreement must have been made to use the Citadel Station. The Carlisle Journal on 2nd January 1863 reported that '*yesterday in accordance with their notice, the North Eastern Railway commenced to run their trains from Newcastle into Carlisle Citadel Station..the driver of the post office mail cart calculates that the change saves him a journey of at least a dozen miles a day*'.
- 4.11 In May 1864 the Carlisle Journal described in great detail a fire, which burnt down most of the engine shed at the London Road site, a full account of which is given in the Appendix. The report describes how this engine shed has been built of stone with a slate roof, and contained iron pillars and supports and a large amount of wooden framework¹⁹. It would appear, however, that at least some of the main structure survived as in August 1864 plans were submitted for additions to the engine shed (Figure 9). This plan shows that the additions to the engine shed would increase the

¹³ Robinson, P, 1986, Page 52

¹⁴ *Ibid*, Page 54

¹⁵ *Ibid*, Page 52

¹⁶ Perriam, D, 2000

¹⁷ Whishaw, F, 1842, Page 341

¹⁸ *Ibid*, Page 8

¹⁹ Carlisle Journal 3rd May 1864

building to 185 feet in length, whilst the width was approximately 44 feet. Three rail tracks entered the building and to the rear (northern end) there were two turntables (Figure 9). This is an interesting plan as it provides information about what the other buildings on the site were used for, in particular the long range against the north-western boundary of the site which housed the blacksmith's shop, stores, fitting shop and stable. Figure 10 shows the proposed detail of the gable end, as well as the chimney, and pits under each of the three tracks.

- 4.12 Further additions were being made in 1872 when an application was submitted for an additional 2-stall stable at the south-western end of the long range (Figure 11). Robinson notes that in 1875/6 the early part of the building was reconstructed and subsequently two roundhouses added²⁰, although no plans or documents were found during the rapid desk-based assessment to substantiate this.
- 4.13 By 1881 changes were taking place at the London Road site; the Carlisle Journal reported in August of that year that the first Carlisle Railway Station was being demolished to make way for new offices, goods warehouse and engine shed, and it laments the loss of the early history of the Newcastle and Carlisle Railway²¹. Luckily the proposed demolition of the first railway station in Carlisle prompted a photograph to be taken, which appears to be rather staged for the photographer (Figure 12).
- 4.14 It appears that the North Eastern Railway (NER) goods shed, coal and lime depot and engine shed were constructed at this time, as they are all shown on the Second Edition Ordnance Survey map of 1901 (Figure 13). It would seem, however, that there were additions made to the engine shed in the 1890s, as the Carlisle Journal of 22nd November 1889 contained an advertisement for invitations for tender for the extension of the NER engines sheds, and the same paper reported on 28th January 1890 that a Mr Metcalf was removing the old engine shed to make way for the extension, adding '*so disappears the first engine shed built in the north of England 51 years ago*'²². According to a report two weeks later, the 1881 engine shed was constructed to the east of the original shed, and was of an improved plan by which 20 engines could be stored with a turntable at the centre. The 1881 shed was covered by a roof of 3 spans supported by iron columns and girders, and had numerous side windows. The addition in 1890 was to reproduce the 1881 plan creating space for another 20 engines and a turntable, all under one roof and measuring 350' by 171'²³ (this equates to approximately 52m wide and 104m long externally). The large-scale map of 1900 shows the finished engine shed with two internal turntables, space for 40 engines and entrances in the main south-east gable end and through a door in the south-west wall to an external turntable in case the internal table should break down (Figure 14). According to an article describing the sheds at London Road, the 1881 shed was at the northern end, and the 1890 addition built against its southern gable, and in the yard to the west was the external turntable, which had a date of 1890²⁴.

²⁰ Robinson, P, 1986, Page 121

²¹ Carlisle Journal 19th August 1881

²² Carlisle Journal 28th January 1890 – local jottings

²³ Carlisle Journal 11th February 1890, Page 3

²⁴ Stephenson Locomotive Society, 1963, Pages 206-207

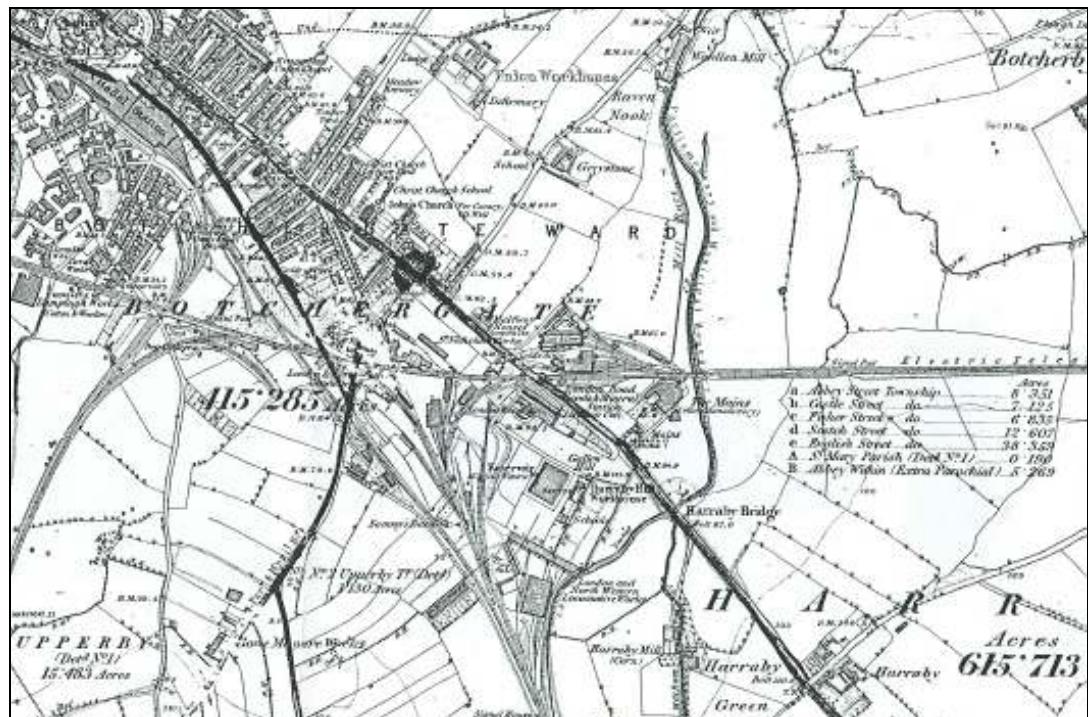


Figure 7 – First Edition Ordnance Survey map 1861 (Scale = 6” to 1 mile)

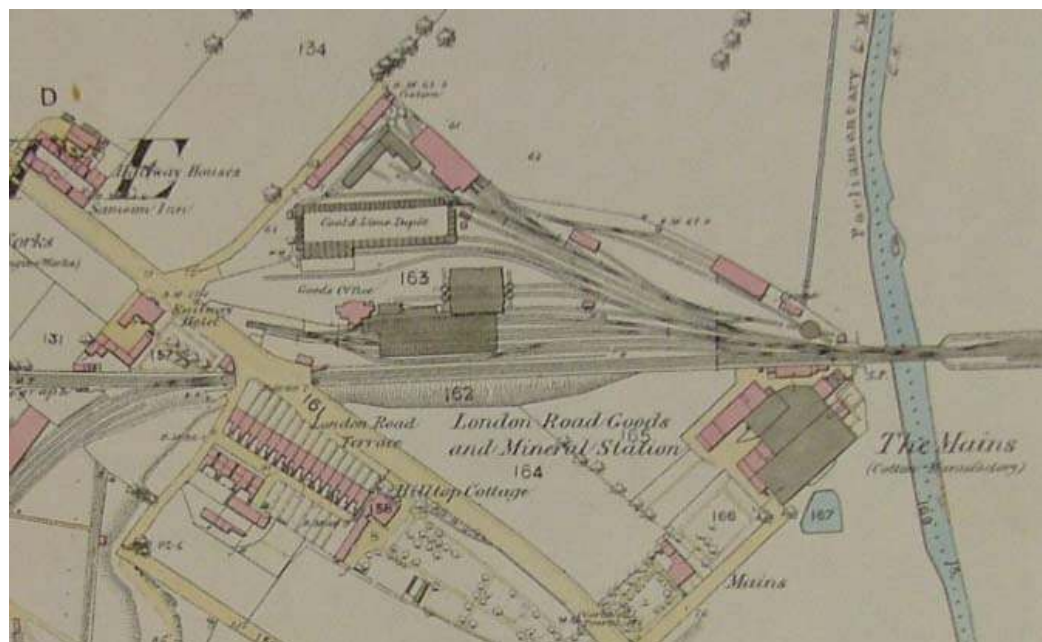


Figure 8 – First Edition Ordnance Survey map 1865 (Scale = 25” to 1 mile)

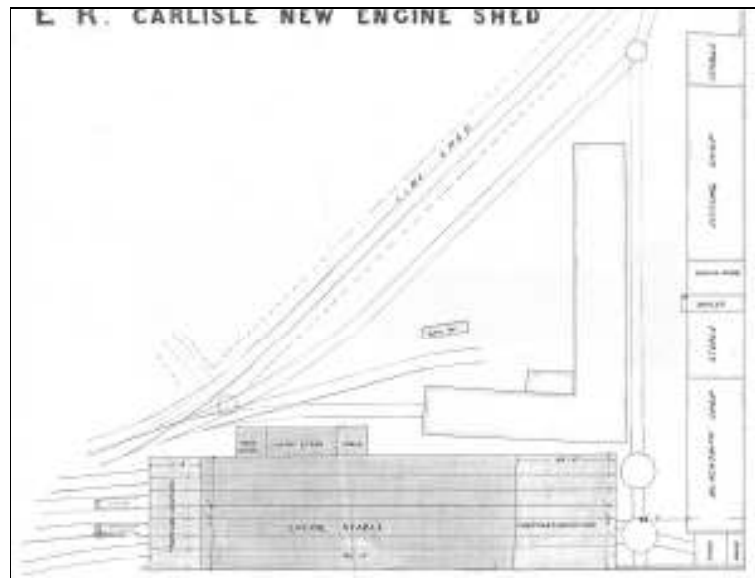


Figure 9 – 1864 plan for additions to engine shed at London Road (CRO Ref: CaE4/900)

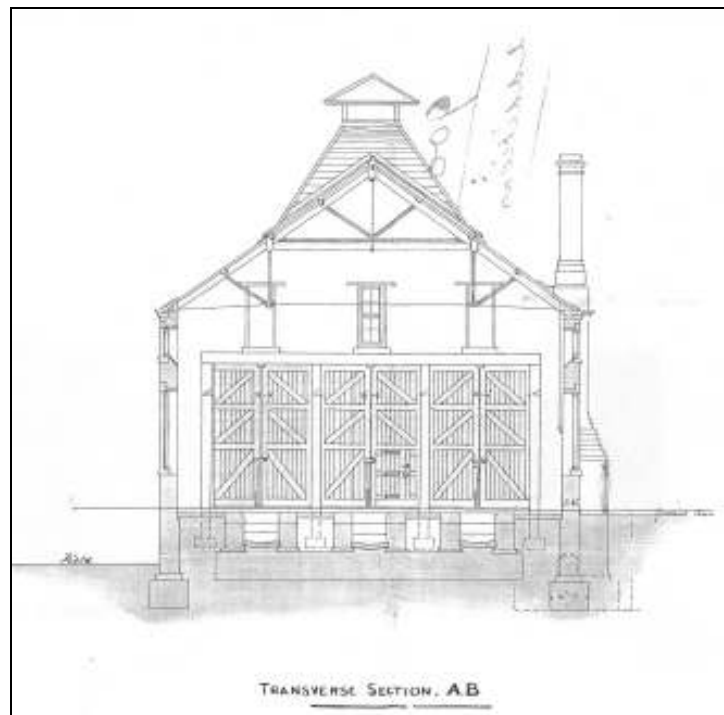


Figure 10 – Proposed gable end for engine shed at London Road in 1864 (CRO Ref: CaE4/900)

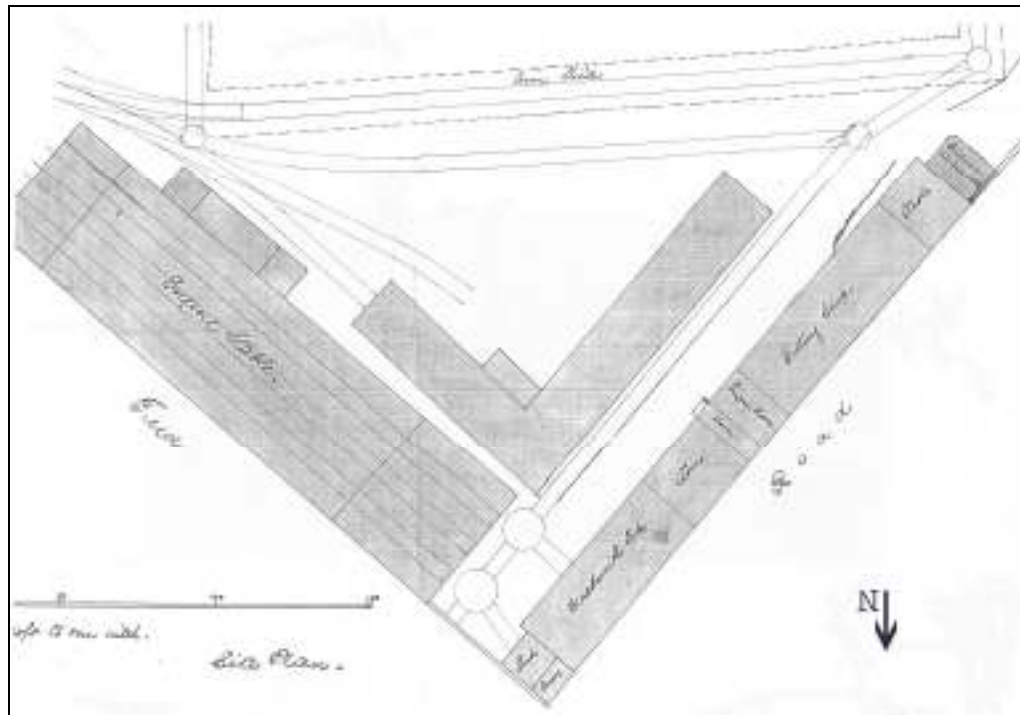


Figure 11 – Proposed addition of 2-stall stable at south-western end of long range 1872
(CRO Ref: CaE4/268)



Figure 12 – Photograph of the station at London Road prior to its demolition in 1881
(Courtesy of Denis Perriam)

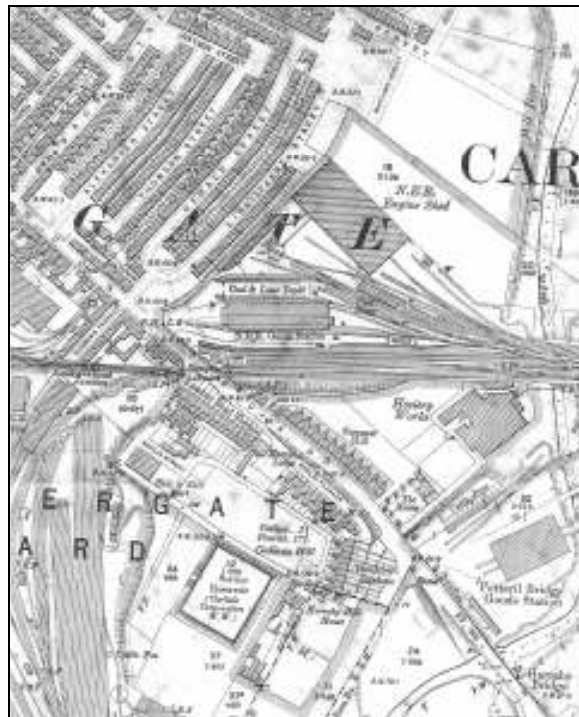


Figure 13 – Second Edition Ordnance Survey map 1901 (Scale = 25" to 1 mile)

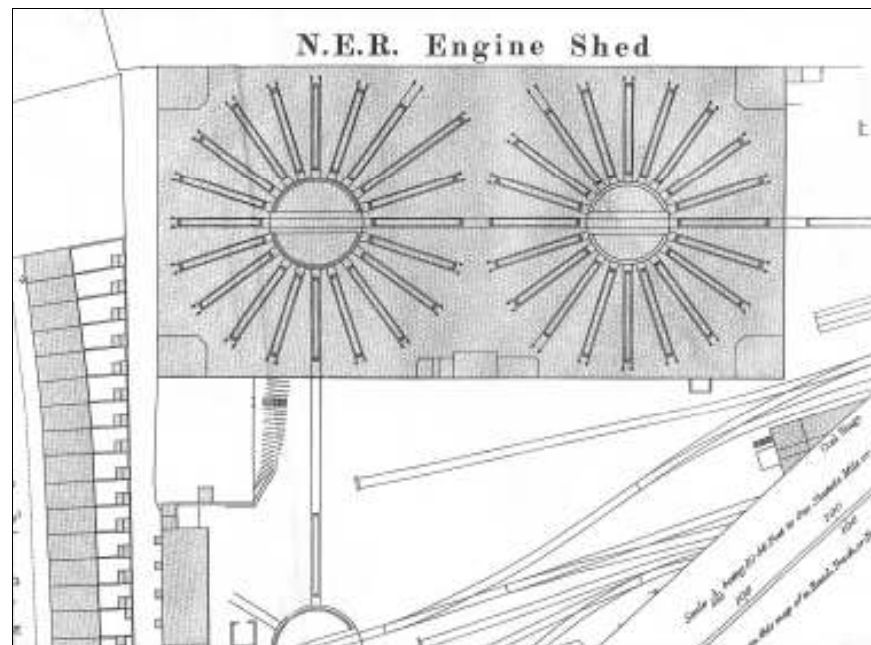


Figure 14 – Second Edition Ordnance Survey map 1900 (Scale 1:500 or 10.53ft to 1 mile)

- 4.15 The NER engine shed at London Road closed following the transference of work and locomotives to the North British Railway (NBR) at Canal in 1933, when it was home to 11 locomotives and one Sentinel railcar. The yard, however, continued to be used for servicing and short-term stabling by locomotives from the northeast, eventually closing in June 1963²⁵. An un-dated photograph shows the engine shed in the early part of the 20th century (Figure 15). This photograph shows that the central section of the buildings has a slightly higher gable and there are several pipes projecting from the roof, which may have related to ventilation. The 6" to 1 mile Ordnance Survey map of 1946 shows that the central section of the engine shed roof was open, although a railway track still runs to the main entrance, and one of the two internal turntables still appears to remain at this date (Figure 16). A photograph dating to 1951 shows the building as seen from the southeast with no roof on its central section, it also shows the coal depot to the left and a brick-built water tower to the right (Figure 17).
- 4.16 Around 1971, the yard at London Road was taken over by J & W Watt Ltd (John and William), a business that began in 1929 on Metcalf Street, Denton Holme with one vehicle, which collected milk. For the first 5 years some of the haulage work came from the railways. Over the years the company had a fleet of over 100 wagons in green and white livery, undertaking both national and international haulage. Approximately 25 years ago the wagons were sold off and the site became used for storage, although there were several owner-drivers of wagons who continued to use the yard. Some of the modern buildings on the site were built in the 1980s. Approximately 7 years ago, the owners of the site were approached by a developer about the possibility of using the site for housing²⁶.



Figure 15 – Undated photograph, possibly pre-1933, showing central section with roof and projecting pipes (Courtesy of Denis Perriam)

²⁵ Robinson, P, 1986, Page 121

²⁶ Pers.Comm. Michael Watt



Figure 16 – Ordnance Survey Map 1946 (Scale = 6” to 1 mile)



Figure 17 – 1951 photograph showing central section with roof missing, note the elevated coal depot to left of photograph and the brick-built water tower to the right (Courtesy of Denis Perriam)

5. RESULTS

5.1 THE ENGINE SHED - EXTERIOR

- 5.1.1 The NER engine shed is located at the north end of the site, orientated north-west, south-east with its northern gable end facing towards Lindisfarne Street (Figure 2).
- 5.1.2 The building measures approximately 51m wide and 104m long externally and is constructed of brick laid in English Bond, which consists of alternating rows stretchers (the long side of the brick) and headers (the short side of the brick). This is considered to be one of the strongest bonds, as it has no internal straight joints, however Brunskill notes that it is one of the more difficult bonds to lay and is more expensive than other examples²⁷. The brickwork has recessed panels, which contain the windows, and the brickwork in the gables is also recessed and contains a central circular window with four wedge-shaped yellow sandstone 'keystones' (Plates 2 and 3). Defining the gable is a decorative 'crow-step' panel, and at the apex of the gable is a small triangular shaped piece of sandstone (Plate 3). Rectangular pieces of sandstone make up the coping on the upper part of the gable that terminates, on the eastern and western sides, in kneelers (Plate 4).
- 5.1.3 On the south-east and the north-west elevations it was possible to observe that the brickwork making up the gables of the central section of the building did not contain the decorative crow-step brickwork and circular windows seen in the eastern and western sections (Plates 5 and 6). This appears to be due to the central section of roof having been removed at some point in the first half of the 20th century, possibly after 1933 when the shed ceased to house a large number of engines; it was certainly missing at the date of the 1946 Ordnance Survey map (Figure 15). Despite the lack of some of the original architectural features in this central section, an attempt has at least been made to maintain some of its original appearance by inserting a continuation of the vertical sections of brickwork, which divide the panels that contain the windows (Plate 5). Only the central section originally contained these vertical features in the gable, therefore when these gables were rebuilt there must have been some knowledge that these existed originally (See Figure 15 and Plate 5).
- 5.1.4 At the base of the gables, on both end elevations, and below the eaves along the long elevations, there is a horizontal band which has 'dentilated' brick work beneath (a tooth-like effect produced by the projection of alternate headers or smaller bricks²⁸) (Plate 4).
- 5.1.5 The windows along all of the elevations are the same, with no variation, and consist of arched-heads of gauged brickwork, of alternating colours, with a central sandstone keystone, a sandstone cill and iron frames with 40 glass panes. The central section of each window, consisting of 6 panes, can be opened to provide ventilation (Plate 7).
- 5.1.6 Along the south-east elevation, two large doorways have been inserted in the western and eastern sections, as shown by the change in brickwork (Plates 2 and 7). Figure 17

²⁷ Brunskill, R.W, 1990, Page 87

²⁸ *Ibid*, Page 97

shows that originally the western section of this elevation had 3 windows. The central section has one of its windows partly blocked up and converted to a doorway, and although there is some evidence of new brickwork around the large doorway in this section, this would have been the location of the original large entrance for the engines (Plate 5).



Plate 1 – The NER engine sheds as seen from the south-east



Plate 2 – South-east elevation showing one of the three gables with recessed brickwork, and decorative crow-step defining the gable which contains a circular window



Plate 3 – Detail of circular window and decorative brickwork in south-east elevation



Plate 4 – Detail of the brickwork and sandstone coping stones and profiled kneeler (above the light), and dentilated brickwork below eaves and at the base of the panel below the gables, south-west elevation



Plate 5 – Central section of south-east elevation showing lack of crow-step brickwork and circular window in gable. One window has had a door inserted and the large entrance is the original doorway for the engines



Plate 6 – North-west elevation as seen from Lindisfarne Street showing lack of decorative brickwork and circular window in central section of building



Plate 7 – Western section of south-east elevation showing inserted doorway (Scale = 2 metres)

- 5.1.7 The south-west and north-east elevations were largely obscured by more recent buildings and it was not possible to observe all of these external walls at the time of survey (Plates 8 and 9). The south-west elevation was partly visible at its southern end, so it was possible to note the regularly spaced windows in recessed panels. There are doorways located along this elevation, which have been incorporated within the spaces used for the windows, however it is not known whether these doorways are original features, or have been inserted at a later date (Plate 8). At the southern end of the south-west elevation (roughly beneath the third window heading northwards) there is a small feature at the base of the wall defined by yellow sandstone blocks (Plate 10). The function of this feature is unclear, as there was no evidence internally for its purpose. There are the remains of a small chimney at the top of the wall towards the southern end of this elevation (Plate 11).
- 5.1.8 Running roughly north-south at the south-west side of the engine shed is what appears to be the only remaining rail track on the site. The track would originally have come from the main line to the southeast, and presumably terminated at buffers at its northern end. This may be the track shown on Figure 16 immediately to the south-west of the engine shed (Plates 8 and 12).
- 5.1.9 It was difficult to clearly observe all the roof sections at the time of survey, however it would appear that the eastern and western sections was laid in slate with possibly ceramic ridge tiles, whilst the rebuilt central section was covered in profile sheeting. The western and eastern sections have a raised area constructed of timber, which has more latterly been covered in profile sheeting, but originally may have been of glass to

allow more light into the building, as was observed at the Carlisle Steam Laundry buildings on Warwick Road, constructed in 1892²⁹.

- 5.1.10 The north-western elevation of the engine shed could only be observed from Lindisfarne Street so it was not possible to note any external features which may have existed at the bottom of the walls (Plate 6).



Plate 8 – South-west elevation showing modern building left of photograph and rail track in the foreground (Scale = 2m)

²⁹ Wooler, F, January 2007



Plate 9 – South-east elevation showing modern building against eastern section of engine shed



Plate 10 – South-west elevation, feature at base of wall (Scale is in 20cm graduations)



Plate 11 – Small chimney, south end of south-west elevation



Plate 12 – View looking south-east showing rail track which runs past the south-west corner of the engine shed

5.2 THE ENGINE SHED - INTERIOR

- 5.2.1 The interior of the engine shed could only be accessed via the doorways on the south-east elevation. The floor of the engine shed is of concrete, although the eastern section has been tarmaced, and there was no evidence for former rail tracks or the turntables that had previously existed within the building. The building continues to be used for storage at the time of survey; consequently there was a large number of storage racks in the western and eastern sides of the building, although the central section was relatively empty (Plate 13).
- 5.2.2 In three of the four corners of the building were brick-built offices which appear to be original features; there was no office in the south-east corner however the large scale map from 1900 indicates that there has originally been one here (Figure 14). All of these offices have their main doorways on the corner that faces towards the centre of the building, possibly to provide a clear view of the turntables (Plates 14 – 16). The offices in the south-west and the north-east corners of the building have sash windows with arched heads, as have the doorways, however the office in the north-west corner has a low doorway in its south-east facing wall, and a later large doorway inserted into its north-east facing wall (Plates 16 and 17). The walls of the offices do not extend the full height of the building; they are as high as the main windows and two retain the decorative wooden cornice at the top of the walls (Plate 17). The offices have ceilings of timber boarding, therefore it is possible that the tops of the offices were either used for storage, and/or the ceilings were inserted to minimise the noise and smell from the engines. Two of the offices had fireplaces (the NE and NW offices) built across the corners of the room (Plates 18 and 19). The office in the south-west corner of the building has a doorway in its western wall, which is that shown on Plate 11 (Plate 20).



Plate 13 – View looking northwards of interior of central section of engine shed



Plate 14 – Brick-built office in south-west corner of engine shed (Scale = 2m)



Plate 15 – Office in north-east corner of engine shed



Plate 16 – Office in north-west corner of engine shed showing low doorway in south-east facing wall



Plate 17 – Inserted doorway, office in north-west corner of engine shed



Plate 18 – Fireplace in NW office, note the insertion of a later lintel, the low doorway left of photograph and original floorboards (Scale = 2m)



Plate 19 – Fireplace in NE office (Scale = 2m), this office still has its original floorboards



Plate 20 – Doorway to exterior, SW office in engine shed

- 5.2.3 Located towards the northern end of the south-west elevation is a large doorway with arched head, which has been blocked-up with concrete blocks (Plate 21). This doorway is presumably that shown on Figure 14 that allowed engines to be moved to the external turntable should one of the internal turntables break down.
- 5.2.4 The large number of windows in the building, along all its elevations, would have allowed plenty of light into the engine shed. Along the south-west facing elevation there were 13 windows plus another two which have doorways (Plate 8); it is not known if these are original features, however there was no evidence for changes in brickwork to suggest that this was the case. In the gable ends of both the western and eastern sections of the engine shed there were originally three windows in each, with a further 3 in the northern gable end of the central section (one of which has been converted to a doorway), and 2 in the southern gable end of the central section. This gives a total of approximately 48 original windows in the building, all regularly spaced and symmetrical.
- 5.2.5 Along the internal wall of the north-east elevation there is evidence for approximately 4 possible fireplaces, as what appears to be the presence of former chimneys were observed heading towards the tops of the wall (Plate 22). These fireplaces, if that is what they were, do not appear to have been bonded into the main wall (as is the case with the offices).



Plate 21 – Large blocked-up doorway in south-west elevation which originally provided access for the engines to the external turntable

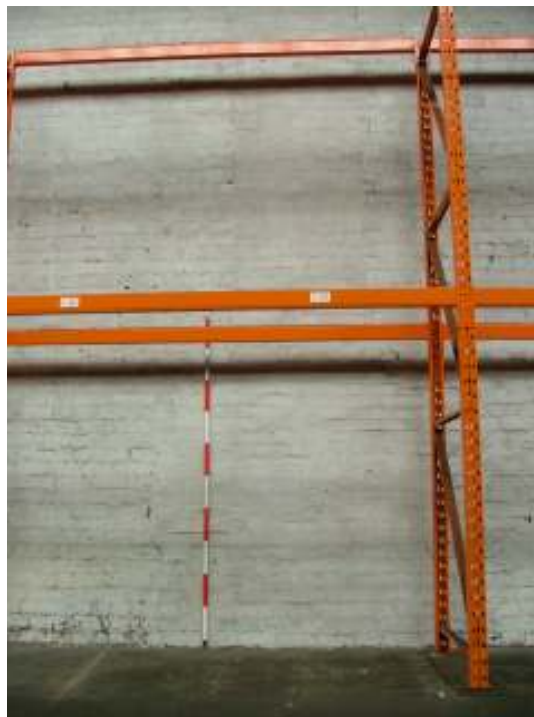


Plate 22 – North-eastern wall of engine shed, showing 1 of the 4 possible former fireplaces along the wall (Scale = 2m)

- 5.2.6 Along the length of the building there are two rows of cast iron columns, at the point where the western and central sections meet, and the central and eastern sections meet (Plate 23). These appear to be the original columns, and they are visible on photographs taken in the 1960s when the roof of the central section was missing (See Figures 18 and 19 in Appendix). These columns support metal girders that have decorative latticework riveted in between providing architectural detail to the roof structure (Plate 24). The columns are interesting as they not only provide support for the roof structure but they appear to also be used for taking rainwater from the gullies between the roofs to drains below; each column has a metal pipe at its top heading into the roof (Plate 24), and there is a drain cover beside the base of each column. The gap between the columns appears generally to be approximately 6.40m (21ft), although this gap is greater in line with the large doorway on the south-west elevation (Plate 21). The gap between the columns needed to be enough to accommodate the width of an engine and this would have had to be a consideration when the engine shed was constructed. Figure 20 in the Appendix shows an engine within the interior of the shed in 1933.
- 5.2.7 The roof itself consists of, in the western and eastern ranges which is presumably the original structure, 29 roof trusses consisting of iron rods and T-section bars (Plate 25). The ends of the roof trusses are held in an iron bracket sat on a sandstone pad, set within the brickwork of the main walls. At the point where the roof trusses are supported, the brickwork is set further in and this presumably corresponds with the projecting brickwork on the exterior of the walls below the eaves (Plates 26 and 11).



Plate 23 – View looking northwards along columns between the western and central sections



Plate 24 – Detail of the top of one of the columns showing latticework and pipe for rainwater



Plate 25 – View looking northwards of the western part of the shed showing roof structure including the raised sections, which provide extra light to the building



Plate 26 – Detail of ends of roof trusses, western section of engine shed

5.3 ASSOCIATED STRUCTURES

- 5.3.1 Located to the west of the engine shed are the remains of a single-storey range, constructed of roughly coursed and squared sandstone masonry, which runs along the back wall between the site and Lindisfarne Street (Figure 2 and Plate 27). This appears to be part of the range that at one point housed the workshops, blacksmiths and stables (Figure 9). This building appears to have been much longer originally as shown by the various Ordnance Survey maps (Figures 8 and 13). Of what remains of this building, in the south-east elevation, there are at least 5 blocked-up windows, a blocked doorway and a larger doorway which does not appear to be original, but which has also been blocked-up (Plate 27). A large doorway has also been inserted in the north-east elevation relating to when the building was used as a garage (Plate 28). There was no access to the north-western or south-western elevations of this building. The interior could be accessed at the southern end, but only part of the building could be viewed internally (this may be the room marked as ‘Stores’ on Figure 9). It was possible to note in the north-western wall (facing Lindisfarne Street) that there was a blocked-up doorway, which originally would have provided access to the road on this side of the property, before Lindisfarne Street was laid out (Plate 29 and Figure 8). In the south-west wall (which faces London Road), there was a blocked-up doorway noted at ground level and a blocked window (Plates 30 and 31). An undated photograph shows this range of buildings with the chimneys of Lindisfarne Street shown in the background (See Figure 21 in Appendix).



Plate 27 – South-east facing elevation of single-storey range to west of the engine shed



Plate 28 – North-east gable end of stone-built range



Plate 29 – Blocked-up doorway, interior of single-storey range (Scale = 2m)



Plate 30 – Blocked doorway, south-west elevation of single-storey range (Scale = 2m)



Plate 31 – Blocked-up window in south-west elevation

- 5.3.2 To the south-west of the NER engine shed is the goods warehouse and offices (marked as Goods Depot on Figure 2), which were constructed in 1881 at the same time as the engine shed. Like the engine shed these buildings are also constructed of brick and have similar architectural features such as recessed brickwork on the south elevation, dentilated brickwork below the eaves, and a circular feature on its south elevation which contains the date '1881', that is similar to the round windows in the engine shed (Plates 32 –34). These buildings replaced the first station (HER 41001) and other structures on the site (compare Figures 8 and 13).
- 5.3.3 To the west of the London Road site, on the opposite side of the road, is the former Railway Hotel which was constructed in 1837 to serve the London Road Station (LB³⁰ Ref: 25622). This building has until recently been used as a public house, but at the time of survey, it was boarded up and awaits the result of planning permission for retail units and residential (Plate 35). Studholme's map of 1842 (Figure 3) shows that that the hotel had a bowling green to the west, which was subsequently built upon by 1901 to create Dudson's Terrace (Figure 13); this row of housing has since been demolished and a retail store now stands on the site.

³⁰ Listed Building



Plate 32 – North elevation of the goods warehouse built in 1881 with the tram shed shown in the background



Plate 33 – South elevation of goods warehouse, view looking east



Plate 34 – South elevation of goods office building, west end of goods warehouse, with date stone '1881'



Plate 35 – The Railway Inn on London Road

6. CONCLUSION

- 6.1 The London Road site has had a long association with the railways and forms an important part of Carlisle's railway history, having been the location for the first station in the city, which opened in 1836. The site had been continually occupied by railway companies up until 1933 when the depot closed, although it continued to provide some stabling and servicing of locomotives until the 1960s. The NER engine shed and the goods warehouse and offices that exist on the site today are the second phase of buildings at London Road, replacing an earlier engine shed, passenger station, coal depot and carriage shed, although part of the original workshop buildings from the 1830s still survives at the north-western side of the site.
- 6.2 The NER engine shed is a nice example of late 19th century industrial architecture constructed of brick. It has a large amount of architectural detail such as dentilated brickwork, the use of sandstone for keystones, crow-step brickwork on the gables, and the decorative metalwork of the roof structure and columns. Despite not being easily seen from London Road, and being hidden behind the 1881 goods buildings, which also have decorative facades facing the main road and railway, the main elevations of the engine shed display symmetrical and interesting elevations no doubt reflecting a sense of pride in these buildings. It is interesting to note however, that if the elevations of the engine shed contained no architectural detail and were simply blank walls with windows, this would have created an unattractive and boring building, much like the later example against the north-east elevation (Plate 9). Future below ground investigation of the site may reveal the location of the internal and external turntables relating to the earlier and 1881 engine sheds at London Road.
- 6.3 The report in the Carlisle Journal in 1881 described how Carlisle's first railway station was being demolished to make way for new offices, goods warehouse and engine shed (See 4.13 above). The similarity in the architecture between the engine shed and the goods warehouse and office does suggest that they were constructed at the same time. In a newspaper article in 1890, however, it appears that an engine shed was constructed in 1881 to house 20 locomotives but that this building was being extended in 1890 to replicate the original plan to provide accommodation for 40 engines (See 4.14 above). If this was the case then there should have been a clear construction break visible halfway along the existing south-west and north-east elevations to show where this addition was made. At the time of survey it was not possible to note these two external elevations, and internally there was no obvious vertical breaks, so if the present engine shed is the product of two different building phases, 9 years apart, then the builders have presumably made sure that the earlier and later buildings were bonded to each other to minimise any vertical lines which would have weakened the structure. It is noticeable however, that the architectural detail on what the newspaper report says is the earlier building to the north, is identical to the later addition to the south. Similar architectural details appear to still be being used on industrial buildings constructed in the 1890s, as shown by the Carlisle Steam Laundry buildings in Warwick Road built in 1892³¹. The measurement of the extended building in 1890,

³¹ Wooler, F, January 2007

given in the newspaper report as 350ft by 171ft, does correspond to the external dimensions of the present engine shed at approximately 52m wide by 106m long.

- 6.4 The NER engine shed, which is the subject of the present survey, should not be seen in isolation but rather as part of a complex site consisting of rail tracks, goods warehouse, workshops, the Railway Hotel and even housing such as those constructed on London Road Terrace by the Newcastle and Carlisle Railway³².
- 6.5 The end of the 19th century is an interesting period in Carlisle's history, as there appears to have been a large amount of building work going on within the city. As well as the NER engine shed and goods buildings at London Road, a new goods station, loading banks and bridge were constructed on land to the west of the River Caldew off Charlotte Street for the joint use of the North British, Midland and Glasgow and South-Western Railway companies. On Victoria Viaduct, a large warehouse and offices for Little and Ballantyne, and the Central Hotel; the Steam Laundry on Warwick Road; and new weaving sheds for Ferguson's at Holme Head. In addition to the new industrial and commercial buildings, a large amount of housing was also being constructed in this period, some to replace cottages that had been demolished to make way for the railways. New streets were laid out and built on in Denton Holme, Upperby and Botchergate, where streets such as such as Lindisfarne Street, Oswald Street and Linton Street immediately to the north of the London Road site were constructed³³. It is hoped that consideration is given to buildings from this period that may be affected by conversion or demolition, as they form part of a building boom within the city in the 1880s and 1890s.

³² Wooler, F, 2005

³³ Carlisle Journal 22nd July 1881

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8. APPENDIX

CRO = Carlisle Record Office

CL = Carlisle Library

Maps

Studholme's Map of Carlisle 1842 (CRO)

Botchergate Tithe Map 1847 (CRO Ref: DRC 8/22)

First Edition Ordnance Survey Map 1861 (6" to 1 mile) (CL)

First Edition Ordnance Survey Map 1865 (25" to 1 mile) (CRO)

Second Edition Ordnance Survey Map 1901 (25" to 1 mile) (CRO)

Second Edition Ordnance Survey Map 1900 (Scale 1:500)

Ordnance Survey Map 1946 (6" to 1 mile) (CL)

Newspapers

Carlisle Journal 20th April 1833 p3

Newcastle and Carlisle Railway tunnel under Harraby

Carlisle Journal 27th April 1833 p3

Newcastle and Carlisle Railway tunnel under Harraby – letter from stakeholder about this.

Cumberland Pacquet 15th April 1834

Various cases of questioned valuation of land for Newcastle and Carlisle Railway. Cumberland Quarter Sessions.

Carlisle Journal 9th April 1836 p4

Progress of the Newcastle and Carlisle Railway:

'The railway is now formed from Blenkinsopp Colliery to the London Road Station at Carlisle, a distance of 20 miles with the exception of 2 small parts at the river Gelt to communicate with the bridge over the same, and at the Wetheral Cut; indeed, it has so far approached to the finished state that only 3 miles of single way, in portions, remain to be laid. There is besides this work, a good deal to be done in trimming and dressing etc of slopes..'

Carlisle Journal 14th May 1836 p3

Strike on the Newcastle and Carlisle Railway. Labourers in employ of Mr Grahamsley. Contractors on N & C struck on Tuesday, greater part of them resumed without advance they required.

Carlisle Journal 21st May 1836 p3

'At The Mains, where the principal station will be, a great deal of work remains to be done. A great quantity of soil is yet to excavate, warehouse for goods are to build, rails to lay and variety of other things have to be done; but as all these are in progress a great number of hands are employed'.

First load of coals from Milton along line. One horse drawing as many as 12 on a road.

Carlisle Journal 26th November 1836 p3

Fall from London Road Bridge – N & C Railway.

Labourer attending to a crane for raising stones, foot slipped on ice and fell onto railway, severely injured.

Carlisle Journal 16th July 1836 p3

Newcastle and Carlisle Railway – arrangements for opening. Describes what will happen at London Road. Station closed – tickets only. Do not get on or off when moving. 100 specials – also in Town Council. Soldiers from Castle suggested but civil authority best – engines dangerous.

Carlisle Journal 16th June 1838 p2

Directors of N & C Railway have traversed entire line with loco power and arrived at London Road Station – state of readiness for the procession on Monday next.

Carlisle Journal 23rd June 1838 p2

Directors travelled 15th Friday – Carlisle to Redheugh

Carlisle Journal 28th July 1838 p2

Newcastle and Carlisle Railway – fatal accident. Workman both arms off. One engine drawing wagons on two opposite lines – did not see the chain – shouted warning. Also inquest on 14 year old killed by truck passing over him – tried to get onto it and fell.

Page 3 – Mail bags sent for first time on railway.

Carlisle Journal 4th May 1844

Adelaide loco exploded at London Road station yard on Wednesday morning last *'engine had just arrived from the canal basin and having taken a supply of coke was just about to proceed when a terrific explosion lifted the engine off the rails 18" in the air and threw the engine man into the 4th coal wagon (Wm Simpson). He was dreadfully scalded around his legs and bruised. Stoker on the coke in tender was not seriously injured. Deficiency of water'.*

Carlisle Journal 21st December 1844 p3

William Simpson died at Wall near Hexham on Monday 8th. WS engine driver on N & C R. *'Simpson, it will be remembered by many, was the man who was dreadfully scalded and injured by the bursting of the boiler of a locomotive engine in the station yard, London Road, on the 1st May as he was preparing to start with a train. He has lingered ever since in a state of great agony'.*

Carlisle Journal 11th July 1846 p2

Newcastle and Carlisle Railway working stock, Board of Trade figures = 26 engines, 67 passenger carriages, 653 luggage van trucks and carriages, hire 470 coal wagons.

Carlisle Journal 2nd January 1863

'Yesterday in accordance with their notice, the North Eastern Railway (NER) commenced to run their trains from Newcastle into Carlisle Citadel Station..the driver of the post office mail cart calculates that the change saves him a journey of at least a dozen miles a day'.

Carlisle Journal 3rd May 1864

Serious fire at the Newcastle and Carlisle Railway: *'On Saturday night last a fire broke out in the engine shed of the Newcastle Railway Company at the London Road Station, Carlisle, and beside being destructive to a considerable amount of property, we regret to add that in one or two cases life has been endangered. The fire was first discovered a little before 11 o'clock and the alarm having been given in the neighbourhood it was quickly communicated to the town, where the policemen sprang their rattles, and the city fire engines were at once horsed and manned and despatched with all speed to the scene of the conflagration. The policemen's rattles and cry of "fire" in the streets aroused many who had retired to rest, and these with others on their way home, soon swelled the crowd assembled to a few hundreds of people. There were ten engines in the shed at the time the broke out and these had been seen and left all right about 10 o'clock. By the time the fire-engine arrived on the spot the flames had obtained such a hold that all hope of saving the shed seemed to be gone, and the efforts of officials and servants of the company, together with volunteered assistance, were directed towards saving the engines in the shed. An engine was obtained from the Lancaster shed, and this having been brought up, succeeded in extracting and saving some of the locomotives in the burning shed, others having been drawn out by the crowd. The shed was built on the same principal as all other sheds for a similar purpose, two stone side walls, with iron pillars and supports, and also a large amount of wooden framework. Each end was secured by large wooden doors, and from the nature of the buildings it would no doubt contain, besides the wood, a large quantity of coke on the engines, oil, waste, and other inflammable materials. The flames soon rose and spread with frightful rapidity, lighting up the country for a considerable distance around. One of the city engines, under the direction of Mr Bent, was brought up to the east end of the building and after some delay in moving about and obtaining water, amid a scene of the greatest confusion, it was got to work, and a stream of water was directed amongst the flames about the entrance. There was not sufficient hose to reach the water tank, and it was pumped out of the tender of the Lancaster engine. Their extinction was but momentary, for as soon as the water was turned in any other direction, they rekindled again with redoubled fury. At one time the two gable ends at the east end presented a scene of the greatest brilliance and grandeur. The entrance to the building, with the gables and side pillars, were all clearly traced out in lines of fire. Every now and again large portions of the roof fell in with a fearful crash, sending up volumes of smoke, followed by a bright outburst of flame. It was soon found that labour and water were both thrown away in attempting to extinguish the flames at the east entrance, and Mr Parker and others directed attention to the centre of the other end. A small fire engine belonging to the company supplied with water from a plug near the Railway Hotel was set to work, but the efforts of the two were of no avail as the place was quickly gutted and unroofed. At the west end there were still three locomotives standing, and of course various efforts were made to save them. It was at this part, and while this object was being promoted, that a serious accident occurred, which placed the lives of a number of people in imminent peril. At this end stood a large wooden crane, connected with a heavy cross beam and other supports. A chain was to be attached to one of the engines, which was intended to be pulled out by the crowd as no engine or other means were available. It was found, however, that the break was on the engine, and it defied all the power that was applied to it. It was then decided to pull down an iron pillar which was considered to be an obstacle, and with this view the chain was placed round it. The cross beam was at this time burning, and likely soon to fall, and to prevent an accident in that way it was determined to pull it down. Unfortunately the carrying out of this resolution resulted in an accident which was altogether unforeseen. The chain around the pillar was pulled, and the crane was seen to shake. A cry was raised to "look out", but before the crowd could all run out of way the beam, pillar and crane all fell to the ground with a tremendous crash and in its fall reached three of four young men who were running from it. One of these, a young man named Thomas Hodgson, about 21 years old was struck on the foot a little above the heel and it was crushed in a frightful manner, and almost separated from the leg. He was also injured on the back of the head and other parts, but the mutilated foot was the most painful and serious of his wounds. Another young man, George Pattinson, son of Mr Pattinson, joiner, who but a moment or two before had been talking with Hodgson and two others, appeared to have been knocked down by a blow on the head, and when he was found part of the frame work of the crane was lying across his chest. These two were quite insensible, and were at once removed to the Railway Hotel. Just at this time, and from the same cause, a third accident was announced to a man named Gallagher, who is in the service of the company. Some of the falling timbers struck him and broke his arm. We understand he also sustained several slight bruises, but the broken arm was his chief injury. Another person, named Chaffers, narrowly escaped. Where he fell*

fortunately that part of the wood was otherwise supported, and there was sufficient space below for him to lie unhurt. In creeping out, however, he sustained an injury by seizing hold of an iron rail to clear himself, and the rail being almost red hot his hand was burned. Mr Page and Dr Carlyle were at once sent for, and they promptly attended to the sufferers. They were each taken into a different room and laid upon tables. Hodgson, whose consciousness had now returned, bore his sufferings with remarkable fortitude and conversed calmly and rationally with several acquaintances around him. Dr Carlyle dressed the wound on his head, and then, looking down towards his foot, Hodgson remarked that he thought that should be first attended to. Mr Page was engaged in an examination of Pattinson, who was lying in an insensible condition with blood flowing from his ears. A consultation by the medical men was followed by Hodgson being removed to the Infirmary, where shortly after his arrival the mangled foot was amputated a little above the ankle. Pattinson's injury seemed to be internal and quietness was recommended in his case. He lay in the same condition without speaking until some time on Sunday when he became conscious and was removed to bed in the hotel, and still lies there in a very critical state. All this time the fire was raging with unchecked rapidity, pieces of the roof falling in here and there until the whole roof, rafters and slates had come down. Near to the west end there were two of three cranes used for lifting the engines, and these, with their heavy chain gear, also fell on to and damaged the boilers. The coke on the engines became ignited, and could be seen through the other flames burning like furnaces. As long as there was anything to feed it, the fire continued to rage, and it was not until all the damage had been done, and the flames began to slacken, that the effect of the water was at all perceptible. It was not considered safe to take the engines away until about five o'clock, at which time the only flames or fire visible were at the end of the beams and pieces of broken timber. When day dawned the remains of the engines and sheds presented a ruinous appearance. The engines, of course, were stripped of all the wood about them, and instead of the bright painted boilers they were all more or less bruised, rusted and blistered. The falling slates and cranes had damaged them in several places, but we understand that so far as has yet been ascertained the machinery is not very much injured. The building is now merely a shell, and of it, the only things that remain are the broken windows in the blackened walls. Fortunately the night was calm, for had there been much wind up, the close proximity of the shed to the other buildings would have placed them in a position of great danger. Great confusion and disorder prevailed during the fire, although it was perhaps caused by the best intentions. Every one seemed anxious to do something, but could not see where to go or what to do. Mr Parker and a number of the railway officials exerted themselves in saving all the property that was within reach and Mr Bent and his staff did all that lay in their power, although under the circumstances it was for a time of little use, as the flames defied all the water that could be brought to play upon them. The fire engine belonging to the London and North-Western Railway Works was brought to the spot under the command of Mr Inspector C Barker of the London and North-Western Fire Brigade, and would have rendered useful service had it been required. It is scarcely possible at present to estimate the damage done, until the engines have been thoroughly examined, and the cause of the fire is also, as yet a mystery'.

Carlisle Journal 1st December 1865 p5 col2

NER shed, London Road – fatal accident 16 year old boy.

Carlisle Journal 19th August 1881

'London Road Station. Removal of the first Carlisle Railway Station In order to make room for the new offices and goods warehouse and engine shed etc which the NER are about to erect at London Road. The old buildings upon the site which are associated with the early history of the Newcastle and Carlisle Railway, will shortly be pulled down. The buildings referred to include the first station ever erected in Carlisle which was built by the N & CR in 1836 and around whose walls many exciting scenes used to be witnessed in the old coaching days. For a short period after the opening of the L & C and previous to opening the Citadel Station, the south trains to and from the London Road Station and it was from here that the horse express was nightly despatched to Glasgow in the early days of the North British Daily Mail, before the CR was completed. For long after the completion of the Citadel Station, the Newcastle Company, frightened by the amount of rent demanded by the other companies, stuck fast by their own premises, but as these were a mile from the centre of town the public inconvenience was so great that ultimately an arrangement had to be made for changing the terminus. Since that time the old premises at London Road have been used solely for goods and mineral traffic and the old station house as offices for the company's agent, Mr John Parker. Mr Parker has, we believe, had a photograph taken of the old premises and has presented a framed copy to the Carlisle Museum. The contract for the new buildings has been let? for £18,000 to £20,000'.

Carlisle Journal 30th August 1881

'Changes at the NER Station, London Road. There have been some changes at the station of the NER Co. London Road. Yesterday the telegraph clerks removed their instruments to the old mineral cabin; situate about 100 yards from the premises which have hitherto been offices. Mr Parker and his clerks have migrated to the house adjoining London Road Terrace occupied lately by Mr Wheatley. The old offices are being demolished'.

Carlisle Journal 22nd November 1889 p8

NER engine sheds – invitations for tender for extension.

Carlisle Journal 28 Jan 1890 – local jottings

'Mr Metcalf, the contractor, is now removing the old engine shed of the NER at London Road Station in order to make room for the extensions that are in contemplation. So disappears the first engine shed built in the north of England 51 years ago'.

Carlisle Journal 11th February 1890 p3 col2

'Active operations are now in progress for the extension of the NER engine sheds off London Road. 50 men employed...will increase to 150'.

'Mr James Metcalf, London Road, who is the sole contractor will have job finished in 10 months at a cost of £12,500'.

'NER will....?.. perhaps the most convenient set of engine stables in this part of the country. The first engine shed built by the company more than half a century ago and then the first structure of the kind in the north of England was an oblong building for 9 engines in 3 line..inconvenient (others had to be taken out to get at them). This engine shed is now being demolished. By the end of the week its walls will be levelled with the ground. In 1881 the company created an engine shed on an improved plan by which 20 engines can be stables, anyone of which can be taken out of its place..a turntable in the centre..pits 20 in number running round from it like spokes from the axle of the wheel. The shed is covered by a roof of 3 spans supported by iron columns and girders...and numerous side windows. It is connected with the main line from which engines are taken through a large door to the turntable and then placed. The extension which has now started will be a reproduction of the plan of the 1881 shed. The gable end of this shed will then be taken out and the new shed added to the old and both under the same roof. The new stables will be arranged in a manner similar to that of the old when complete 350' x 171'.

'They will be about 50 feet in length, new turntable about 50' 2" in diameter in the centre. In addition to the access from the main line and through the older shed an entrance will be provided at the side which will enable the company to take their engines to a turntable on the site of the demolished shed and thence to a new coke stage which they intend to erect - part of contract. The walls of the extended part of the shed will be 22 feet high corresponding with the other portion'.

Carlisle Journal 3rd March 1893 p5

NER death in turntable pit in shed, London Road. Thomas Hetherington aged 40.

Carlisle Journal 30th August 1895 p5

Retirement of John Parker, NER.

Carlisle Journal 3 April 1896 p5

John Parker, presentation after retirement in October after 52 years service. Special engine to Newcastle in 55 mins.

Carlisle Journal 1st August 1899 p2 Jottings

Newcastle and Carlisle Railway station. Arrival of judge *'what the company called its station was a wooden shell at Hill Top, Harraby'*. Judge walked up London Road and Botchergate.

Carlisle Journal 23rd February 1905 p5

Extract from the Obituary Notice – Mr John Parker:

*'At the age of 14 he entered the service of the Newcastle and Carlisle Railway Company, both he and his brother serving as clerks under Mr Green, the first station master in Carlisle at the London Road terminus of what was then the Newcastle and Carlisle Railway. Nine years later Mr John Parker was appointed station agent and district traffic superintendent at Carlisle, those offices then being combined. At this time railway traffic, both in passengers and goods, was confined to the London Road and Canal Stations. The Maryport and Carlisle Railway was then in existence, but passengers for the west as well as for the east took trains at the London Road Station'.
'The line was subsequently taken over by the North-Eastern Railway Company, and the amount of work in connection with it rapidly increased. Mr Parker continued to hold the responsible positions of Company's agent and district superintendent until his retirement after nearly 54 years service. During this time Carlisle had grown from comparative insignificance in railway matters to the important centre which it is now, and of the many changes which have taken place within the last half century he was always an interesting narrator'.*

Cumberland News 30th July 1954 pg8

Newcastle and Carlisle Railway memories:

Memories of John Parker of NER retired October 1895 after 52 years on the N & C and HER. In 50 years employees increased from 40 to near 300...sheds of 40 engines instead of eight or ten..guards wore red coats [and/with?] silk and brown? hats.

Cumberland News 3rd March 1961

London Road Depot. When Kingmoor MY [marshalling yard?] opens only London Road to remain open.

Cumberland News 31st July 1981

Article 'Building boom brought new look to city' – a reflection on the amount of new buildings being constructed in the city in 1881, as referred to in the Carlisle Patriot 2nd July 1881

'The North Eastern Railway Company are also about to build a large locomotive shed and a goods warehouse at their premises off London Road. The loco shed was to be erected on the ground behind the sheds in use'.

'The coal depots will come down and others will be constructed in proximity to the new shed'.

'The demolition of the present offices will remove a link which bound us with the early history of railway enterprise in this neighbourhood'.

'The boardroom of the directors of the Newcastle and Carlisle Railway has lately been used as a reading room, which was well patronised. It was at one time feared that another suitable place would not be obtained for this purpose, but the difficulty has been overcome by the generosity of the directors who have handed over the Hill Top Cottage, a dwelling house on the left side of the bridge [more latterly known as Thorncliffe], for reading and recreation rooms and library'.

'The room on the ground floor – originally used as a reading room – will now be utilised as a library; the room to the left will be a reading room and the two rooms upstairs will suit admirably for recreation purposes'.

Cumberland News 21st July 2000 pg9

Extracts from Article 'When railways ran at a snail's pace' – Denis Perriam

'When it still took more than three hours to get to Newcastle by train in 1858, at an average speed of 20mph – the same as when the line opened 20 years earlier – criticism was levelled at the Newcastle and Carlisle Railway (N & CR) by the Carlisle Journal: "The Newcastle line loves the old system so much as railway directors love their old wine". The newspaper poked fun at the way the railway was run: "A safe, steady, easy-going line..no new-fangled notions about economising time, regulate its management and although you should be carried along at a snail's pace, you save yourself the expense of insurance, seeing that there is scarcely more danger of any mishap than there is in a sedan chair or common Hackney cab".'

'The other problem was that the station serving Carlisle was London Road, almost a mile from the city centre, and it took "as much time in reaching the terminus as it often occupies to perform the whole journey", said the Journal.

'In 1858, one shareholder, the Rev Octavius James, said at the company's AGM that the present arrangement was "a crying public nuisance". Two years later a Parliamentary Commission heard evidence that "the Carlisle line is perhaps the most old-fashioned company in existence".

'There had been some urgency in completing the railway station in time for the opening of the Greenhead to Carlisle section, on July 19 1836, because of a strike by masons working for contractor George Grahamsley. It was found that some of the workmen did not belong to the masons' union and it had taken a week to resolve this. When Henry Brooke visited the station on July 13, he observed, "on entering the yard, a stranger would be struck with amazement at the immense labour going on to complete the work by the required time, some hundreds of workmen being employed for that purpose'.

'Work on the station had meant the removal of part of Gallows Hill, which Henry Brooke remembered as a green field, "but now converted into a plain covered with a gravelly surface, along which run railways in various directions...there being six distinct permanent lines; leading to the tunnel under London Road, to the station house, to the engine house, to the carriage house, to the workshops, to the lime-cells and to the coal-depot".

'The central building "commands a capital view of the line", Brooke stated. This he described as "the station house, a neat building of the modern Gothic order, which is strictly adhered to in all the stations..the office for entering passengers will be here, the chief clerk being Mr Green".

'In 1839, Francis Wishaw described the passenger shed as "entirely without platforms", but this he regarded "of less consequence as the carriages are hung much lower than usual and are furnished with footboards". Wishaw explained that the depot on London Road occupied six acres, covered with a goods shed and engine house "which will hold eight engines and tenders and engine turntables". To supply the engines with water there was a pumping engine of 3hp and tanks to contain this. Hudson Scott, who also visited in 1839, was struck by the "extensive workshops erected from the mechanics employed by the company, large covered houses for the reception of engines and carriages and steaths or depots for coal and lime".

'Passengers alighting at the station and wishing to proceed into town or on to the Canal Basin were met by an hourly omnibus service. Those who wished to stay overnight could do so at the Railway Hotel on London Road, built opposite the entrance to the station in 1837'.

'When the Maryport and Carlisle Railway entered Carlisle in 1843, they briefly made use of the London Road station, as did the Lancaster and Carlisle company in 1846. This could easily have developed into the main station, but it was decided to construct the Central Station [Citadel] on a site much closer to the city. Until this was finished in 1847, the horse-drawn mail coaches to Glasgow used to meet trains from the south to convey mail northwards'.

'It was thought that the N & CR would use the new station, but it was explained by the Journal, "the Citadel Station committee ask £1,000pa for accommodation, which the N & CR decline to pay, and the N & CR offer £800, which the station committee refuse to accept and so the matter drops".

'This was only resolved when the North Eastern Railway (NER) took over the N & C and the Journal announced on January 2nd 1863, "yesterday in accordance with their notice, the NER commenced to run their trains from Newcastle into Carlisle Citadel Station". The London Road Station closed to become the NER goods depot. William Green retired and his place was taken by John Parker'.

Publications

Sketch of the Railroad from Carlisle to Greenhead – Henry Brooke, 1836

'The station from whence the road opens, adjoins the London road at Gallows-hill, from whence it will be continued ultimately by a tunnel under the London Road, passing the extensive cotton works of Messrs Cowen, as well as those of Messrs Slater & Co, and the stupendous works now erecting by Messrs P Dixon and Sons in Shaddongate (which are likely to employ more than a thousand work-people) and so skirting the suburbs of the town, proceed to the basin of the canal.'

'On entering the yard, a stranger would be struck with amazement at the immense labour going on to complete the work by the required time, some hundreds of work-men being employed for that purpose; but most especially would he be astonished who remembered Gallows-hill in the olden times, a green field, now converted into a plain, covered with a gravelly surface, along which run railways in various directions, the tracing out of the destination of which is extremely difficult, there being 6 distinct permanent lines, leading to the tunnel under the London road, to the station-house, to the engine-house, to the carriage-house, to the workshops, to the lime-cells, to the coal depot etc. Besides these buildings there is a water tank, erected on arched, to supply the engines, the water being raised by a force-pump'.

'The station house is a neat building of the modern Gothic order, which is strictly adhered to in all the stations on the road; some of the houses are very beautiful, but we prefer the one at Wetheral. The office for entering passengers will be here, the chief clerk being Mr Green – it commands a capital view of the line.'

'The yard will be encompassed by stone walls when the new piece of road towards Penrith is complete; at present a temporary wooden fence has been constructed on that part where the turnpike road now sweeps along.'

'The railway along the greater part of the line is composed of materials destined, we should think, to endure for centuries; the blocks are of stone, embedded with the utmost care, and the chair on which the rail rests is plugged on by oak pins; thus affording at once a combination of three of our most durable materials.'

Railway's of Great Britain and Ireland – Francis Whishaw, 1842

Newcastle and Carlisle Railway:

'Besides the terminal stations at Newcastle and Carlisle, there are no fewer than nineteen intermediate stations, at all of which, if necessary, the mixed trains stop to take up or set down passengers; to these may be added the station and depot at Redheugh and the coal-depot at Carlisle. At the Newcastle terminus there is but a temporary shed at present; but the intended station and depot are to be on a large scale, the land taken for this purpose not being less than fifteen acres. There are four lines of way leaving the temporary station. The Carlisle station and depot are contiguous to each other, and are situate close to London Road, and about a quarter of a mile from and to the south of the city of Carlisle. The booking-office is in a neat detached rustic building, but is inconveniently situate with respect to the passenger-shed, which is on the other side of the station, so that passengers, having taken their tickets in the office, have some little way to go before reaching the carriages. The passenger-shed has two lines of way running through it, but it is entirely without platforms. This, however, is of less consequence, as the carriages are hung much lower than usual, and are furnished with footboards. The goods-shed is detached, and is on the same side of the railway as the booking-office and opposite the passenger-shed. There is a pumping-engine of 3-horse power at this station for supplying the tanks with water.'

'The Landsale coal-depot is in the rear of, and at a little distance from, the booking-office and goods shed. It is of quadrangular form, having a shed on two sides and one end, enclosing an open space for common road-carts, which enter and leave this depot under the end nearest the London road, from which there is an entrance distinct from that to the passenger-station.'

'The railway, which communicates with this depot by means of turntables on two sidings running parallel to and between it and the passenger-station, passes in the middle of and along both sides and ends, with a turn-table at each angle. Underneath each side are twenty cells for common road-carts, into which the coals or lime discharged from the railway-wagons above by openings left between the rails and a proper flap in the bottom of each wagon. The railway also communicates by short branches with the locomotive engine-house and the repairing-shops. The engine-house will hold eight engines and tenders. The engine turn-tables are each of 13 feet 6 inches diameter. The Carlisle depot and station occupy altogether about six acres of ground.'

Stephenson Locomotive Society Volume XXXIX, 1963, Pages 206-207

North Eastern Railway Shed, London Road, Carlisle:

'There must have been a shed here from the very early days of the Newcastle and Carlisle Railway but the first reference located is dated 6 May 1864, when Mr Fletcher reported that the engine shed at Carlisle had been destroyed by fire on 30 April. A fortnight later it was stated that the cost of restoring the shed would be £700 and of repairing the four engines damaged by he fore £254/6/5d. However, it was decided to build "a larger shed with considerable improvements, at an estimated cost of £2000". A tender of £1822/12/- was accepted on 1 July 1864 and presumably the new shed was opened in the following year.'

'In November 1880, plans for another new shed were submitted but no further details have been located. However, it would appear that this shed was built as the turntable still remaining in the building is dated 1881. From an examination of the building it is obvious that it consisted of two adjoining round-houses built at different times and it is considered that the southern portion is that authorised by the 1880 Minute.'

'In June 1889, the 'old shed' (the 1865 building?) was reported unsafe and inconvenient as it would only accommodate ten engines. A new shed was authorised and a tender of £12,439/11/4d. was accepted on 19 December; it was noted that two turntables would also be required. It seems that this new building was erected adjoining, and to the south of, the 1881 shed. Unfortunately the inside turntable has gone, but in confirmation the table in the yard is dated 1890.'

'As usual in NER practice with round-houses an alternative way out of the shed was provided in case of stoppage of one of the interior turntables. However, an unusual feature here was that from the rear (1881) shed the table in the yard had to be used to turn the engine through 90 degrees before it could get on to the outgoing road.'

'In 1923 the allocation comprised 40 engines of NER design but in 1924 or 1925 the shed was transferred to the Southern Scottish Area of the LNER and it began to decline in importance. Consequently by 1933 the allocation was down to 11 engines and one Sentinel railcar. Of these, three were ex-NB 4-4-0s in part exchange for eight ex-NER freight engines working from the North British shed at Canal. In 1933 the shed was closed and the engines transferred to Canal shed. London Road is now mainly used for repairing wagons, although part of the building is used as a coal store. Locomotives from Tyneside sheds still use the shed yard when required, before they return eastwards'.

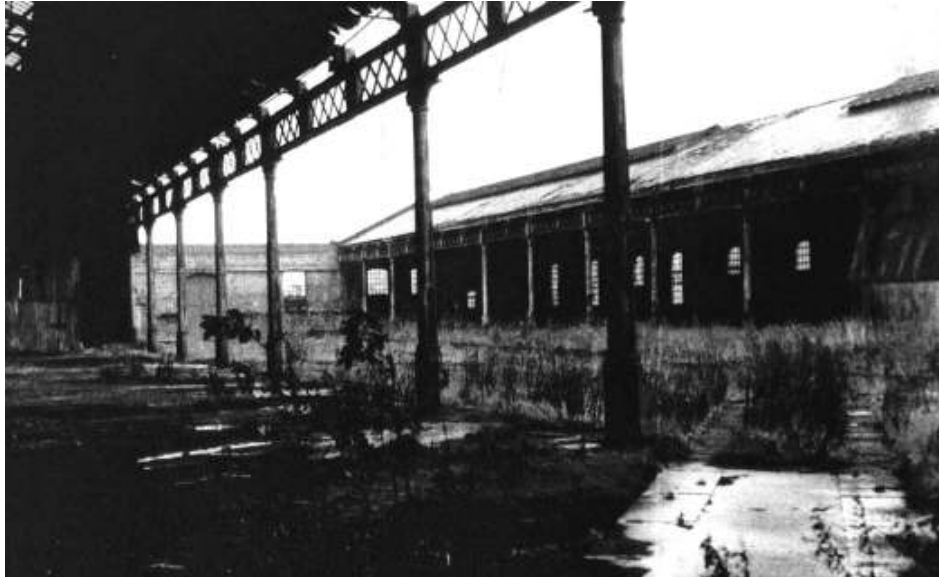


Figure 18 - View of the interior of the engine shed in 1966 (Courtesy of Denis Perriam)



Figure 19 - View looking northwards of the interior of the engine shed in 1966 showing one of the turntables and tracks (Courtesy of Denis Perriam)

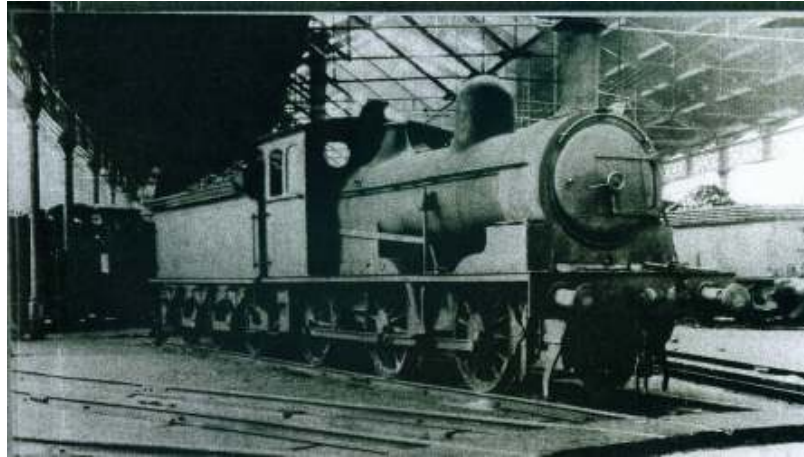


Figure 20 - View of an engine within the shed at London Road in 1933 (Courtesy of Denis Perriam)

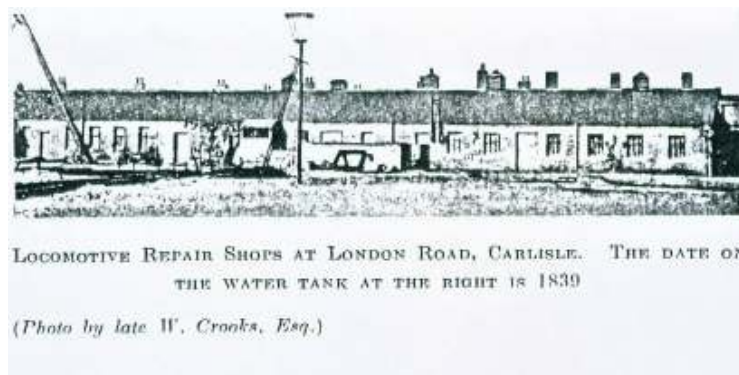


Figure 21 - Undated photograph of the single-storey range described here as Locomotive Repair Shops, the building that survives appears to that at the right-hand side of this photograph (Courtesy of Denis Perriam)



Figure 22 - Undated photograph of an engine outside the workshops at London Road (Courtesy of Denis Perriam)

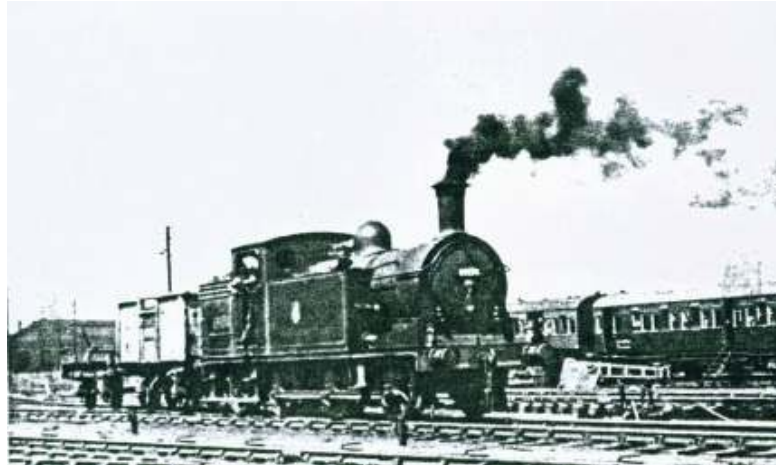


Figure 23 – NBR 0-6-2 Tank No.69174 shunting in London Road goods yard seen here in July 1957 (Courtesy of Denis Perriam)



Figure 24 – NER No.154 outside London Road engine shed c.1930 (Courtesy of Denis Perriam)