Historic England

The Stockton & Darlington Railway Goods Depot, Darlington: Historic Building Investigation and Assessment of Significance

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S&DR RAILWAY GOODS DEPOT, DARLINGTON

HISTORIC BUILDING INVESTIGATION AND ASSESSMENT OF SIGNIFICANCE

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SUMMARY

This report examines the history, development, function and significance of the Stockton and Darlington Railway (S&DR) Goods Depot at Darlington. It provides: a general history of the North Road site; the historic development and functionality of the Goods Depot building; an analysis of the building and its principal phases; discussion of the building's place in the evolution of goods sheds as a building type; and an assessment of the building's significance. It was undertaken to improve the understanding of the fabric, the current and former uses of the building, and its lost architectural features. The report will inform the development of Darlington's Railway Heritage Quarter (RHQ) Masterplan.

The Goods Depot sits within a complex of buildings associated with the first and second generations of railway architecture, all of which have considerable individual and collective significance. The Goods Depot is of particular significance: as the earliest surviving, single-storey, railway goods shed in England, it is key to understanding the development of an emerging building type. While later alterations inhibit the ability to appreciate this fully, the building represents a considerable opportunity better to understand and appreciate our shared industrial heritage, and to contribute to the appreciation and unique offer of the area.

CONTRIBUTORS
Research by Christina Sinclair and Bev Kerr, text Christina Sinclair, Mark Clifford, and Bev Kerr, Purcell. Photography by Purcell except where otherwise indicated.

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We would also like to thank staff at Historic England, particularly Marcus Jecock and Lucy Jessop, for their patience, advice and comments during the drafting of this report. Thanks also to Historic England's Geospatial Survey Team who provided aerial survey imagery of the roof and clock tower and the measured survey drawings.

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INTRODUCTION

The Stockton & Darlington Railway (S&DR) was accepted as an Historic England Heritage Action Zone (HAZ) following a call for applications in September 2017. It is one of (to date) 18 HAZs nationwide that will be the focus of input from Historic England and Local Authorities working in partnership to take forward and address a wide range of heritage-related projects and challenges.

Launched in May 2018 and running for five years, the S&DR HAZ is intended to rejuvenate and restore the historic Stockton & Darlington Railway in the build-up to its bicentenary in 2025 and help realise its potential to become a major heritage attraction, international visitor destination and driver of long-term economic growth and regeneration in the local area. Uniquely for a HAZ, the S&DR HAZ spans the boundaries of multiple Authorities (three Local Authorities and one Combined Authority) and also encompasses an extensive section of operational railway. Reflecting this diversity, a partnership has been established as the Stockton & Darlington Railway Heritage Board, incorporating: the A1 Steam Locomotive Trust; the Bishop Line Community Rail Partnership; Darlington Borough Council (DBC); Durham County Council; Friends of the Stockton & Darlington Railway; Historic England; Hitachi; Network Rail; Northern Rail; Science Museum Group (Locomotion); Stockton Borough Council; Tees Valley Combined Authority (TVCA); and London North Eastern Railway (LNER).

The S&DR HAZ is Historic England's contribution to the work of the Heritage Board and presents the first opportunity to address many of the issues facing the area through a nationally recognised programme of work. It will ensure that essential early work is carried out, providing the necessary building blocks so that the bicentenary is not only a celebration of the railway, but also establishes its long-term recognition, conservation and management as a world-class visitor attraction. The HAZ Programme and Delivery Plan [1] sets out a diverse programme of work across four workstreams and nine themes. Individual projects include: new and enhanced listing; research (aerial survey, archaeology and building investigations); tackling heritage at risk and urgent repairs to historic structures; addressing heritage crime; development of heritage skills, school resources and training; community engagement and events; and building the capacity for tourism as well as providing opportunities for health and recreation.

Architectural analysis and improved understanding of the Goods Depot forms part of Project 11a in the Delivery Plan and is needed to inform the development of Darlington's Railway Heritage Quarter (RHQ) Masterplan. This report has been prepared to investigate the building and provide a fuller understanding of its fabric, former modes of use, lost architectural features, plus an assessment of its significance in terms of the design evolution of the railway goods shed as a building type.

The Goods Depot is statutorily listed at Grade II* (National Heritage List for England (NHLE) List Entry 1121262) [2] and sits within the Darlington Northgate Conservation Area, originally designated in 1974. The building is located at National Grid Reference NZ 28994 15628 (figure 1) and is bordered by the routes of the rail line to the north, North Road to the east (a continuation of High Northgate), McNay Street to the south and Station Road to the west. The building is currently used by the Darlington Railway Preservation Society (DRPS) as a workplace and store for their collections, which has meant that access to and the visibility of parts of the internal fabric is restricted; parts of the exterior, particularly the southern elevation, were also obscured by vegetation and other stored objects at the time of investigation.

Figure 1. Location of the site, the Goods Depot highlighted in red (base map © Google Earth 2019)

AIMS AND METHODOLOGY

Aims

The aim of this investigation is to provide an improved understanding of the goods depot building to support the development of the Darlington Railway Heritage Quarter Masterplan and associated Heritage Action Zone programme. The principal aims of this record are set out in the Historic England Brief [3] and include:

To provide a robust and well-researched analysis and interpretation of the history and development of the building through building survey and archival research;

To establish the survival of original design elements in the building's major phases, and the extent to which these have been obscured by later alterations;

To identify surviving evidence for the earliest form of the building, and to chart the evolution of the structure through successive alteration;

To suggest how the building may have functioned;

To assess the significance of the building in terms of its place in the design and evolution of railway buildings, particularly the typology of the railway goods depot building;

To assess the significance of the building in terms of its contribution to the Darlington Northgate Conservation Area and the more immediate setting of the Darlington Railway Heritage Quarter;

To produce a clearly written and accessible account that can be used to inform the future management of the building;

To provide a 'point in time' record of the building prior to any future restoration or alteration work;

To make a contribution to Historic England's 'Enriching the List' project by contributing to the current List entry.

Methodology

Building Recording and Analysis

The Historic Building Record was carried out in accordance with a Level 4 Building Survey as set out in Historic England's guidance *Understanding Historic Buildings* (2016). A Level 4 survey provides a robust analytical record and will typically be accompanied by measured survey drawings, a written account and photographic record.

Documentary Research

Documentary research involved extensive work within the Durham County Record Office, the Head of Steam Darlington Railway Museum Archives, the Darlington Centre for Local Studies, The National Archives in Kew and the National Railway Museum in York. Relevant material has been photographed and is included within the report.

Written Record

The study has resulted in the present report, a detailed written record in the Historic England Research Report Series, describing the history and context of the Goods Depot, its method of construction, materials, associations with notable people, phasing, uses and lost features.

Drawn Record

The drawn record comprises worked-up versions of basic plans, elevations and cross-sectional drawings provided to Purcell by Historic England's Geospatial Survey Team (themselves derived from laser scans carried out by the same team). These have been checked and have had extra details added, although the cluttered nature of the building's interior due to its current use as a workshop and store by the Darlington Railway Preservation Society (DRPS) has meant that parts of the fabric are obscured or difficult to access. Parts of the external facades of the building are also obscured by vegetation and stored material.

Photographic Record

A photographic record was made of all elevations of the building including details of significant architectural features and any surviving evidence of lost features. The building was also photographed from the wider townscape to understand its setting and from key viewpoints. All photographs were taken at the highest resolution (18-megapixel capability) in JPEG format using a Canon EOS 750D digital single lens reflex camera with a Canon EF-S 18-55mm lens. Relevant images are included within this report.

Archiving

The report (the present document) is available to download from the Historic England website and available to consult in hard copy from local and copyright libraries. The full photographic record and electronic drawing files will be deposited in the Historic England Archive. Key information will be uploaded to the 'Enriching the List' entry for the site.

HISTORY AND ANALYSIS OF THE GOODS SHED

Introduction

The Stockton and Darlington Railway (S&DR) of 1825 included a short branch to a coal depot on High Northgate, Darlington. The triangular area formed by the angle between the main line and the branch became the focus for the S&DR's subsequent development in Darlington; it was called 'North Road' after the continuation of the thoroughfare that formed the triangle's eastern side. The North Road site expanded and developed through the first half of the 19th century but became something of a backwater following the S&DR's merger with the North Eastern Railway (NER) company in 1863 which already had facilities at York. From 1975 many of the surviving railway buildings on the site were purchased by Darlington Borough Council and converted to a museum and other uses.

The Goods Depot and other buildings that make up the North Road site have been the subject of several previous studies. [4] All concur on the basic history, but there is some disagreement as to the Goods Depot's precise development. Fawcett, Grenville *et al* and Clarke thought the pre-1840 building broadly of a single phase, but Archaeo-Environment have suggested the early (1833-9) portion of the building was constructed in two phases. [5]

The S&DR and the North Road site

In 1825 when it opened for business, the S&DR had facilities at Darlington for handling bulk goods such as coal and lime. It constructed its first non-bulk-goods station in the town in 1827; this was the 'Merchandise Station', located on the east side of North Road. The North Road 'triangle' was already attracting development, including the ironmongery and foundry business of William and Alfred Kitching who relocated their premises to North Road in 1831, probably in anticipation of new business from the railway. [6]

The S&DR started to increase its own stock of buildings to service the railway in 1833 with the construction of a new Goods Depot (the subject of this report). This was located within the North Road triangle and was built as a replacement for the existing Merchandise Station, which was converted to passenger use. This was swiftly followed by the construction of offices for the company's Goods Agent in 1840, a new purpose-built passenger station (now Head of Steam Museum) in 1842 and a Carriage Works (designed by Joseph Sparkes) in 1853. After 1842, the Merchandise Station of 1827 was once more converted to other uses, and finally demolished in 1864.

Meanwhile, in 1840, the Great North of England Railway (GNER) Company erected their own goods station on land immediately north of the North Road triangle, on the opposite side of the rail tracks. In 1857, the S&DR bought this other goods depot (the GNER was by then part of the NER) and the use of the 1833 Goods Depot as a point of goods handling for the company probably began to decline. In 1863 the S&DR itself merged with the NER, and the focus of operations shifted elsewhere,

the North Road site becoming something of a backwater within a much larger operation controlled from York. Perhaps an immediate example of this decline was the demolition of the 1827 S&DR Merchandise Station the very next year.

In 1923 the NER became a major component of the newly formed London and North Eastern Railway (LNER) with the Darlington area continuing to be controlled from York. By the 1970s the triangle site had entered a near terminal decline and a local industrialist started a campaign to save the passenger station, which was bought by Darlington Borough Council and opened as a museum in 1975. The Goods Depot was purchased by the Council in 1983 and let to the Darlington Railway Preservation Society (DRPS) in the following year. The DRPS continues to reside in the building.

The present form of the Goods Depot

In its present form, the Goods Depot comprises eight bays covered by a pair of hipped roofs running roughly east to west (figure 2 and 3). Its corners are articulated by heavy sandstone piers, and its southern elevation (and part of the northern) consists of piers of pilaster strips framing large arched openings. These sometimes contain large arched openings, some with concentric relieving arches with rock-faced voussoirs and keystones. A number of the openings contain metal-framed radial windows, whilst others have been fitted with the square-headed industrial-type windows. The northern elevation has seen various phases of intrusive alteration including the insertion of a number of large timber double doors. Above cornice level there is a functional brick chimney; more notably a clock tower of ashlar articulates the roof. The double hipped roof of Welsh slate has a lead valley gutter. Modern extensions to the west and north are of simple red brick.

Figure 2: North elevation

Figure 3. South elevation

Figure 4. Interior of western cell, looking east

Figure 5. Interior of eastern cell, looking south-east

Internally, the building is divided with a north-south spinal wall between its eastern and western halves where there is a modern interconnecting door. These two cells today have a slightly different character and use – the western cell is more open with the roof valley supported on a series of slender cast-iron columns and contains a display of railway vehicles and memorabilia (figure 4). The eastern cell is lit by radial windows and has a more enclosed feel, with part of an original section of north wall with archway within the interior. This half of the building is mainly given over to the maintenance and repair of railway vehicles (figure 5).

In the eastern cell the rafters and king-post truss roof are exposed, whilst in the western half the trusses are partially hidden beneath a suspended tongue-and-groove ceiling; elsewhere timber sarking has been attached to the underside of the rafters between the trusses. Throughout, the stone wall surfaces are exposed, but they are heavily coated in masonry paint.

The central clock tower is now in a precarious condition. In the western cell it is cantilevered and supported on massive timber beams which have distorted and now rest upon one of the DRPS's locomotives. Survey information demonstrates that the clock tower has a pronounced lean.

In this report the bays are numbered from east to west following the convention set out in the report by Grenville *et al* (2004a), as shown in figure 6.

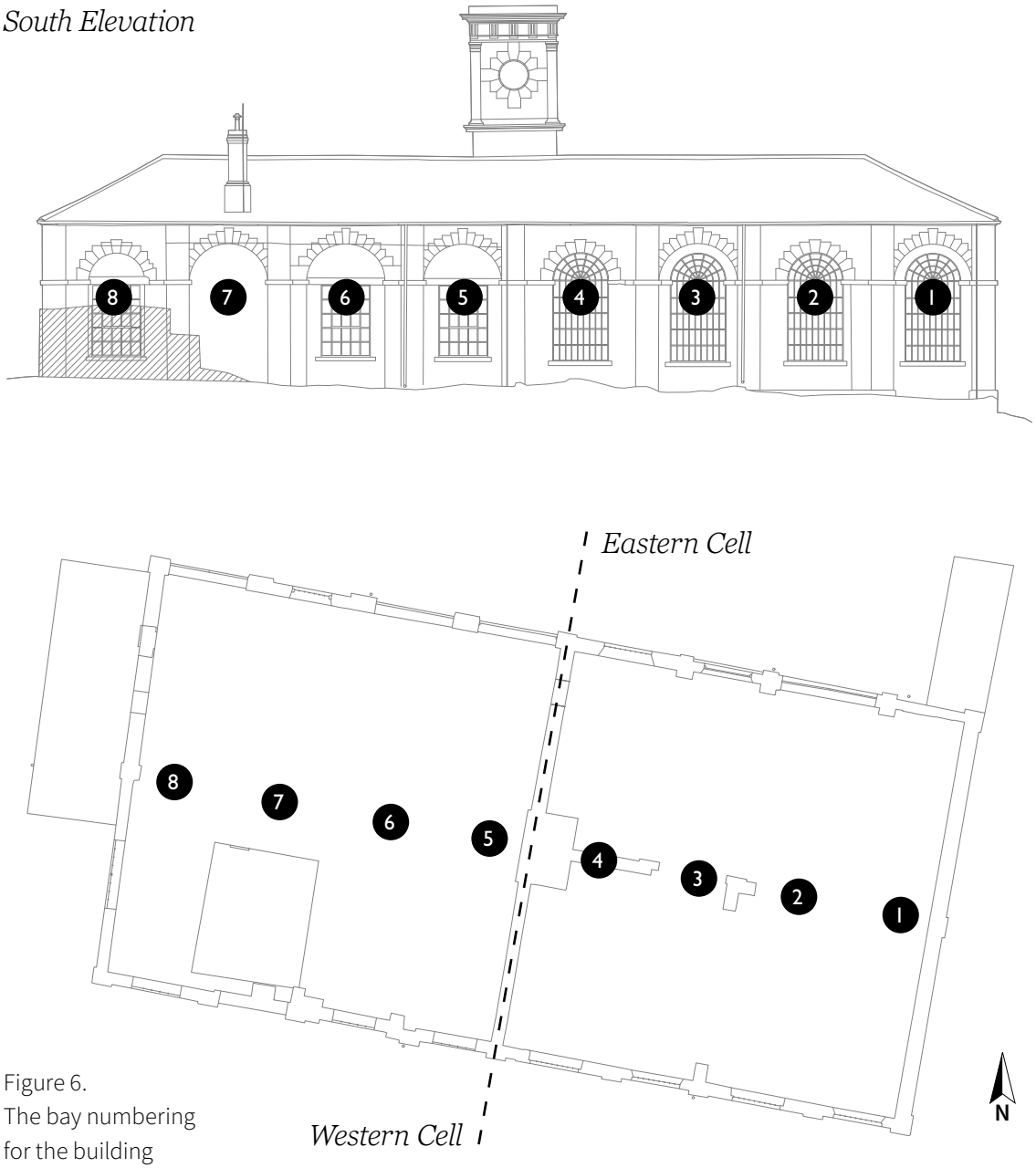

Figure 6.
The bay numbering for the building

The building of the Goods Depot, 1833

The origins of the Goods Depot are closely connected to the earlier S&DR goods depot, or 'Merchandise Station', constructed on the east side of North Road. Built in 1827 it was probably the first in the country designed to handle goods on the newly opened railways. [7] The building was not a success as within three years part of the building had been converted to residential use and by 1833 the upper level was given over entirely to rail passengers (figure 7). Its rapid adaptation may have been due to the inadequacies of the site and difficulty of operation. Whatever the reasons, by 1832 the S&DR were planning a new Merchandise Station (referred to in this report as the Goods Depot) on a more spacious site on the opposite side of North Road. Contracts were let in November of that year and it was completed by June of the following year. [8]

Figure 7: The 1827 Merchandise Station at North Road following its conversion to cottages c.1860 (courtesy of the Ken Hoole Study Centre, Darlington)

The original design of the Goods Depot has been attributed to the engineer Thomas Storey (1789-1859). [9] Storey began his employment with the S&DR in 1822 as assistant to the renowned railway engineer and uncle-by-marriage, George Stephenson. In 1825, Stephenson moved on from the S&DR, and Storey was appointed the line's Chief Engineer in his stead, a role he retained until 1836 when he took up the post of Engineer-in-Chief to the GNER. He became a member of the Institution of Civil Engineers in 1829.

Storey was a notable engineer and is associated with many examples of railway infrastructure across the North East of England. He was responsible for the immediate post-1825 expansion of the S&DR, overseeing the Haggerleases branch westward from West Auckland and the extension of the railway eastwards towards Middlesbrough. Later, he engineered the GNER line between York and Darlington which opened in 1841, became Engineer-in-Chief to the company constructing the Shildon Tunnel that opened in 1842, and was also Engineer for the Bishop Auckland and Weardale Railway that was completed in 1843. [10]

Phase 1: The original form of the Goods Depot

The form of the first phase of the Goods Depot is difficult to define. No plans or descriptions of the original building have been found from this early period, and the physical fabric of the building is considerably altered. The first known map depiction by surveyor Thomas Dixon is from 1839 (figure 15), drafted six years after the building's construction. It shows a long, narrow building that equates to the southern portion of the present Goods Depot, comprising eight bays approached by four tracks from the north, seemingly terminating or entering through bays 1, 3, 5 and 7.

There is considerable debate in the literature as to whether the eight-bay building shown on the Dixon survey was built in a single campaign, or whether the eastern four bays were constructed first and the western four bays following very soon after. Inspection of the southern elevation is inhibited by undergrowth and issues affecting safe access; however, the elevation comprises eight bays, the long southern elevation of the hipped roof, slender brick-built chimney to the roof slope above bay 7 and the south elevation of the clock tower (figure 8). Each of the eight bays is articulated by arched openings with intermittent heavily rusticated piers of even width. A rusticated plinth can be seen running below bays 2 and 4. However, this elevation has seen notable alterations over a number of successive phases, principally the alterations associated with the conversion of the building following its disuse as a goods station, which have blurred or removed fabric evidence, and make interpretation more difficult.

Figure 8: South Elevation, looking north-west

Analysis of the two halves of the southern elevation, however, appears to support a theory of two phases of construction, and several further phases of alteration. Significant differences in both the design and the stonework of the four easternmost and four westernmost bays can be clearly discerned. The four easternmost bays of the south wall have a regular but not symmetrical rhythm of *narrow, wide, narrow, wide* bays as seen from east to west, with correspondingly *thin, thick, thin, thick* wall thicknesses seen internally. The narrow bays are about 2.6m in width between the piers, while the wide bays measure approximately 3.7m. Each bay is divided by a projecting pilaster-like strip of masonry, about 0.75m wide, with the infilling stonework built up against the projections; this can be interpreted as a type of post-and-panel construction. This allows for a taller and wider arch, with voussoirs springing directly from the masonry piers for the arches over the tracks, and a narrower arch with voussoirs springing from an impost moulding for windows. The wider track arches have been altered with the addition of a second, inner arch, as part of a later phase of alteration (figure 9).

Figure 9: Bay 1 and 2, south elevation

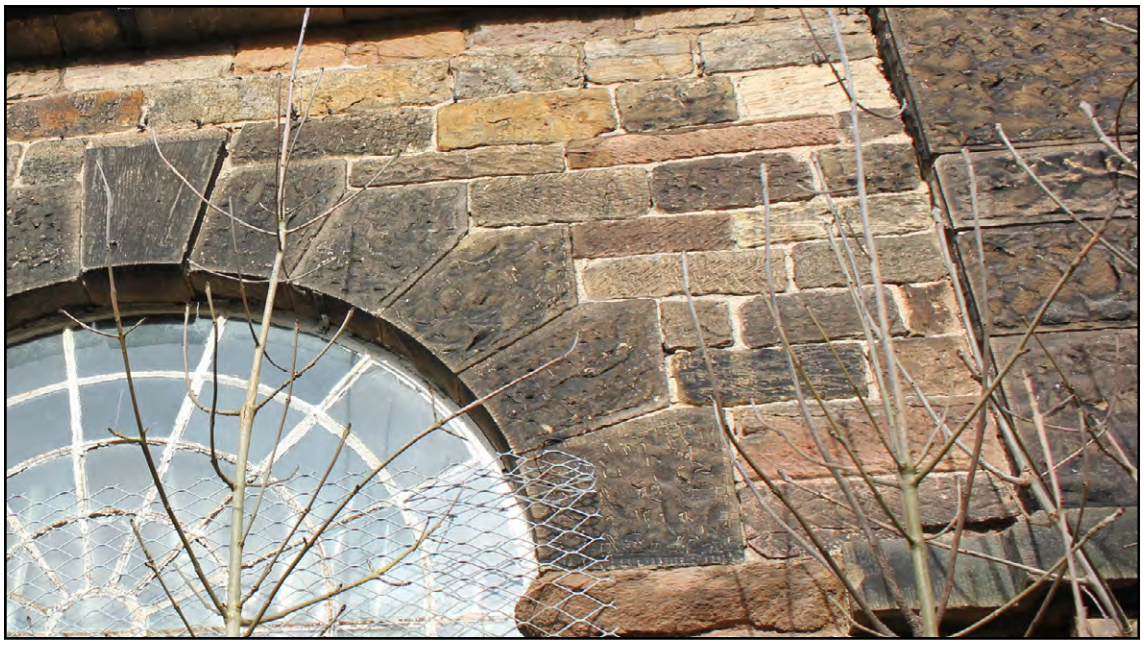

Figure 10: Bay 4 - detail of tooling, south elevation

The piers, or pilaster strips, are constructed of large, rock-faced blocks of masonry with margins of narrow tooling, as is the pier supporting the south-eastern corner and the pier now in the centre of the eastern elevation (originally the north-eastern corner of the building). In the spandrels of the arches of the window bays (2 and 4), the walling is laid as two courses per voussoir, apart from a single, narrower course abutting the last pair of voussoirs before the keystone (figure 10). From the example of bay 4 (the most visible due to restrictions of vegetation and access), this pattern continues with two courses per quoin of the window surround. The voussoirs and window quoins are also rock-faced and margined, with vertical tooling in the reveal, whilst the slim walling stones have distinctive but varied tooling. In the spandrels of the taller and wider arches of the track bays (1 and 3), there is a single course of stones per voussoir, increasing in size the nearer it is to the impost and pilaster strip. In fact, for the first two blocks above the impost a single piece of stone is used for the pilaster strip and voussoir, which is carved and tooled to reflect its divisions; this would increase the structural strength and integration between arch and pier.

Internally, the south eastern section of wall is also of interest. The patterns of masonry show that as well as alternating in width, the bays also alternate in wall thickness, with a thinner wall for bays 1 and 3 and a thicker one for bays 2 and 4, with the thicker parts breaking forward with quoins (figure 11). Thus, the thinner walls are associated with the narrower but taller bays housing the rails, and the thicker with the wider window bays with lower arches. These alternating wall thicknesses are partially obscured by later alterations, particularly at a lower level, but they are evident above the springing of the arch, where the original coursed rubble of the wall can be seen in comparison to the heavily tooled later stonework.

Also surviving from the first phase of the Goods Depot is part of the north wall, although this serves now as an internal division (figure 12). The wall is heavily coated in masonry paint and comprises an open archway to bay 3 with voussoirs and keystone, flanked by rusticated piers, identical to those on the southern elevation. Unlike its southern counterpart, it lacks the arched infill, and appears to have been largely unaltered from 1833. Notable features are sockets cut into the soffit of the arch and impost; these may have held some form of timber fitting. It is interesting to note that other similar arches on both the northern and southern elevations (specifically bays 1, 3, 5 and 7 to the south, and bays 1 and 3 to the north) have similar sockets visible above the impost. Their existence on the arch of the former north wall of the phase one building would suggest this feature was part of the earliest phase (potentially for a radial window above the opening). The feature was apparently adopted when the building was extended to the north, but then removed when the arches were infilled after the building went out of use as a goods station.

Figure 11: South wall, bays 3 and 4 showing the pattern of thin / thick walls above the arches

Figure 12: Phase 1 north wall, looking south

The former north wall extends into bay 4 but here the arrangement differs from the south elevation; unlike its counterpart, a continuous impost band with stonework above shows no evidence of an archway. The stonework matches the coursing and tooling within the spandrels above the arch in the adjacent bay 3, suggesting the arrangement is original. Below the impost band is a section of wall with a rectangular opening. Issues of access during survey precluded a closer inspection, but the existence of heavily rusticated quoins to its eastern reveal on the north side would suggest this was an original opening. Its height above the current ground level suggests that it served as a window.

Bays 1 and 2 of the north wall were removed in 1951 and replaced by a steel beam and travelling crane when the building was converted to a motor-servicing depot (see appendix A). [11] The Ken Hoole Study Centre holds a copy of the British Railway plans for its conversion. The 'General Plan' indicates the position of this wall and instructs the builders to 'pull down 15' stone wall and store stone for re-use where required'. The Section A-A shows a dotted arch in bay 1, whilst bay 2 contains a tall rectangular opening, placed centrally to the bay and of roughly the same width as the opening of bay 4. Instructions to the builders are to remove the 'timber filling' and store before the wall's dismantling. Together, the fabric and documentary evidence would suggest that the north wall had a different arrangement of openings to the south elevation, alternating arches for the rails with square-headed openings for the loading/unloading bays.

Also associated with this first phase of construction is the southern part of the east elevation which, alongside the later addition to the north with its corresponding hipped roof, are the principal volumes of this elevation. Architectural decoration is principally limited to the rusticated piers, which define the corners to the north and south elevation. A further rusticated pier separates the central point where the two phases meet, and a simple impost band runs horizontally along the elevation. The area above the impost band in the southern half has been rendered. The entire elevation rests upon a continuous rusticated plinth.

The southern section of this wall represents the earliest phase of construction. As with the southern elevations, there are differences between the treatment of the stonework which evidence a later phase for the northern section. For example, the stone coursing does not correspond between the north and south sections, with an additional course to the northern section due to the use of slightly narrower stonework. Internally, this wall is largely featureless and the stonework difficult to discern due to the thickness of masonry paint, but the central nib and scarring indicate the former location of the north wall of the phase 1 building.

Internally, the roof above the eastern half of the building is open to the rafters. Both the northern half and southern half are similar, with bolted king-post timber trusses. There are minor differences in the iron fastenings which appear to indicate different phases, but both appear to be original, with little alteration save for modern coverings. [12] The trusses within the south-eastern quarter run north to south and rest upon the piers and the thicker walls of bays 2 and 4, demonstrating their structural robustness in comparison to bays 1 and 3. The exposed eastern end of the hip is also visible incorporating dragon ties. An additional feature is a large piece of timber which traverses bay 2. Large iron straps secure the timber on the underside of the roof truss, whilst other metal fittings were noted on its side. Its purpose is unclear, but one could speculate that its position above bay 2 suggest it may have been a fragment of a lost hoist system. In later goods sheds, the unloading of goods was assisted by jib cranes that rotated from a top bearing attached to a framework fitted to the roof trusses, and a lower bearing attached to the platform. No evidence has yet been found of such an arrangement within the building, and the question still remains of how heavy goods might have been unloaded from the wagons. [13]

Within the internal space, there is evidence of a dividing cross wall between bays 2 and 3; this can be seen in the truncated remaining sections in the internal south elevation and mid-section (now internal north wall) (figure 14). The partial north and south walls have projections in the manner of the external rusticated piers, but the remains of the cross wall abut it, showing that the cross wall is a later addition. The date at which this wall was inserted remains unclear, but the stonework appears to be of the same heavily tooled finish as another truncated wall between bays 6 and 7 in the adjacent western cell which suggests they may be contemporary and belong to a later phase of development, possibly phase 2.

Figure 13: Phase 1 roof truss

Figure 14: Wall stub, south wall between bays 2 and 3

Figure 15: East elevation, looking south

The west wall of the phase 1 building is not extant. The present north-south wall which divides the two halves does not possess the same architectural finish as the eastern elevation (figure 15), with no impost band or apparent coursed stonework or plinth. Instead, the wall abuts the central south wall pier with a straight joint which has required more recent repair due to instability. This wall is therefore of a later phase.

In its earliest form, the function of the Goods Depot can be partly discerned from the fabric evidence, but much of its operation is still speculative and open to question. We can only assume from the slightly later Dixon plan, that the 1833 building was entered by rails into its long elevation via bays 1 and 3. This is supported by the higher and wider arched openings and a lack of plinth below the two bays. The narrower arches to bays 2 and 4 and presence of plinths below the windows would infer these were always intended as windows lighting bays within which the unloading or loading of goods took place. It is not clear if the arched openings into these unloading bays always contained radial windows, but it is possible that as the building was extended and adapted, so new windows were designed to match the originals or were moved around as alterations occurred. It is known that similar radial windows were also used in the 1840 Bank Top workshops. [14]

Evidence also suggests that bays 1 and 2 were not initially separated from 3 and 4 by an internal wall, which appears to be a slightly later addition. The evidence from the north wall also indicates a design differences between the original north and south elevations of the Goods Depot; the northern elevation was articulated by the arched rail openings and possibly rectangular openings in bays 2 and 4, whilst the southern elevation comprises four bays of alternating higher and lower arched openings for rail access and (probably) arched windows to the lower. The timber trusses of the roof structure also appear to belong to this early period.

Phase 2: The Goods Depot extended to the west, before 1839

Dixon's survey of 1839 (figure 16) indicates that by the end of the 1830s, the Goods Depot had been doubled in length to comprise a single range of eight bays. This equates to the southern half of the building as it is today. This map is the earliest cartographic evidence for the site and shows the building (labelled no. 10) with four rail tracks entering from the north through bays 1, 3, 5 and 7. Also worth noting is the enclosed yard to the south, entered from a gate in the south-west corner from North Road, and a small building located in the south-west corner, roughly in the location of the Goods Agent's Office which was built in 1840. [15] This would imply that clients approached the building from the south to deposit or collect goods; the southern elevation was thus the most visible and important, facing as it does both the yard and towards the town.

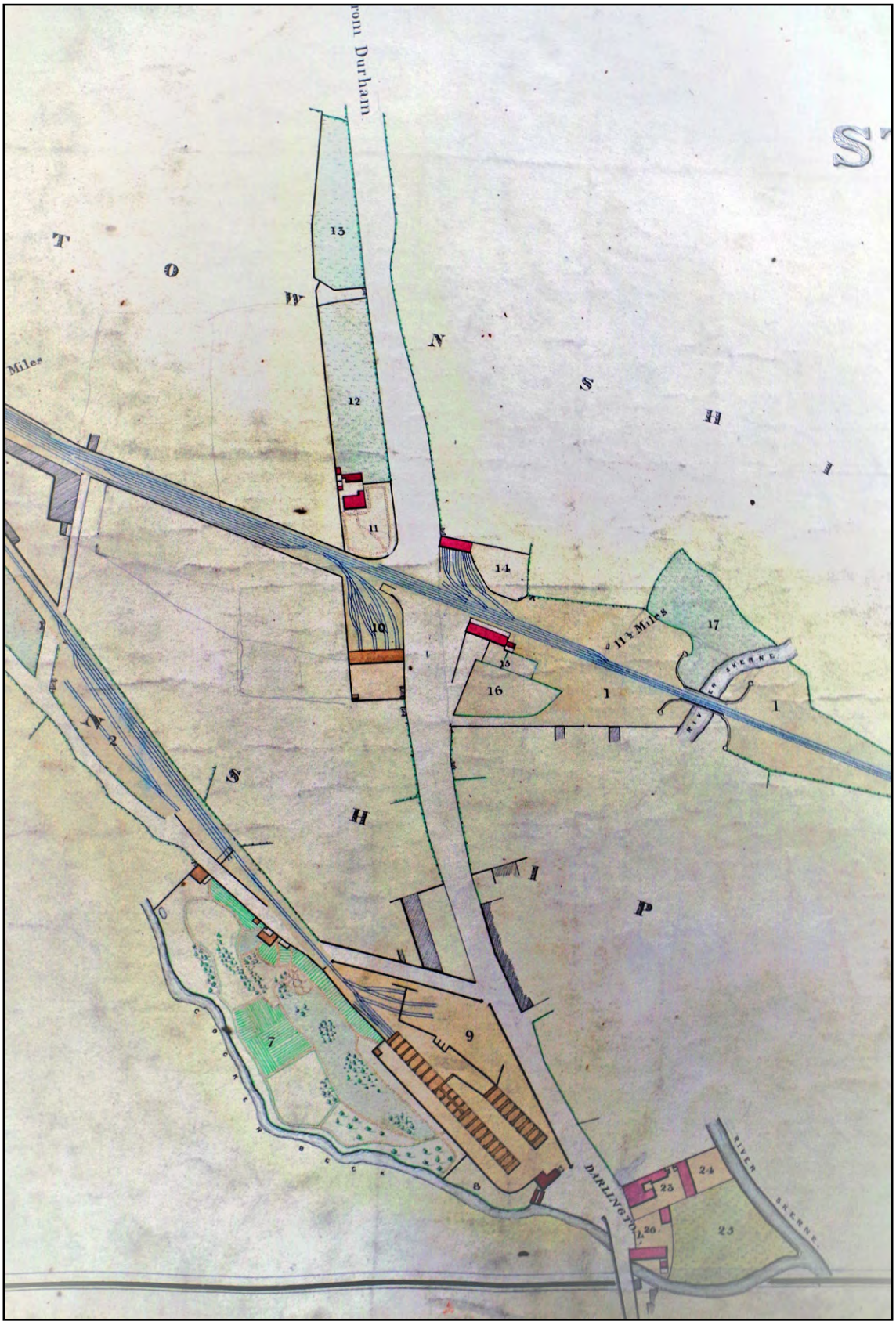

Figure 16: The Dixon plan of 1839 showing the North Road site. Source: Archaeo-Environment Ltd. Reproduced with kind permission of The National Archives, ref. RAIL 1037/456

Today, the western half of the south elevation of phase 2 comprises four bays separated by rusticated piers, in a similar manner to the eastern half (figure 17). Each bay contains a rusticated arched voussoir with finely tooled keystones and impost band, and coursed stonework within the spandrels. The western half has been subject to a number of alterations; bays 5, 6 and 7 have been fitted with rectangular metal-framed windows with concrete lintels, whilst bay 6 has been infilled with coursed stone; a brick stack rises above this bay through the slate roof, indicating the reason for its blocking.

There is no documentary evidence for when the original four-bay building was doubled in length to become eight bays in total, but this appears to have taken place very soon after phase 1 was completed. The lack of a plinth to the additional four bays and the abandonment of the earlier symmetrical arrangement of *high, low, high, low* arches supports the theory of a slightly later phase of construction. The lack of regularity is particularly apparent in bays 6 and 8. Bay 8 (assumed to originally have contained a window) is a narrower bay at approximately 3.32m wide; this is in comparison to the other 'window' bays in the eastern half, which are around 3.7m between the rusticated piers.

Figure 17: Bays 5 to 8, south elevation

Figure 18: Pier between bay 5 and 6 showing different tooling to that of Phase 1

The arch to bay 6 has the same height as the flanking arches of bays 5 and 7, and to those in the eastern half, all of which are assumed to be for rail passage but bay 6 is much wider between the rusticated piers (approximately 3.6m). This, and the pattern of *high, high, high, low* to the arches from east to west, interrupts the apparent symmetry of the elevation. It is unclear as to why bay 8 and bay 6 present such anomalies, although it has been suggested that bay 6 may have been for cart and pedestrian access; this is supported by Dixon's plan which indicates no rail entered the building on the north side at this date.

Other differences are apparent. The tooling of the masonry of the western half of the elevation is quite different to that of phase 1 to the east, with heavier tooling to the voussoirs and more distinct margins (figure 18). The treatment of the stonework is still of high quality, including the distinctive feature of vertical tooling for the reveals of the arches and the sides of the rusticated piers.

The stonework is also handled differently, with a slightly different pattern of rock facing for the rusticated piers. This includes the pier between bays 4 and 5, which suggests that the original south-west corner pier, or at least its facing, was rebuilt in order to continue the building towards the west. It is apparent that the first course above the impost band is the same stone as the lowest voussoir of the arch in bay 5, and they must belong together. It is also notable that the coursing of the walling within the spandrels is less confidently handled than in the first phase of building.

The result of this addition is an eight-bay southern elevation, with its repetition of rusticated piers and round-headed arches; although it is neither symmetrical nor regular, it defines the overall architectural character of the building.

However, it has been altered in successive phases, including the masonry infilling of these arches, including the lower voussoirs and keystones and associated below-cill masonry. The exception is found in bays 2 and 4, whose masonry appears to be original though possibly not the windows themselves.

Figure 19: Bay 5. Its different arrangement suggests it may have been for pedestrian or cart access

The internal fabric of the south-western wall is difficult to access, and later alterations have obscured much of the evidence (figure 20). The original arches are less easy to discern internally in contrast to the eastern side, although the inside of the original voussoirs and keystone to bay 8 are just visible. However, two rusticated piers which flank bay 6 are prominent. Unlike elsewhere on the southern wall, they project from the surface and although partially obscured by paint, the rustication and wide-tooled margins are still distinctive. These piers were clearly originally designed to be visible internally. As noted above, bay 6 is an anomaly which may have provided access to pedestrian and road users, not rail, which may explain its treatment internally and externally.

Just visible to the left and right of the voussoirs to bay 8 are two faint notches. Similar patterns are visible on the voussoirs in bays 2 and 4. The existence of pintles to bays 2 and 4 would suggest that the windows were formerly protected by internal shutters.

Also on the south wall between bays 6 and 7 is a stub of wall which appears to be the remains of a truncated cross wall, in the form of a shallow pier. A similar stub of wall also exists in the southern part of the phase 1 building between bays 2 and 3 (figure 14). The stonework and heavy tooling would suggest the two truncated walls are contemporary. However, the same heavy-tooled finish is similar to the stonework which forms part of the conversion of the open arches (bays 1 and 3) into windows, a later phase of alteration which appears to have occurred when the building went out of use as a Goods Depot. Further analysis will be required once the building is vacated to clarify the matter.

Figure 20: The internal south wall, western wall. The series of rusticated piers, a wall stub with heavy tooling and a chimney flue characterise this elevation

Figure 21: Masonry stub, of what was probably the north wall

Unlike phase 1, there is no extant fabric to indicate the appearance of the northern elevation of the western addition. However, where the corner should have been, there is a stub of masonry, cut away towards the base but projecting above (figure 21). We can only speculate whether this is the remains of an elevation, or whether the stub supported, as it does today, a horizontal beam. It is not inconceivable, that in this second phase the western addition was left open towards the north, with the roof presumably supported on cast-iron columns, perhaps in anticipation of the next phase of construction and expansion.

Also associated with this second phase of construction is the southern half of the west elevation (figure 22). The western elevation is similar in construction to the east elevation, comprising two broad bays of coursed stonework with limited architectural articulation. There is a noticeable difference in the coursing-heights and stone size between the southern and northern portions, also indicating two separate phases. Rusticated piers articulate and define the corners and the two phases converge at the centre of the elevation. A simple string course runs horizontally along the elevation, now partly obscured. No plinth could be discerned, though this may be due to a difference in the ground level between the east and west elevations. The square-headed metal-framed window to the southern half, and the flat-roofed brick extension which conceals much of the northern half of this elevation belong to later phases.

Figure 22: The western elevation - phase 2 is to the right, with later additions and alterations

Unlike the south-eastern quarter of the Goods Depot, the roof above the phase 2 building is partially concealed by a tongue-and-groove ceiling to the western half which relates to a later phase of alteration. Within the eastern half, sarking boards are attached to the underside of the rafters, between the main trusses. The trusses appear to be similar to the those of phase 1, comprising timber king-post trusses with iron fixings, which rest upon the piers between bays and above bay 6. The truss which sits above the central dividing wall between bays 4 and 5 also belongs to phase 2. The central spinal wall is not keyed into the north or south wall which would therefore suggest it is a later insertion.

In summary, phase 2 is characterised by the rapid westward extension of the original four bay building of eight bays. The subtle differences in stone tooling and the abandonment of regularity and a plinth supports the theory that the two halves are of different phases of construction. The king-post roof and part of the west wall also date to this phase. Evidence of the north wall is meagre, and it may never have been built, always resting on cast-iron columns with the next phase of extension following rapidly after.

Phase 3: The Goods Depot extension to the north, 1839-40

In the years that followed its construction, non-bulk goods traffic on the S&DR line saw a period of healthy increase and the Goods Depot was extended and altered to support this increase in trade. [16] The extension was to the designs of John Harris (1812-1869), who had superseded Thomas Storey as the S&DR's Chief Engineer in 1836. [17] Harris was responsible for a number of designs associated with the early development of the rail system, including the establishment of the first formal station for Middlesbrough and the earlier part of the present North Road Station at Darlington. His work to the Goods Depot was among the earliest in his post as Chief Engineer. [18]

Harris increased the covered area available for the trans-shipment of goods by expanding the Goods Depot to the north along its long elevation between 1839-40. [19] The distinctive clock tower was also added at this time. [20]

The cartographic evidence from Dixon's Plan of 1839 (figure 16), indicates that in the earliest two phases the rail tracks did not pass directly through the Goods Depot, probably terminating within the interior where goods were loaded or unloaded. The OS Town Plan of Darlington surveyed 1854 and published 1856 provides further clues of the building's layout and function a decade and a half after Harris extended it (figure 23); although how far this reflects Harris's original design intentions is less clear.

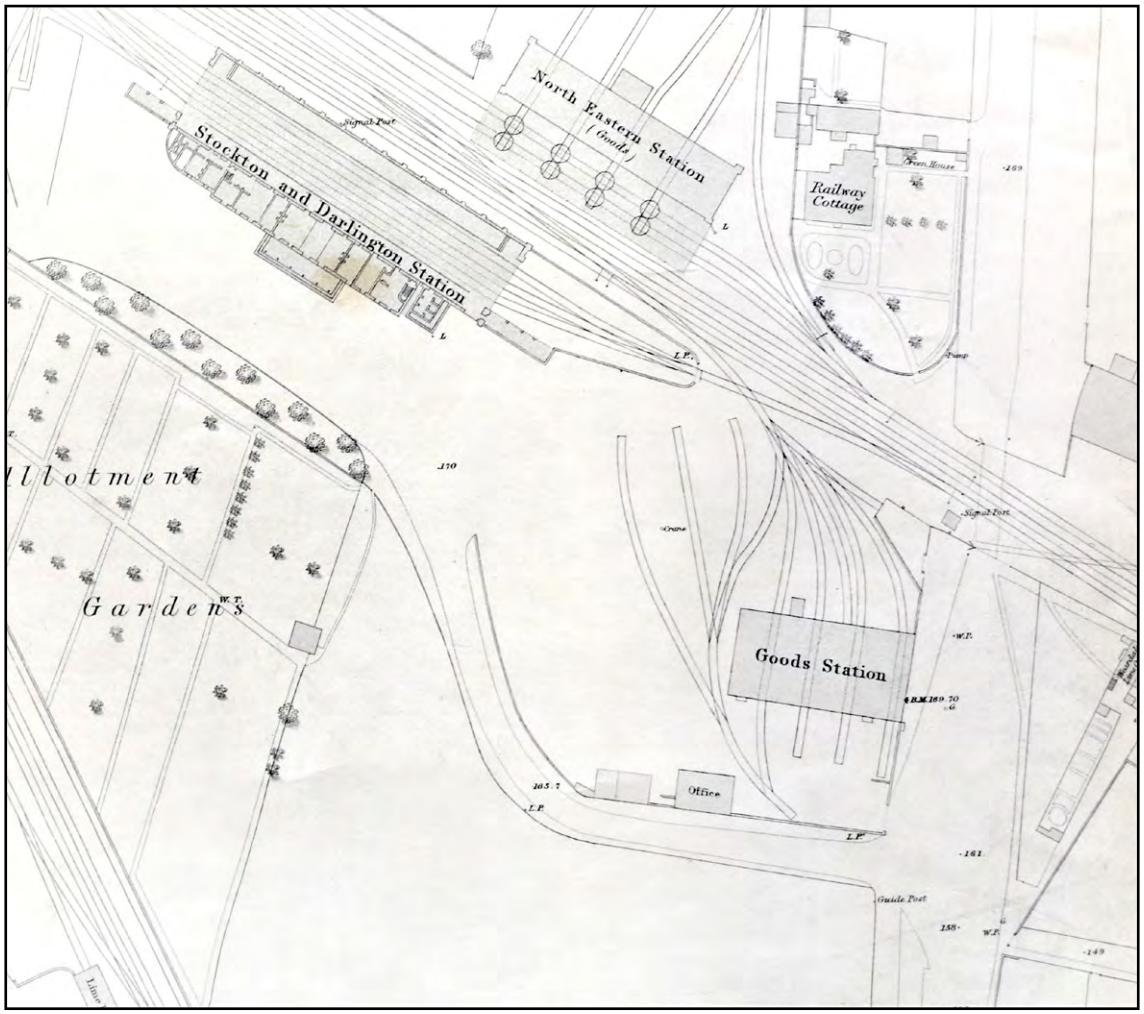

Figure 23: OS Town Plan 1854 (published 1856) Darlington, Durham 1:1,056
(courtesy of the Ken Hoole Study Centre)

By 1854, the cartographic sources show the infilling of the North Road triangle with the addition of North Road station (1842) and Hopetown Carriage Works (1853), whilst opposite the station was the North Eastern Goods Station, probably built in the 1840s by the GNER. The Goods Depot, now annotated 'Goods Station', shows a doubling in size of the phase 2 building . Five rail tracks approach the building from the north, four entering and also exiting to the south through bays 1, 3, 5 and 7, with the track through bay 7 also linking back to external sidings to the west. A fifth track terminates against the north elevation of bay 4, which probably acted as a short, external, storage siding. Various small structures of uncertain function are also indicated against the north and south elevations.

The goods yard (as opposed to the Depot) is also shown to have increased in size with additional sidings to the west. Here a 'crane' is depicted and named, which presumably helped with the loading or unloading of bulkier or heavier items. Access into the site is still shown to the south-east, but clients could now also enter the site from the north-west or transact business in the new Goods Agent's Office, built beside the approach road to the new station in 1840 (now McNay Street). [21]

The north elevation of the Goods Depot has been considerably altered over time. No notable sources remain which definitively confirm the original appearance of the elevation, although extant fabric within the eastern half, cartographic evidence and an understanding of the southern elevation assist an analysis. The number of bays plus the broad architectural language follow the design established on the south elevation, resulting in the arrangement of eight bays separated by shallow rusticated piers.

Bays 1 to 4 are partially legible as Harris' 1839-40 extension (figures 24 and 25). Bay 1, although obscured, contains a high arch with rusticated voussoirs and keystone, similar to its corresponding bay to the south. The adjacent wider bay 2 now contains timber double doors but is known up to 1951 to have contained a radial window similar to bay 4. [22] A photograph taken in 1948 (figure 47) confirms this evidence, as does the disturbed masonry where the arch once was. Bay 3 is a high opening with rusticated voussoirs and keystone, now containing a door and partial radial window above, whilst bay 4 is a wide opening with voussoirs and a keystone set with a radial window (figure 25). Bays 2 and 4 were thus probably originally similar to each other, as were 1 and 3.

Figure 24: Bays 1 – 3, north elevation

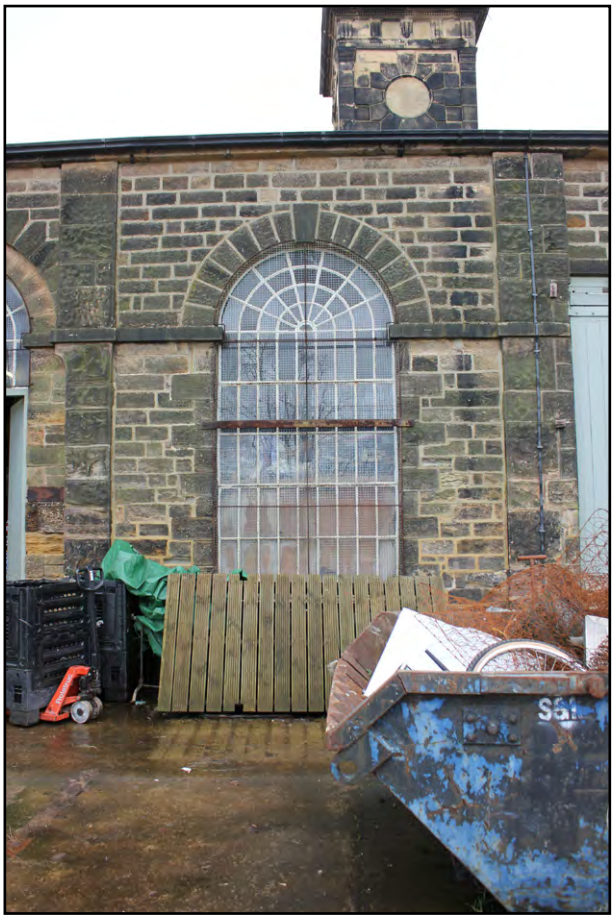

Figure 25: Bay 4 radial window, north elevation

The same fine detailing seen on the south elevation is evident within the stonework to the northern elevation of bays 1-4, including the rusticated arched voussoirs with finely tooled keystones and impost band. As observed on the south elevation, the first two courses within the piers above the impost band and the lower stones of the voussoirs to bay 3 are formed from the same stones (figure 26).

Differences are also apparent between the execution of the two elevations. No plinth is apparent, and Harris employed shouldered arches to bays 1 and 3 (figures 26, 28 and 30) which contained tracks. The widths of the piers and widths between bays also differ to the south elevation. The piers between bays 1 - 4 are generally 0.5m in width, in contrast to the south elevation where piers are consistently 0.75m in width. The width of bays 1 and 3 on the north for rail access are 2.7m, reducing to 2.5m above the shoulder, but are 2.6m on the corresponding bays on the south elevation. Bays 2 and 4 (assumed to have originally contained windows) are about 3.9m in width between the piers, but 3.7m to the south. The differences would suggest Harris was responding to a modest increase in wagon gauge, perhaps enough to make their clearance more comfortable between the arched openings. Despite this, Harris appears to have maintained Storey's earlier rhythm of *narrow, wide, narrow, wide* and *high, low, high, low.*

Figure 26: Detail of shouldered arch to bay 3 with later arched infill

Figure 27: Interior of radial window to bay 4

Figure 28: Interior of bay 3 showing rusticated piers

Figure 29: Phase 3 roof structure

A further difference can be seen in the treatment of the voussoirs to bay 4 (and bay 2 as shown in figure 41). Rather than rusticated voussoirs, stepped towards the keystone, the voussoirs are curved. The tooling, is, however, similar to its companion voussoirs in bays 1 and 3 and therefore is contemporary. Internally, this difference in treatment is also visible as the window is set below a timber lintel (figure 27). A similar lintel at the same height can be seen above the doors in bay 2, suggesting that the internal form of the window was also similar.

Internally, Harris employed projecting rusticated piers between bays 1, 2, 3 and 4. There is a notable similarity to their treatment to the piers which flank bay 6 on the south wall in the western cell, including pronounced rustication, margins and smooth tooling to the inside of the piers.

Today, bays 5 to 8 externally are hard to read as a part of Harris' extension, due to later alterations (figure 31). Bays 5 and 8 contain a similar arrangement of timber double doors, beneath a timber lintel and coursed stonework. The impost band has been abandoned. The iron hinges have been carefully cut into the flanking rusticated piers which are also slightly splayed. Bay 6 is similar, containing as it does a set of double doors, but the door is rather higher than those in bays 5 and 8. Bay 7 is infilled with coursed stonework and set with a later industrial-style window with concrete sill, similar to those on the south elevation. These bays, unlike those elsewhere, are of regular widths of approximately 3m, whilst the piers are also wider, measuring about 1m in width.

However, a fragment of a shouldered arch internally to bay 5 (figure 32) would suggest that this bay was originally of a similar design to bays 1 and 3. In addition, the pier between bays 4 and 5 evidences two phases of stonework, leading to the overall conclusion that bays 5-8 and their piers have been largely rebuilt and belong to a later phase of alteration.

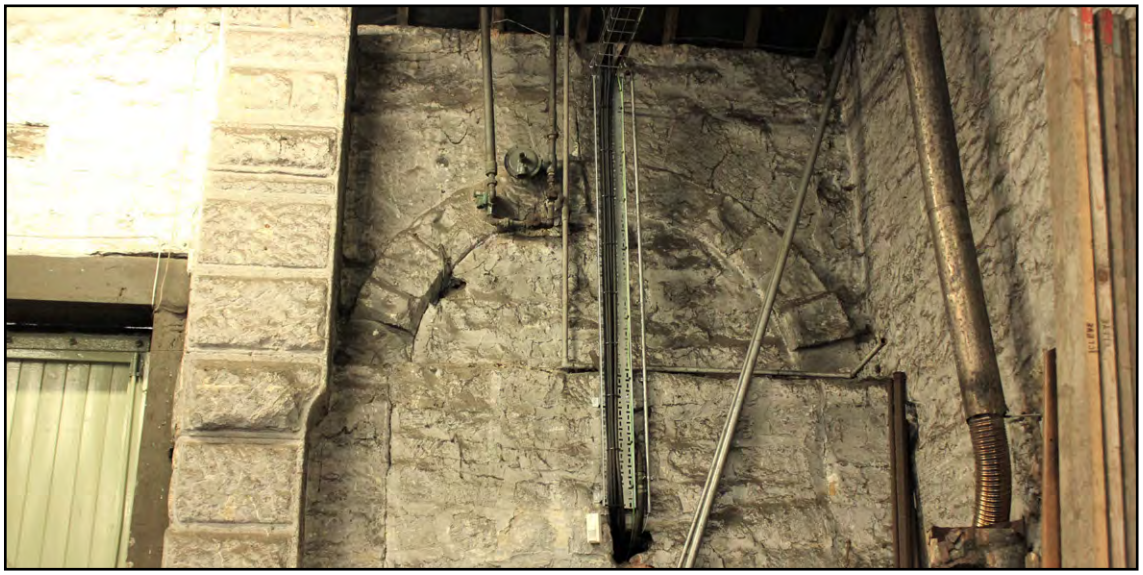

Figure 30: Interior of Bay 1 showing three phases of intervention; Harris' rusticated pier with shouldered internal arch and (just visible) the voussoirs to the wagon opening. Below is the inner arch of a later 19th century alteration, and 1951 blocking of the opening.

Figure 31. Bays 5 - 8, north elevation

Figure 32. Remnant of shouldered arch to bay 5

Internally, the face of the north wall also differs between the east and west halves. Bays 1 to 4 have more in common with the south elevation, but the regularity of stonework, wall thickness and position and regular spacing of the lintels, despite later changes, suggests a later campaign which set out this elevation.

The clock tower is also attributed to Harris (figure 33). [23] Placing a clock tower on a goods station might at first appear to be an unusual choice. However, railway architecture was still in its infancy. Additionally, the former Merchandise Station of 1827 was by now considered unsuitable as a passenger station and a new station at North Road was still in the planning stages. [24] The directors of the S&DR had been debating the provision of a 'master clock' since December 1838, [25] and by November 1839 committee minutes record agreement 'for the erection of a Tower at the Darlington Merchandize [sic] Station for the Companys principal Clock' with the addition of a bell 'as large & good as the workings of the Clock will admit.' [26]

The square tower which rises from the roof valley is visible from the rail line and from the surrounding area. It is built in smooth, high-quality ashlar with Doric pilasters at the corners and an entablature including a triglyph frieze with guttae . The choice of the Doric order was presumably to give the tower a distinctly Classical architectural flavour of the more austere sort. The roundels which form the clock faces (now infilled) are surrounded by voussoirs similar to those forming the arched openings on the elevations. The cement-rendered metopes between the triglyphs were originally open so that the sound of the clock's bell could be clearly heard. An image taken in the mid-20th century indicates that the clocktower once supported a flagpole (figure 43). Below, the tower is constructed of rusticated stonework with the same heavy tooling seen on the structure within the interior. On the west elevation is a small timber door with strap hinges which provides access into the roof valley. The resulting composition is the strongest Classical feature of the entire building.

Figure 33: Clock tower (Historic England Geospatial Survey Team)

Internally, the clock tower extends through the building to the ground, with its weight also being taken by the north-south spinal wall, and the former external north wall from phase 1 (figure 34). The insertion of the tower implies that the spinal wall was built at this time to provide stability, from which one can extrapolate that there was no solid division between phases 1 and 2 when the latter was constructed. The tower is constructed with the same attention to detail as the phase 2 stonework, with margined and rusticated quoins. At its base on the north side within the eastern cell is a doorway with stone lintel, approximately 0.67m above the modern floor level. This suggests that the building interior had raised floors. Access into the base of the tower was not possible at the time of investigation, but it is said to be a single space. It is presently used by the DRPS for storage. [27]

A feature of the northern section of spinal wall appears to suggest that Harris had completed the new north elevation before the spinal wall was constructed; the northern end of the spinal wall abuts the central pier between bays 4 and 5 with a straight joint. Internally, the pier has a shoulder and above the pier has a rusticated finish with distinct margins, similar to others on the north wall. This suggests the pier's inner face was intended to be visible and the spinal wall a later addition (visible in figure 32).

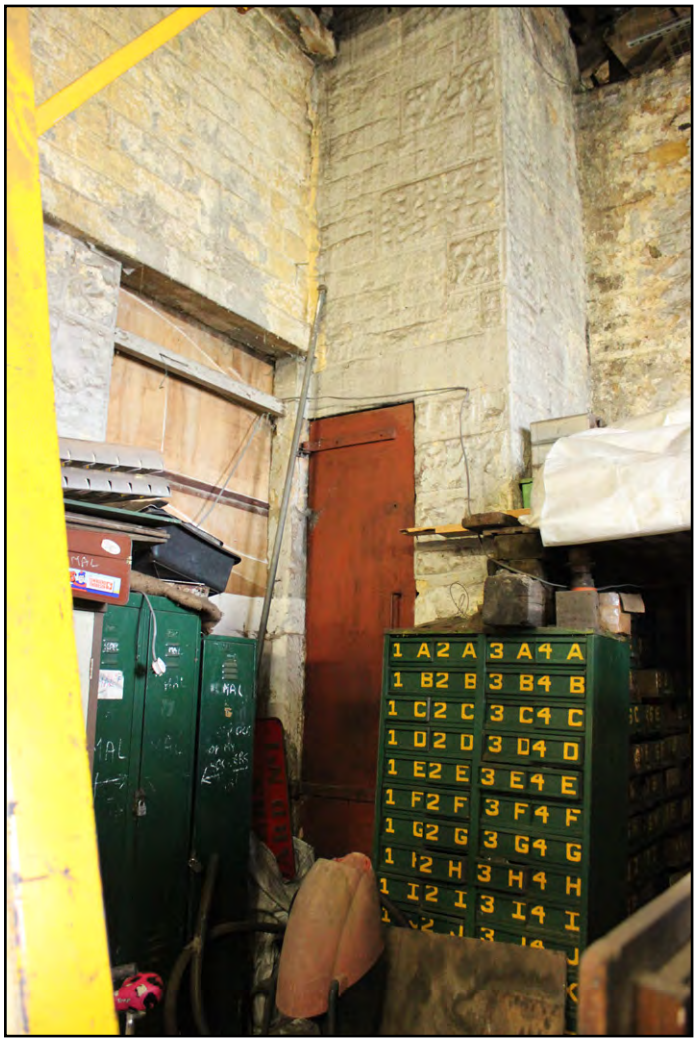

Figure 34: Tower base and door, eastern cell, north side

Figure 35: Tower base and high-level door, eastern cell, south side

On the south side of the tower, but also in the eastern cell, is a high doorway (figure 35). This could not be accessed, but during a previous investigation, the door was reached but could not be fully opened; part of a timber staircase was apparently visible winding around the internal face of the tower wall; whether rising or descending is not stated. [28] To the south, and visible on the north-south spinal wall, are a series of empty joist sockets. Clarke has assumed that the door would have given access to a mezzanine providing additional storage space but is non-committal about its potential date. It is possible the mezzanine was inserted during this phase, taking advantage of the staircase provided in the new clock tower for access. Equally, it may be a later feature.

The construction of the tower in the western and eastern halves differ, and there has been some disagreement regarding its earliest form. It has been thought that the tower was originally square in plan, partially interrupting bays 4 and 5, but later modified, with part of the western half removed and cantilevered on substantial timber beams to allow the passage of wagons below (figure 36). [29] Whilst this is not an ideal way of constructing a tower, it may have been effective enough to do so from the outset due to the amount of masonry which spreads the thrust. It would have been odd for Harris to have constructed the tower which he knew might inhibit a space which contained rail tracks according to the Dixon plan of 1839. However, Grenville et al, argue that evidence exists for a later removal, citing tooling marks on the wall below the tower which imply it originally had a similar form to the eastern cell, but was cut back almost flush and the stonework above given support. [30] This reduction in space may have also resulted in the removal of any internal staircase, and difficulty accessing the mezzanine via the tower. Until the tower can be made safe, and the area cleared of machinery to allow a full inspection, it is not possible to choose conclusively between these alternative views.

Figure 36: The western cell looking east. Note the slender cast-iron columns, and uppers section of tower cantilevered out on heavy timber beams

Figure 37: Base of column

A notable feature within the western half of the Goods Depot, separating the phase 2 building from the phase 3 northern extension, is a series of slender cast-iron columns (figure 36). These support the roof, which is carried on a longitudinal timber beam composed of two lengths scarfed together. It is unclear when this work was carried out, and it has been suggested above that they could have been inserted instead of constructing the north wall, leaving the northern half open. However, there is also no reason for this work not to have been by Harris. It has been observed that similar but smaller columns are found within the loggia of the adjacent station built 1840-41. [31] 31 Interestingly, the columns are raised upon stone plinths of a similar height above ground level as the threshold of the clock tower door, perhaps also evidencing the existence in phases 2 and 3 of a raised floor, or internal platforms running alongside the rail lines to facilitate loading/unloading inside the Depot (figure 37). The interior has a more open character compared to the east, and whilst this may be evidence for a later date of the works, it is also feasible that the open arrangement reflected different functions between the two cells. [32]

In the eastern half of Harris' extension, the roof is exposed to the rafters and is most probably Harris' work. It is similar to the phase 1 roof structure visible to the south and is of six bays irregularly spaced, with the king-post trusses resting upon piers and above bays 2 and 4 where the stone walls would have been more robust to carry their weight. The exposed eastern end of the hip is also visible incorporating dragon ties. Timbers lie on top of the trusses above bay 3 and 4 but no fastenings or features could be discerned from ground level to draw any conclusions. The roof structure to the western half of Harris' extension is only partially visible with the western end hidden by a ceiling of tongue-and-groove boarding (figure 42). The eastern end, however, has exposed timber king-post trusses with sarking boards between, the latter dating to a later phase of development.

Phase 4: Change of use, 1854 – 1896

In 1857 the S&DR purchased the NER Goods Station located on the north side of the tracks from the North Road Station. [33] Originally built in 1840 by the Great North Eastern Railway (GNER) it handled the transfer of goods between the two railway companies. [34] Clark suggests that the purchase may have been due to the continuing inadequacy of the Goods Depot to handle increasing volumes of goods traffic. [35] It is likely, therefore, that the NER goods station (later developed as the Hopetown Goods Station) became the focus of goods trans-shipment following the merger of the S&DR and the NER in 1863. The 1854 Town Plan of Darlington (figure 23) indicates that, similar to the Goods Depot, the NER Goods Station had lateral rail entry although its location adjacent to the line meant turntables were required for wagon entry, a less-than satisfactory arrangement. By 1896 the Hopetown Goods Station, which is shown on the first revision of the OS 25-inch map for Darlington, had been rebuilt, the turntables had been removed and rail tracks accessed the building via the end walls.

The 1896 Ordnance Survey map also depicts substantial changes to the Goods Depot in the intervening years and indicates that the building had ceased to function in its earlier form (figure 38). The former track arrangement has been lost – a single track enters the yard from the station, but rather than approaching the Goods Depot directly, it leads to an external siding. The Goods Depot is now only accessible by shunting from this siding via a turntable. Tracks which formerly entered bays 1, 3, 5 and 7 have been lifted, and the sidings substantially truncated. One specific track from the turntable appears to approach, and possibly enter bay 8, whilst two others terminate in the yard of the Goods Depot. During the building's earliest phases of use as a goods station, bay 8 did not have track access, perhaps suggesting not only changes to its use, but also to its internal layout and structure.

Figure 38: Ordnance Survey County Series 25" (1:2500) revised 1896, published 1898.
Reproduced with the permission of the National Library of Scotland

Other changes are also apparent: direct access from North Road has been lost and access is now via a wide road leading from the west towards the south of the building. There is now a rectangular building attached to the south elevation (the line of the former roof can still be seen where it was chased into the stonework above bays 4 – 8). The south side appears to have been subdivided into rectangular yards and a building is situated to the south-east with a path leading to North Road. The map also suggests that the interior of Goods Depot has been subdivided between bays 6 and 7.

Sources indicate that, following its abandonment by the NER as a goods station, the Goods Depot was converted to other uses; specifically, a railway-owned fire station. This occupied the western side of the Goods Depot and was established to meet demand to service both the increasing collection of railway buildings in the North Road area and presumably on the wider railway network. [36] A historic image of the fire crew, shows the fire tender loaded on a flat-bed wagon upon a turntable with North Road Station in the background (figure 39). It is clear that the fire engine could be transported by both rail and road, although manoeuvring the fire engine on a wagon from the building, via a turntable into a siding ready for coupled to a locomotive may not a been a swift, operation, particularly in an emergency. Perhaps rail transportation was only carried out when travelling outside of the immediate area, whilst responding to emergencies closer to home was by road.

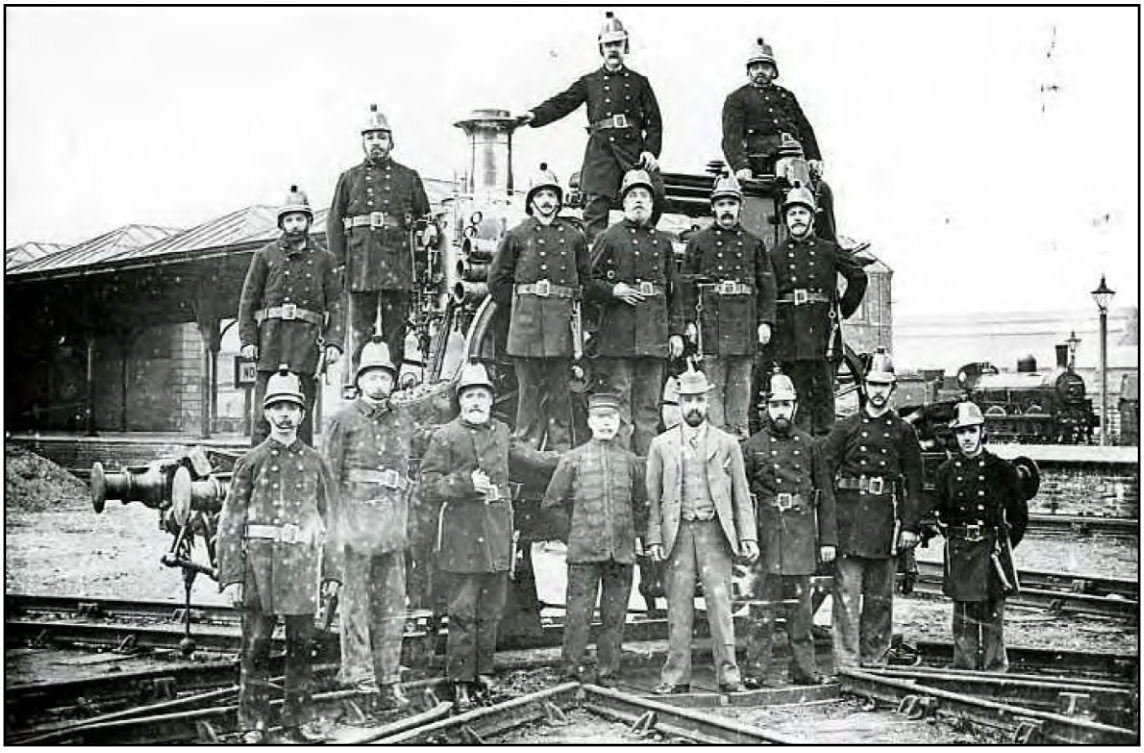

Figure 39: North Road Station fire crew, undated but possibly late 19th century (courtesy of the Ken Hoole Study Centre)

The repurposing of the Goods Depot is also reflected in the building's fabric. No longer required for wagon access, the tall arched openings of bays 1 and 3 on both the north and south elevations were infilled with inner arches, presumably to take either doors or windows. The carefully tooled voussoirs and keystones and use of an impost band is respectful of the previous work. Internally, however, the finish was not as well executed, with the inner arches roughly finished and supported on piers which are stepped inwards to take the weight of the new arch (figure 40). The result of the conversion was an enclosed eastern cell, probably lit by radial windows which, like the external stonework, may have been sympathetically copied from bays 3 and 4.

Figure 40: Interior of bay 1, south elevation

The position of the north side's entrance doorway(s) is conjectural. Bay 3 is currently a doorway with double timber-boarded doors with the upper panel of a radial window above. This may have been modified as an entrance at this time. The corresponding door on the south side is documented to have been similar to the north before its removal in 1951. [37]

It has been assumed that there was no doorway between the eastern and western cells at this time as the current opening in the northern cell on the spinal wall is a later 20th century insertion. However, Grenville *et al* recorded a doorway on the southern spinal wall (now hidden on both sides). It is unclear from the description when it was formed, although the four-panel door seen in a photograph within the report could be later 19th century. Lettering on the mid-rail reads 'District Cashiers' raising further questions regarding the building's later uses. [38]

The western half received a less-than sympathetic treatment externally following its conversion from a goods station. It is thought that much of the work may have been carried out when it was in use as a fire station, although we cannot be sure when exactly it took place. The photographic evidence of firemen posing in front of a fire tender at North Road station is undated (figure 39), and it is not until the 1913-14 3rd edition OS map, that the building is annotated as NER Fire Station (figure 45). However, it has been largely accepted that this took place at some point during the later 19th century. [39]

Figure 41: Detail of eastern half of north elevation showing the arrangement of arched openings in 1948 (courtesy of the Ken Hoole Study Centre)

On the southern elevation, bay 7 was blocked and a chimney inserted to service a cast-iron range as part of a mess room or office. This survives within the later partitioned mess room. The fire surround is of simple timber, and the cast-iron fireplace appears at one time to have also functioned as an oven and water boiler. The range is late 19th century, produced to an NER pattern dating its insertion to after 1863, when the S&DR and NER merged.[40]

In 1951 the arches to bays 5 to 8 contained brick. As none of the bays in this half received secondary arches, it therefore follows that they were blocked when the building was converted, receiving square-headed windows only after 1951. [41]

Internally, the western half was probably fitted out at this time with a tongue-and-groove ceiling over bays 7 and 8, whilst sarking boards were installed between the trusses above bays 5 and 6. The cartographic evidence from 1896 indicates an internal division between bays 7 and 6 which is evidenced at the meeting of the suspended ceiling and sarking boards where a gap of approximately 0.51m wide marks the position of a former partition (figure 42). Additionally, a British Rail plan from 1951 instructed the partial removal of 'timber partition sections 17' 0" high' between these two bays. [42] Doors were also inserted through the west elevation and fitted with partially glazed timber doors. [43] These are also visible in an undated photograph of the building along with the extension attached to the southern

elevation (figure 43). The internal finishes of the western half of the building would suggest a slightly higher status that the eastern cell, where internal finishes remained crude, perhaps for a more utilitarian use.

On the northern elevation, the evidence of the rebuilding of the piers to bays 5 to 8 has been discussed above, largely based upon their lack of arched shouldered openings and an impost band, and the regularity of their spacing. The enlarged openings fitted with timber lintels and timber doors may have accommodated fire appliances which were wider than the original loading gauges of Storey and Harris' goods station. Clarke, however, does not feel that this would have been necessary during its immediate use as a fire station as fire tenders were not initially very large. He feels that the rebuilding of these openings cannot be much before the 1930s.[44] However, it could also be argued that the use of rusticated piers, and the careful cutting-in of hinges and chamfering of the reveals, implies an earlier date.

Figure 42: Timber tongue-and-groove ceiling and sarking

Figure 43: Photograph of the building with extension to the south elevation (date unknown but possibly late 19th century). Note timber door in the west elevation and fire station signage indicating it was the main access into the building

Today, bay 7 contains a 20th-century square-headed metal industrial-style window below a timber lintel. However, the remains of hinges and cut stonework indicate that this was also set with timber doors (figure 44). The doors to bay 6 have been raised as evidenced by the empty hinge slots. The present hinges have been crudely cut-in at some point after 1951. [45]

In summary, the date of the repurposing of the Goods Depot is unclear but appears to have been prompted by the acquisition of NER Goods Station in 1857. The first stage may have occurred fairly early in the second half of the 19th century, as work to block the wagon openings was carried out sympathetically and with some skill. The building is also known to have become an NER fire station, possibly in the later 19th century. This appears to have led to the rebuilding of the western half of the north elevation. The installation of a chimney and range, doors on the west elevation, tongue-and-groove ceiling and sarking, and the installation of a timber dividing wall possibly occurred at this time.

Figure 44: Empty slots and part of a hinge to bay 7. Note the careful tooling

Phase 5: The 20th Century

Figure 45: Ordnance Survey County Series 25" (1:2500) revised 1913-14, published 1915. Reproduced with the permission of the National Library of Scotland

The use of the western side of the building as an NER fire station is first shown on the third edition Ordnance Survey map revised 1913-14 and published 1915 (figure 45). In terms of how the building is depicted, however, there are no significant changes from the 1896 OS map. Less can be evidenced about the use of the east side of the building during the later 19th and earlier part of the 20th centuries. This part of the building may have seen a period of vacancy but is known to have been occupied by D. Boyd & Sons prior to 1951.[46] While the exact nature of the business and its use of the building cannot be confirmed, the wider business of David Boyd was listed as a portable agricultural building business.[47]

A photograph, thought to be from 1948, shows D Boyd & Sons operating from the building, their name displayed above the entrance within bay 3 (figure 47). Other interesting features to note are the radial windows in bays 1, 2 and 4, and the double doors in bays 5, 6 and 8. Bay 7 has already been converted to a window in this image, but the stonework around it looks relatively new. Whilst a railway siding is shown in the foreground, all other tracks have been removed. The fourth edition 25-inch OS map revised in 1939 and published 1947 confirms the removal of tracks by this time, and the building is no longer annotated as 'NER Fire Station'. This suggests that it had already been re-purposed, but no other significant changes can be discerned from the map evidence, and the use of the western half at this time remains unclear.

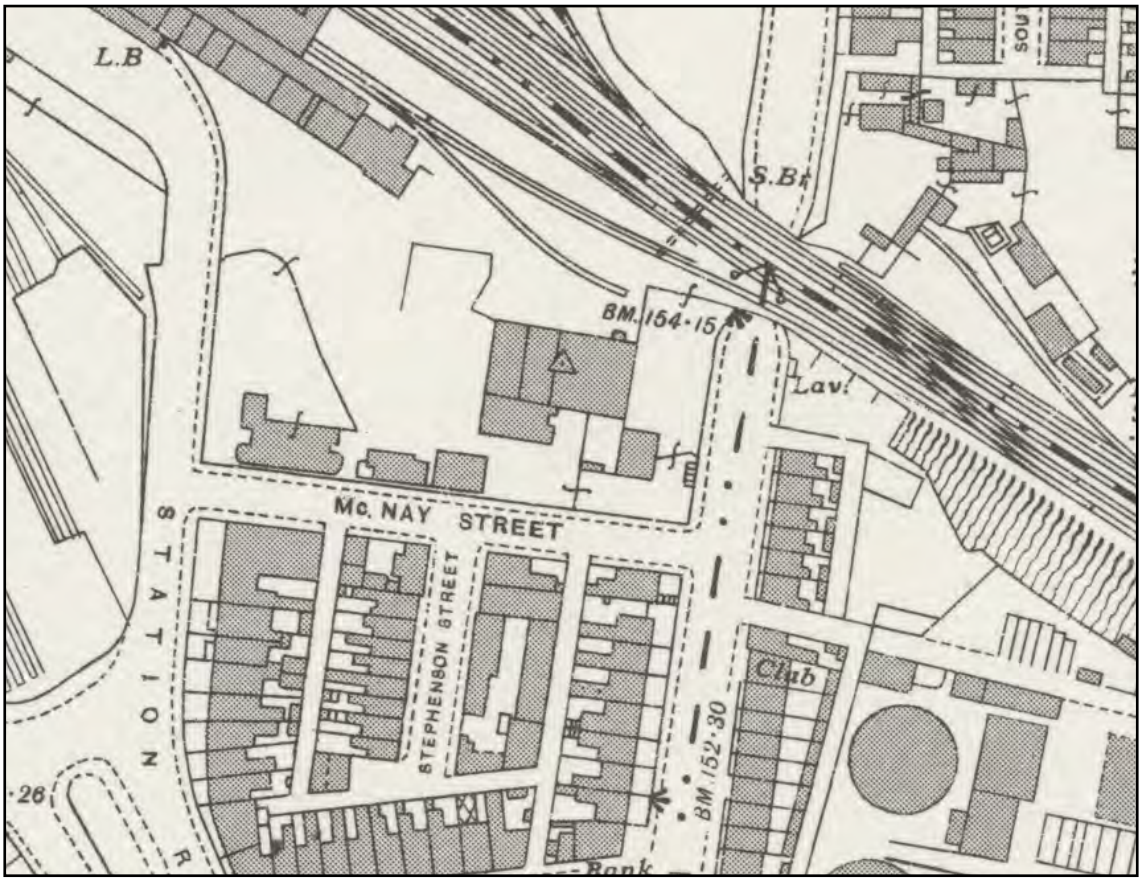

Figure 46: Ordnance Survey County Series 25" (1:2500) revised 1939, published 1947.
Reproduced with the permission of the National Library of Scotland

Figure 47. North elevation of the Goods Depot 1948 prior to its conversion in 1951. It is interesting to note that the clock tower roundels are still open on the west and north elevation (courtesy of the Ken Hoole Study Centre)

In 1951, plans were drawn up by the British Railway Executive Civil Engineers Department to convert the 'former fire station' into a 'Road Motor Repair Depot' for the maintenance of railway-owned road delivery vehicles. Copies of these plans are held in the Ken Hoole Study Centre and are useful in dating subsequent changes to the building and in establishing interior and exterior features which were removed at this time (see appendix A).

The most significant changes internally included the removal of part of the 1833 building; bays 1 and 2 of the former north wall were removed and a steel beam with hoist inserted. The stonework removed was intended for 're-use where required'. Indeed, it is possible that this stonework made its way into the south elevation. By this time, the extension to the south elevation, first shown on the 1896 OS map (figure 38) had been removed. The arches to bays 5 to 8 are noted as containing brick; all brickwork was removed, industrial-style windows with square heads were inserted to bays 5, 6 and 8 and arches were finished in stone. Additionally, a door in bay 3 was removed, the radial window was extended downwards with the lower panes taken from bay 1 on the north-side, and stonework was inserted below.

On the north side, a brick extension with flat roof was inserted containing toilets and meter house. This required the removal of a radial window and its arch was blocked with stone. Also on the north side, the radial window and its stone arch in bay 2, shown in figure 47, were removed and replaced with double doors. On the west elevation, the fire station entrance doors were removed, and a metal window was inserted. Internally, the conversion to a motor-repair depot meant the removal of extant floor surfaces, the insertion of three inspection pits and the laying of a concrete floor. The flooring which was removed is shown from the 1951 plans to have been a combination of stone paving in the northern half of the east cell, and timber decking on timber sleepers or joists elsewhere. The timber partition between bays 6 and 7 was partially removed and all interior walls were cleaned and coated with 'Snowcem', a masonry paint. The building was heated by a series of newly installed 'Bigwood' stoves. The west and east cells are shown to have been connected by an opening on the southern central spinal wall. The plans indicate that steps to this door were to be removed, probably as part of the renewal of the floor surface when floor levels were altered.

Many of the alterations proposed in the 1951 plans can be seen in the present-day building – the square-headed industrial-style windows on the south elevation, and window inserted into bay 3, the brick toilet block obscuring bay 1 on the north side, and the timber double doors set in a concrete frame in bay 2. On the west elevation, the blocking of the former doorway is still clearly visible, now set with metal-framed window as proposed in 1951. The 1953-4 1:1,250 OS map, published in 1955 (figure 49), also illustrates changes to the site. No sidings are indicated and significantly a large building is now positioned south-west of the Goods Depot, potentially part of the vehicle-servicing operation.

Figure 48. The south elevation of the Goods Depot, c.1951 (courtesy of the Ken Hoole Study Centre)

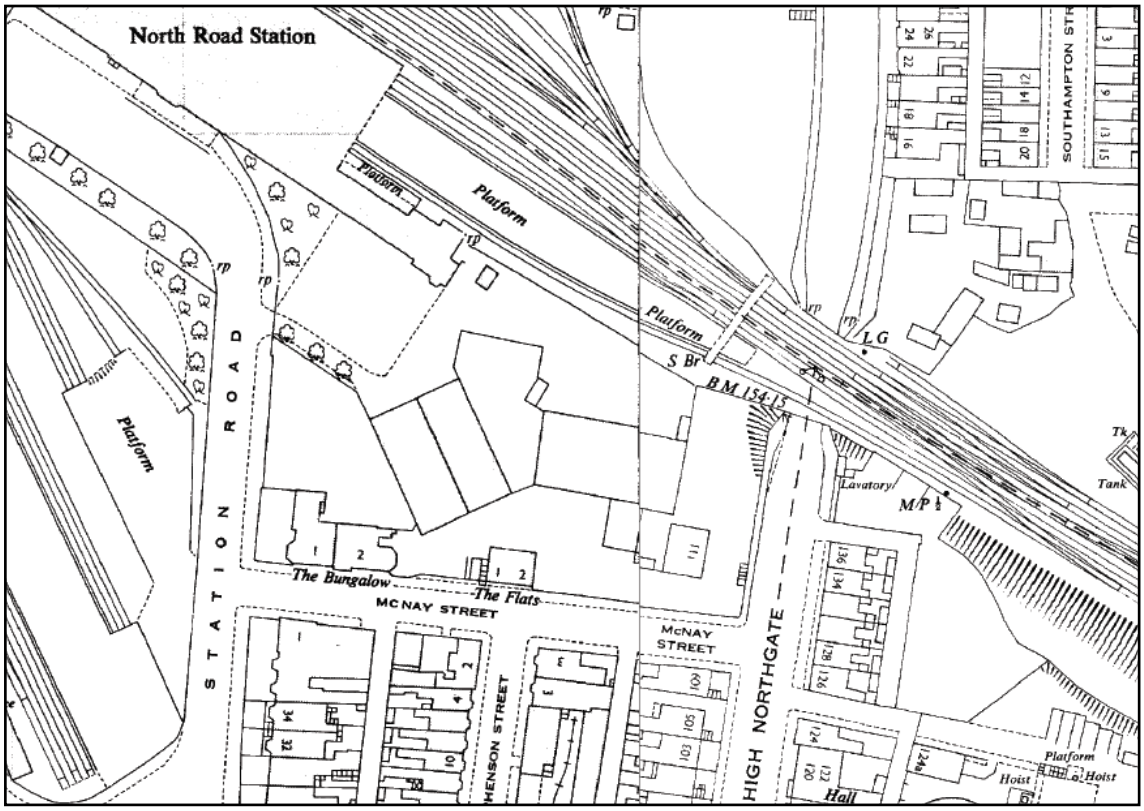

Figure 49: Ordnance Survey National Grid Map (1:1,250) revised 1953-4, published 1955
(Ordnance Survey © Crown Copyright 2021. All rights reserved. Licence number 100020449)

Minor changes following the 1951 conversion are also apparent within the fabric. These include the removal of the remaining section of timber partition between bays 6 and 7, the insertion of a doorway between the east and west cells at the northern end of the spinal wall, and the raising of the timber door on the northern elevation in bay 6; all presumably took place when still in use as a motor-servicing depot.

By 1971, the 1:1,250 OS map (revised 1971, published 1972; not reproduced here) indicates significant changes. The extension attached to the west elevation is shown for the first time, presumed built after 1969 as evidenced from an image taken at this time (figure 50). This is now used as an office and store by the Darlington Railway Preservation Society (DPRS). The map also indicates that buildings shown on the 1953-4 map have been removed. What appears to be an inspection ramp is indicated to the west, which might suggest the building was still in use as a servicing depot at this time. However, by the Second Revision, published 1988 (not reproduced here), the site had been cleared.

The period of vacancy which followed the use of the building as a vehicle-maintenance depot resulted in vandalism, lack of maintenance and deteriorating condition. To address the situation, the building was bought by Darlington Borough Council and let to the DRPS in 1984.[48] At this point, the western half was utilised by the DPRS, and the eastern half remained largely empty. In the following years, the trust took over the remainder of the building, which remains the situation today.

Figure 50: The Goods Depot in 1969 apparently still is use as a vehicle-maintenance depot. Note the doors to bay 6 have been raised, but the extension to the west elevation has yet to be constructed

PHASES OF DEVELOPMENT

This section of the report provides a brief summary of the building's principal phases of development which were discussed in the previous chapter. This is broken down by plan, external elevation, and the two internal cells with corresponding internal elevation analysis. The survey drawings used within this section were provided by Historic England and updated by Purcell.

The building can be broadly broken down into five principal phases:

Phase 1 (1833) - relates to the building's original layout of four bays to the south-east by Storey and fragment of former north wall, now internal.

Phase 2 (1833-1839) - relates to the expansion of the southern half of the building towards the west, adding a further four bays.

Phase 3 (1839-1840) - relates to Harris' alterations and additions. These comprise: the clock tower; the north range of the building and possibly the internal columns to the western cell.

Phase 4 (1854-1896) - alterations relate to the post-goods station use of the building and alterations made to facilitate its use as a fire station. These alterations comprise the infilling of bays with secondary arches and other associated secondary elements.

Phase 5 (20th century) - comprises the later alterations including its conversion to a motor repair depot which saw the installation of square-headed metal windows, concrete floor with inspection pits, the removal of part of the 1833 walling, and brick extensions to the north and west.

South Elevation

The south elevation of the Goods Depot comprises eight bays, the long southern elevation of the hipped roof, chimney and south elevation of the clock tower. Each of the eight bays is articulated by arched openings with intermittent rusticated piers. In comparison to the north elevation, it has seen the greatest degree of survival with respect to the earliest two phases of the building, retaining arched openings to all bays. However, notable alterations have taken place over successive phases, principally the alterations associated with the conversion of the building to a fire station post-1854, and its use as a depot for the maintenance of railway vehicles in 1951.

As has been noted, the arches to bays 1 to 4 represent the first phase, with alternating *high, low, high, low* rusticated arches and keystones, denoting the original *rail, window/ unloading bay, rail, window/unloading* bay usage. Bay 2 and 4 may survive unaltered, although it is unclear if the radial windows are original. Bay 3 contained a doorway by 1951 with radial window above; the lower panes of the current window were inserted in 1951 when the doorway was converted to fenestration. Bays 1 and 3 originally had rail access, receiving their secondary arches following the post-1854 abandonment of the building as a goods station.

Bays 5 to 8 represent a very slightly later expansion of the building to the west, as evidenced by the different tooling and the abandonment of regularity. Following a change of use from a goods depot, the arches were probably infilled, but none received inner arches. A fireplace and chimney were installed behind bay 7 in the later 19th century (post S&DR merger with the NER in 1863). The external brick infilling was replaced with stone in all bays in 1951. Bays 5, 6 and 8 received square headed windows with concrete lintels in 1951.

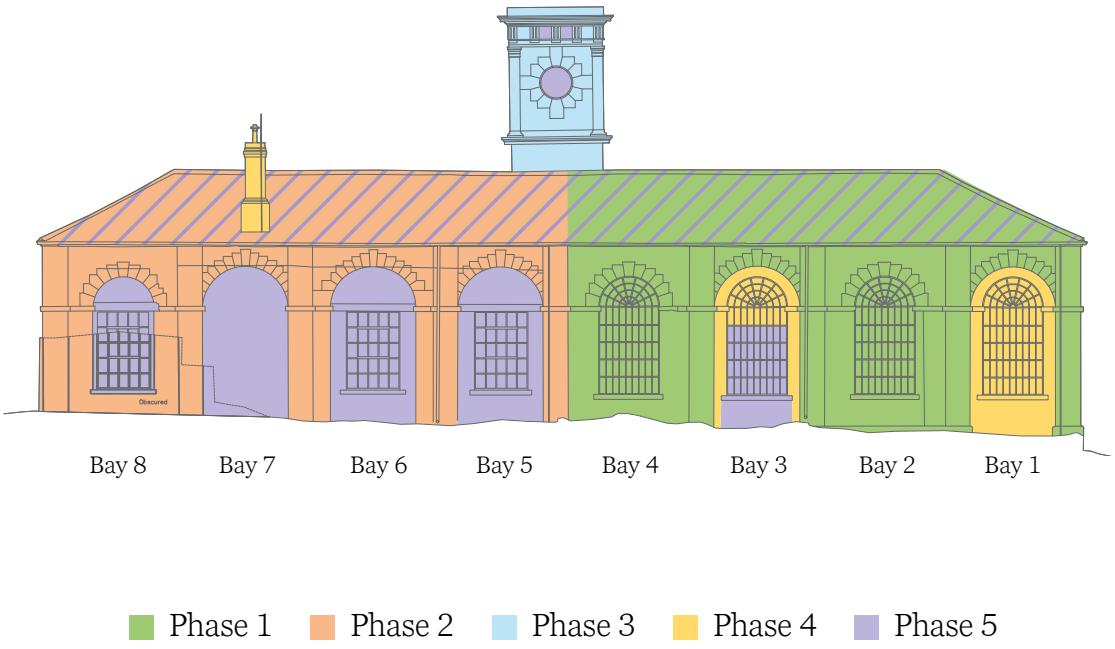

Figure 51. Phased south elevation. Please note hatching with two colours represent several alternative or uncertain phases

East Elevation

The east elevation of the building comprises two principal sections, associated with the original 1833 phase of the Goods Depot (south) and its extension between 1839-40 (north). A difference in tooling and the number of courses evidences the different phases. The elevation has few features apart from the plinth, rusticated piers and impost band. Attached to the north side is a flat-roofed brick structure containing toilets and meter house which dates to the 1951 works when the building was converted into a depot for the maintenance of railway motor vehicles.

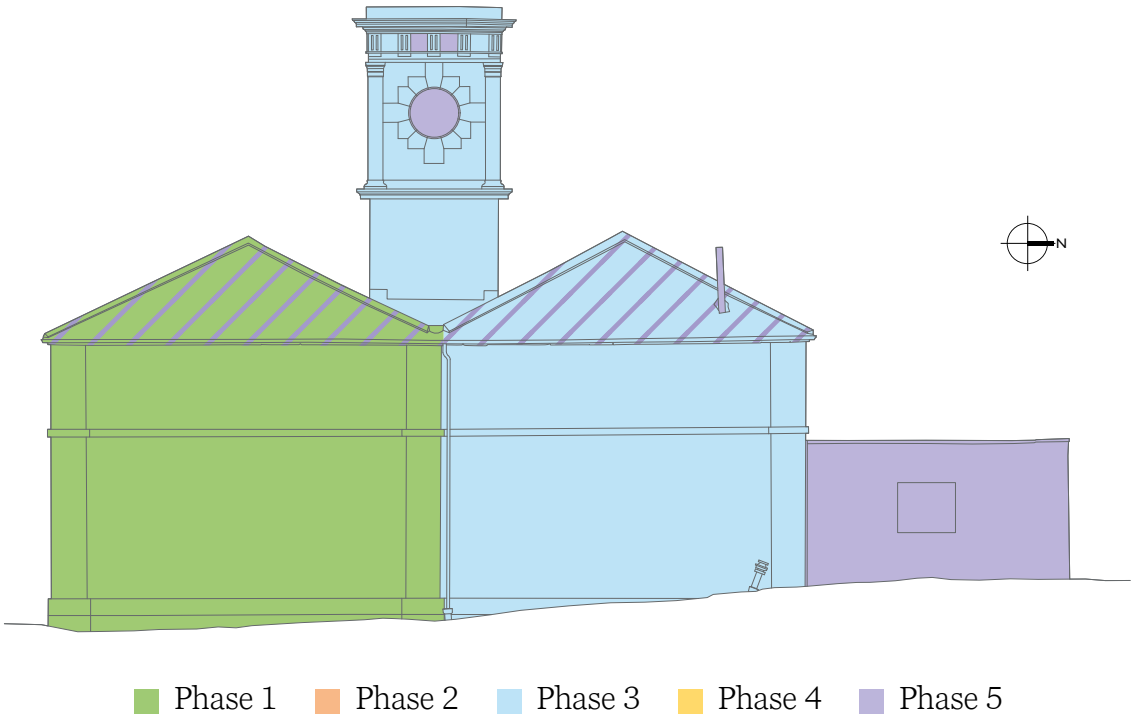

Figure 52. Phased east elevation. Please note hatching with two colours represent several alternative or uncertain phases

North Elevation

The north elevation of the Goods Depot comprises eight bays, the long northern elevation of the hipped roof, north elevations of the clock tower and of the western 20th-century extension.

This elevation was built as a result of Harris' northward extension in 1839-40, but altered over time, particularly in respect of the building's partial conversion to a fire station in the later 19th century, and subsequent conversion to a depot for the maintenance of railway vehicles in 1951.

The extant fabric from the earliest period can be seen in bays 1, 3 and 4, whilst bay 2 has seen the removal of its arch and window as recently as 1951. Photographic evidence indicates a continuation of Storey's *high, low, high, low* alternating arched bays, and *narrow, wide, narrow, wide* rhythm. The high (rail) arches are similar to the south elevation, but Harris incorporated shouldered arches into his design. As with the south side, the secondary arches appear to have been inserted soon after it was repurposed.

The four north-western bays appear to date to a later phase after 1854, though we cannot be sure when this took place. The remnant of a shouldered arch internally to bay 5 indicates that these bays were originally similar to bays 1-4. The regularity of bays and piers, however, suggests a complete reconstruction to accommodate evenly spaced double doors. The window in bay 7 is a later insertion from the first half of the 20th century.

The windows to bay 1 and 2 were removed as part of the 1951 works. Double doors were inserted into bay 2, whilst bay 1 was infilled in stone and a brick flat-roof structure constructed in front.

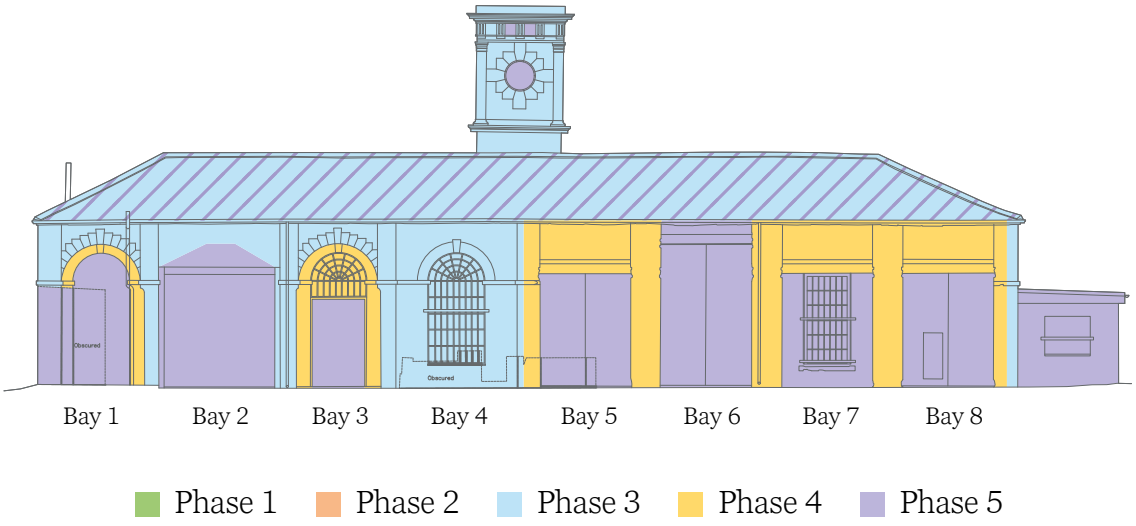

Figure 53. Phased north elevation. Please note hatching with two colours represent several alternative or uncertain phases

West Elevation

The west elevation of the building comprises two broad bays, with the southernmost corresponding to the second phase westward between 1833 and 1839 and the northernmost bay corresponding to Harris' extension of 1839-40. The overall form of this elevation reflects that of the east elevation outlined above, although no plinth was observed. Alterations to the southern half relate to its use as a fire station in the later 19th century, when part-glazed timber folding doors were inserted. In 1951 this was replaced with a metal industrial-type window. The flat-roofed brick extension which obscures part of the northern half of this elevation was built between 1969 and 1971, during its use as a vehicle servicing depot.

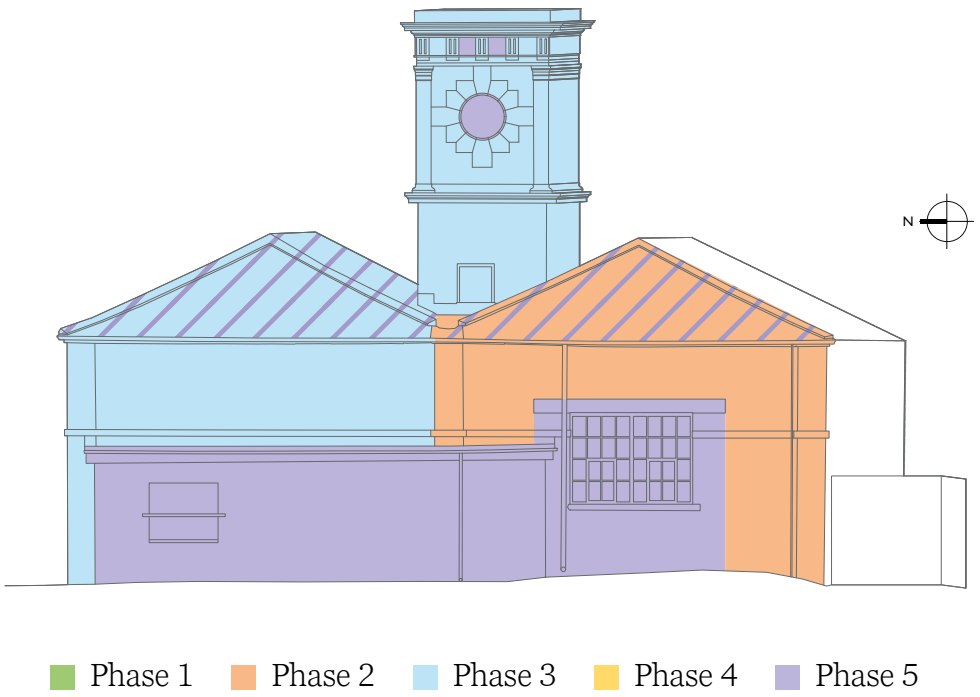

Figure 54. Phased west elevation. Please note hatching with two colours represent several alternative or uncertain phases

Interior

The interior of the Goods Depot developed in three principal phases – Storey's 1833 building which comprises bays 1 to 4 to the south-east, the addition of bays 5 to 8 to the west between 1833-1839 and the extension northwards by Harris between 1839-40 which effectively doubled the floor space. However, due to the separation of their uses over time and subsequent alterations, the eastern and western parts of the building have developed different characters. For this reason, the phased plans are separated between the two.

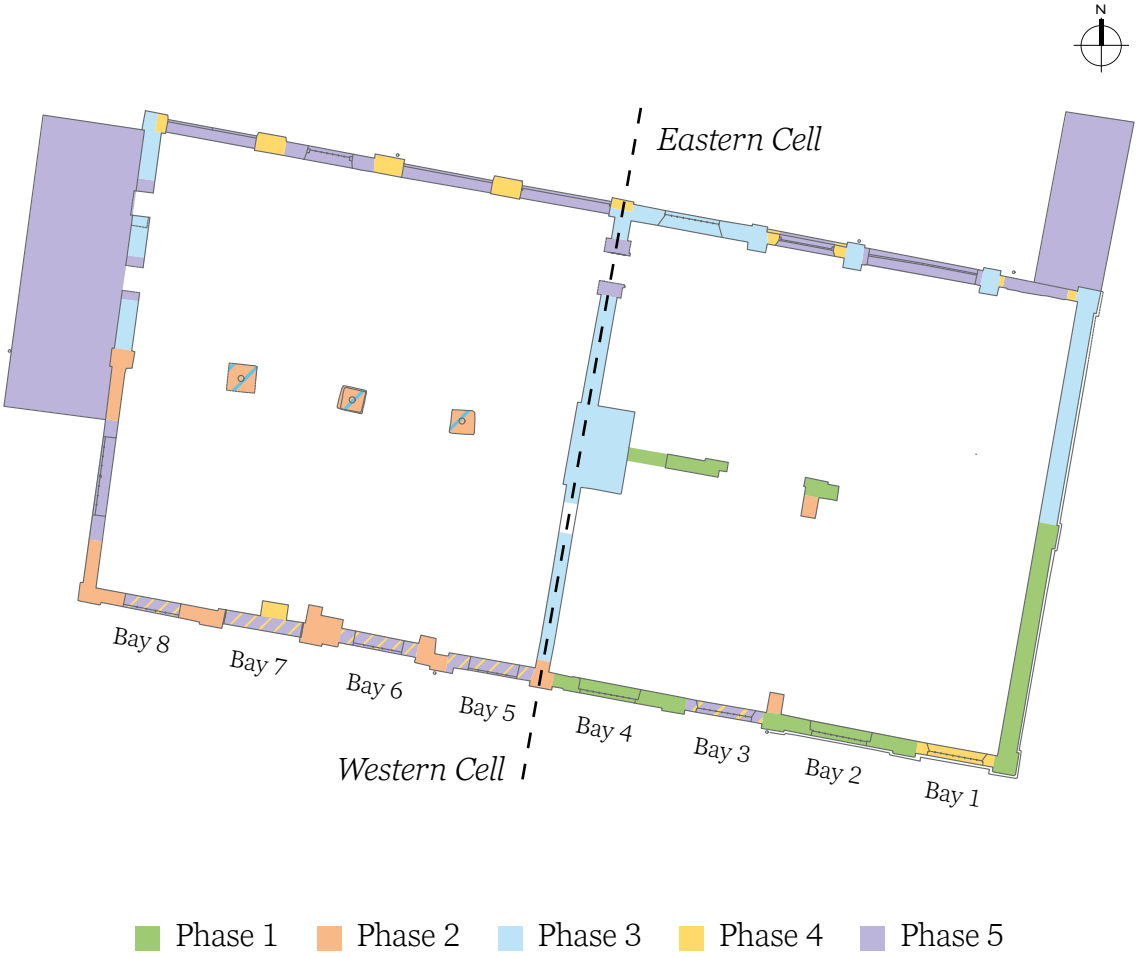

Figure 55. Phased plan of the building. Please note hatching with two colours represent several alternative or uncertain phases

Eastern Cell

This space comprises the eastern half of the building and is broadly comprised of the original 1833 phase (south), the 1839-40 extension (north) and later alterations.

The south elevation combines the 1833 original fabric of high arches to bays 1 and 3 and lower arches of bays 2 and 4, with later alterations. The blocking of the wagon openings with lower arches and windows is assumed to have taken place soon after the Goods Depot was repurposed. Bay 3 was a door by 1951 which was removed during these works; it is assumed by the plinth seen externally that it was originally intended to be a window in 1833. Between bays 2 and 3 is the stub of an inserted cross-wall, though the exact date of its insertion remains to be ascertained.

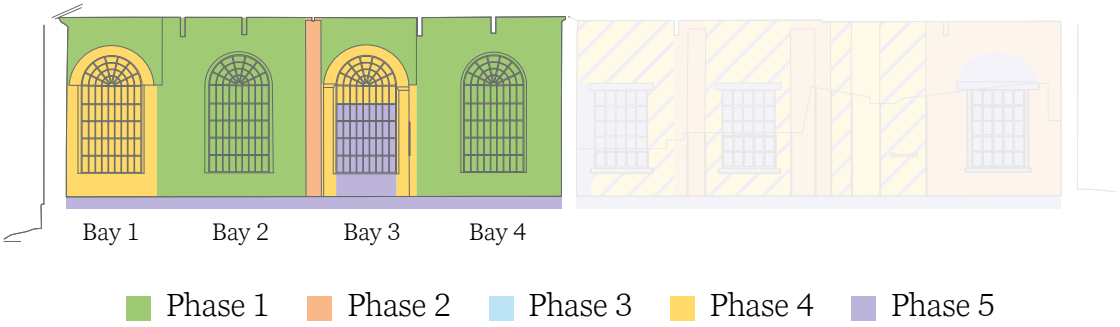

Figure 56. Southern internal elevation: eastern half phasing

In the centre of this space is the only substantial remaining section of the original building's north wall. This spans bays 3 and 4, with bay 3 assumed to have contained rails whilst bay 4 was assumed to be for loading/unloading. To the east of the arch, the 1833 wall was removed in 1951 and the load carried by a steel beam. To the west the wall is tied into the base of the 1839-40 clock tower. The weight of the clock tower rests upon the former north wall and the central spine walls. It is therefore assumed that the spine wall is contemporary with the clock tower.

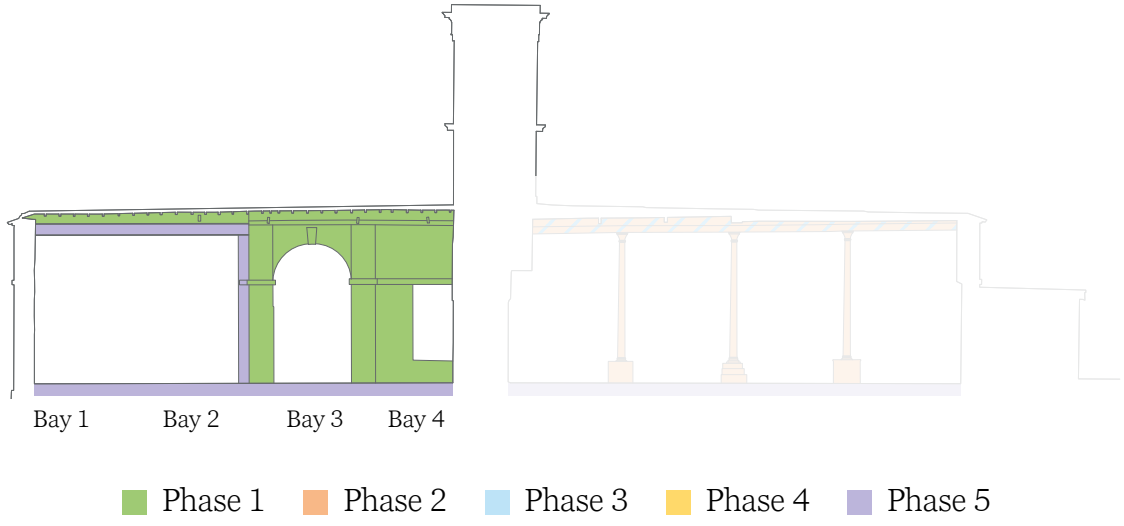

Figure 57. Central long section: eastern cell phasing , north facing

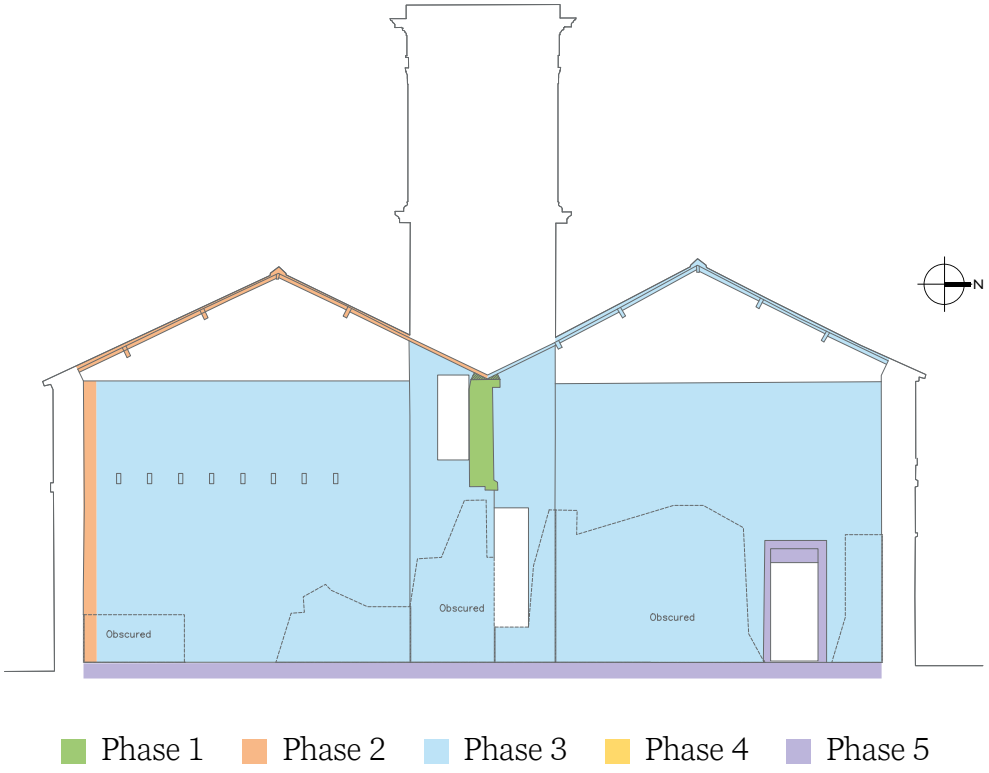

Figure 58. Central spinal wall: east face phasing

The east wall is more simply finished than its external counterpart, with the fabric having been constructed in two phases: the original phase of 1833 and the later phase of 1839-40.

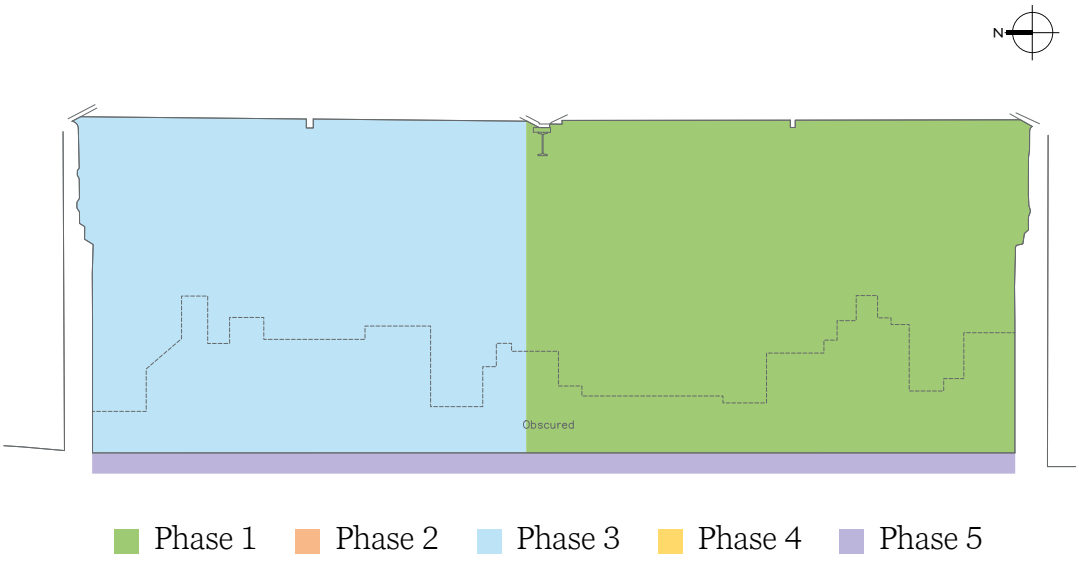

Figure 59. Eastern internal elevation phasing

The internal elevation to the north is primarily associated with the 1839-40 (phase 3) northward extension of the building by Harris, of which bay 4 with its timber lintel and radial window may have survived relatively unchanged. Adjacent, bay 3 with flanking rusticated projecting piers with shoulders survives from this phase. The lower arch (and presumably the upper radial window) was inserted when the Goods Depot was repurposed in phase 4. It is unclear when this was made into a doorway, but this may have been part of the same phase of conversion, although the present door and frame are modern. Bay 2, formerly a window similar to bay 4, was converted to double doors in 1951. In bay 1, the radial window probably inserted in phase 3, was removed and the arch blocked in 1951 to allow the construction of a toilet block and meter house.

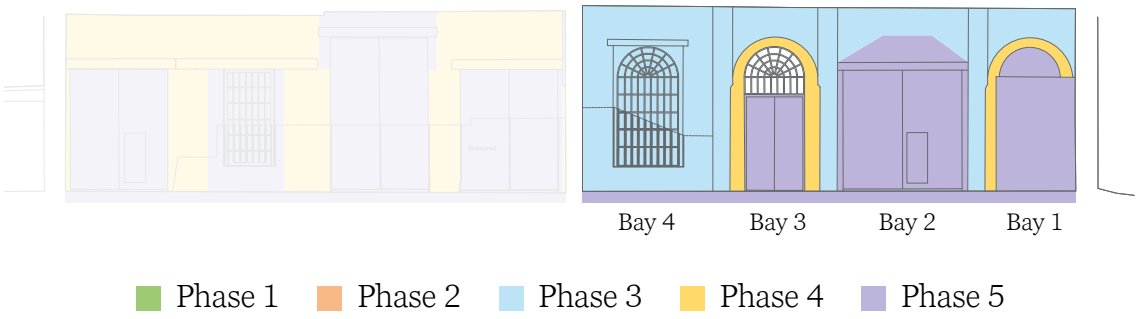

Figure 60. Northern internal elevation: eastern half phasing

Western Cell

The western cell comprises the western half of the building, and broadly consists of the secondary phase of development after 1833, and the third phase northern expansion of the building by Harris between 1839-40. The clock tower to the east is also Harris' work and the spinal wall may have been built as part of this work to take its weight. Whether the tower was originally square in plan for its full height or part-cantilevered as per its current form is unclear and requires further investigation.

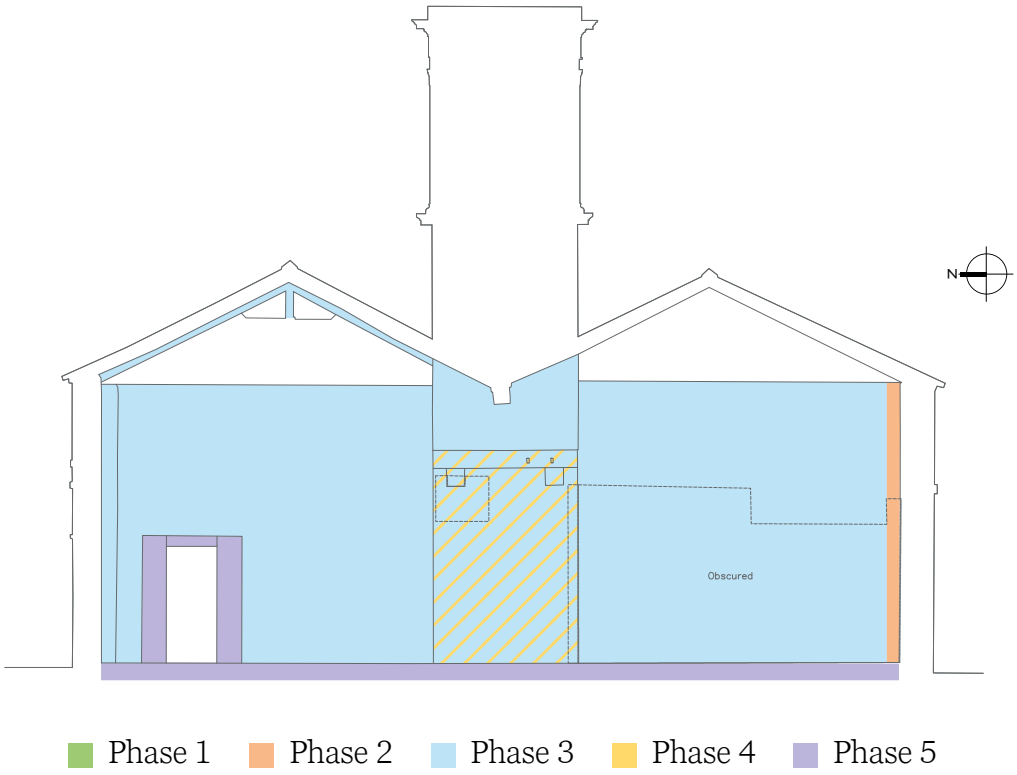

Figure 61. Central spinal wall: west face phasing. Please note hatching with two colours represents several potential alternative or uncertain phases.

The roof valley in the western cell is carried by a timber beam resting upon three slender cast-iron columns resting on stone piers. We cannot be sure when the columns were inserted, but they appear to have been an early addition to the building, potentially when the building was extended north in phase 3, or indeed already present in phase 2, in anticipation of the expansion, leaving the western end of the northern side of the building open-fronted for a short period.

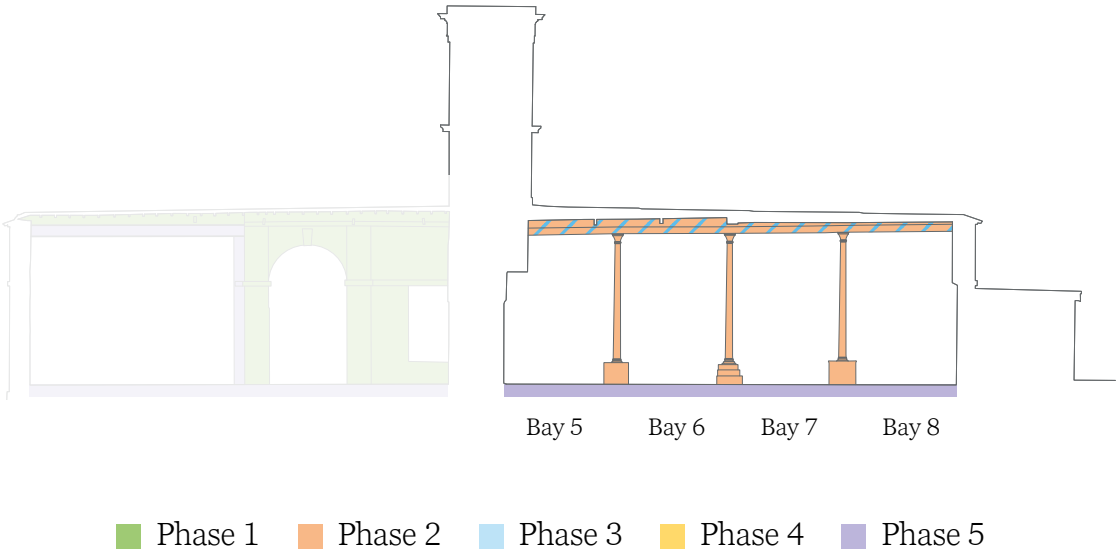

Figure 62. Central long section: western cell phasing

The southern internal elevation is partially obscured by railway engines, making inspection of this elevation difficult. It has also undergone significant changes in phases 4 and 5, largely obscuring earlier work. The phase 4 work includes the blocking of bay 7 with a chimney serving a later 19th-century cast-iron range.

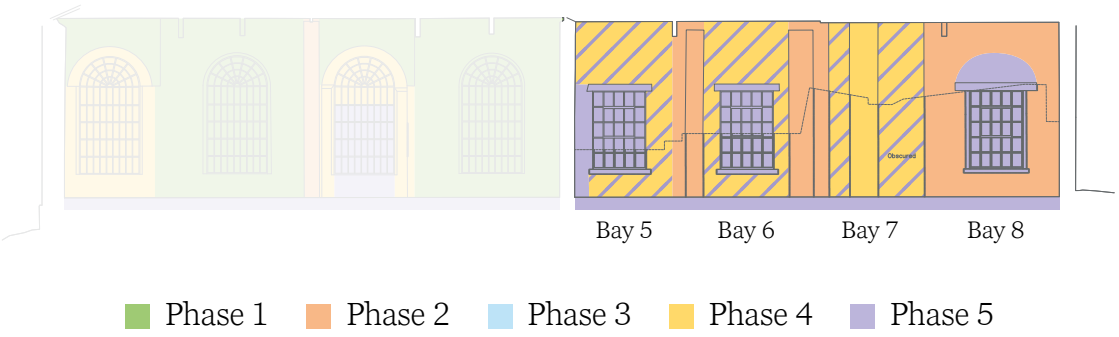

Figure 63. Southern internal elevation: western half phasing. Please note hatching with two colours represents several potential alternative or uncertain phases.

The northern internal elevation appears to have been rebuilt in a later phase of alteration which saw the insertion of four similar square-headed openings containing double doors. This probably relates to its use as a fire-station and therefore occurred sometime in the later 19th century. The square-headed industrial-style window inserted into bay 7 dates to the early 20th century, whilst the doorway in bay 6 was raised between 1951 and 1969. All doors appear to be 20th-century.

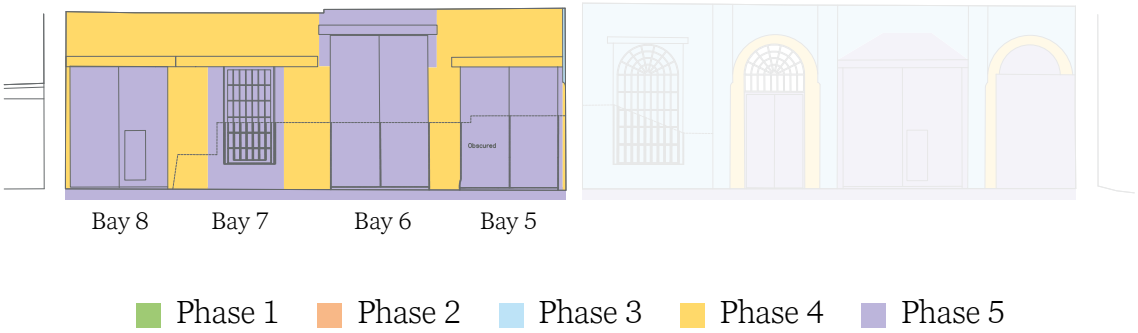

Figure 64. Northern internal elevation: western half phasing

The west elevation is more simply finished than its external counterpart, with the fabric having been constructed in two phases: the second phase between 1833 and 1839 and Harris' later extension northwards of 1839-40. Alterations to the southern half took place when it was converted to a fire station; a large doorway was inserted through the second phase of the building. This doorway was removed and set with a window in 1951. Openings in the northern half which allow access into the brick extension were made between 1969 and 1971.

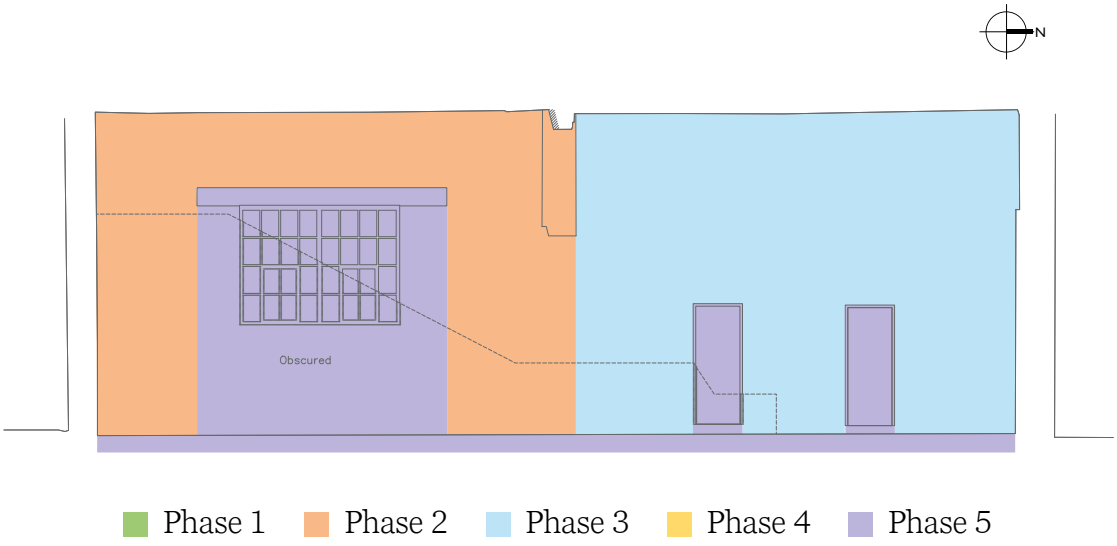

Figure 65. Western internal elevation phasing

BUILDING TYPE: DEVELOPMENT, FUNCTION AND INFLUENCE

For the purposes of analysis, it is important to note the distinction between the 'goods depot' (also known as a 'goods shed') and 'goods warehouse'. While they are closely related, they are classed as different building types, principally due to their scale and different storage function and capacity.[49] The term 'goods shed' applies to a smaller-scale building handling goods for immediate trans-shipment and/or distribution. By comparison, the 'goods warehouse' is typical of urban centres, and is considerably larger in scale with greater capacity to store goods for longer periods of time.

The S&DR, the first railway company to provide freight services using steam locomotives, opened just eight years before the construction of the Goods Depot. What followed in the decades after 1825 was a rapid expansion of the railway network involving periods of intensive and speculative railway promotion, investment and construction, known as the 'railway manias'.[50] The length of railway laid rose from 125 miles at the end of the 1830s to more than 13,000 miles by 1871.[51] Goods traffic saw rapid increases. For example, in 1831 the Liverpool & Manchester Railway is recorded as having transported 150 tons of goods; this had increased to four times this level by 1835.[52] There can be no surprise, therefore, that the S&DR Goods Depot saw at least two phases of expansion within a short period of time of its initial construction, and was eventually superseded altogether by the larger Hopetown Goods Station later in the 19th century.

However, the world's earliest known goods shed is the Goods Depot's predecessor at North Road: the 'Merchandise Station' . This building (figure 7) was built by the S&DR in 1827. The Merchandise Station had five arched bays with keystones similar to the Goods Depot. However, it was built against the railway embankment, with road access at ground level and track access at the upper level where goods wagons are thought to have entered the short axis of the building via turntables.[53] Internally it was divided into three cells which were rented out to carriers rather than directly operated by the S&DR. The building does not appear to have been particularly successful as by 1830 it was partially converted to cottages, before being used as a passenger station. When the new North Road Station was built in 1841-2, this station function was also abandoned, and the building was demolished some years later.

It is important to appreciate that railway architecture was in its infancy at this time and the building types which we now readily associate with the railways were still evolving. The engineers charged with designing new railway buildings looked to existing architectural styles and building types for inspiration, particularly those used by other transportation networks. An obvious choice for their designs came from the canals (with which they were also in direct competition). Indeed, railway companies were keen to purchase existing canal warehousing for their own needs within busy urban contexts.[54]

The earliest surviving railway goods trans-shipment building is of the larger urban warehouse type. Manchester's 1830 Liverpool Road Station warehouse (now the Science and Industry Museum) was, like Darlington's Merchandise Station, built against the railway embankment with the first floor accessible from the railway line and set over multiple storeys with short-axis entry. Wagons were turned through ninety-degrees on turntables before being taken into the building through double doors. Goods were transferred through the building (initially) by gravity hoists and finally lowered by external hoists to the road below.[55] The design of both the 1827 station and 1830 warehouse have much in common with canal warehouses. This building type had developed over many years, and for the railways to utilise existing successful designs is unsurprising.

Figure 66. 1830 Railway Warehouse, Manchester

Many canal warehouses were built at the head or alongside the canal. Designs enabled canal boats to directly enter the short axis of the building or would combine internal docks with quayside loading and unloading. The larger were often multi-storied, using hoists to transfer goods through tiered loading-doors on the elevations. Structurally they were often of brick, stone and timber with cross-walls allowing compartmentalisation in case of fire. The short-axis type entry is seen, for example, at the extension of Manchester's Grocers' Warehouse of 1793, potentially adapted by Thomas Haigh from a design originally intended for Gloucester Docks.[56]

Whilst Storey may have adopted the short-axis entry of canal predecessors and of early railway goods shed or warehouse examples elsewhere, the Goods Depot differed in a number of important aspects: Storey chose to construct his goods shed away from the main rail line, on a single level and to provide it with direct rail access. His use of sidings rather than turntables was a pioneering design change that was followed by almost all later railway goods sheds outside of cramped urban contexts.

What was less successful about Storey's design was the retention from canal prototypes of wagon entry via the short axis. The neighbouring railway goods depot at Darlington erected by the GNER in 1840 may well have been influenced by the already existing S&DR Goods Depot south of the tracks. It also employed short axis entry. Laid parallel to the tracks, wagons would access the building via turntables. This building was evidently found to be unsatisfactory because it was eventually replaced by the Hopetown Goods Station with more efficient entry and exit through the long axis.

Other early examples which followed the building of the S&DR Goods Depot at a comparable scale include Micklefield goods shed, West Yorkshire, of 1835 and the railway sheds of Alne, North Yorkshire, dating to 1840. Both of these examples have seen conversion to residential use and are resultantly more altered and less legible in terms of understanding the building typology. However, analysis of the Micklefield goods shed shows this as being of split-level in a similar arrangement to the 1827 Merchandise Station at Darlington.

By comparison, the original design of the Alne goods shed included level access, a hipped roof, simple architectural form and arched openings. However, how the wagons entered the building is less clear but its position end-on to the railway line opens up the possibility of either lateral entry via sidings or end entry via a turntable. A study of cartographic sources has been unable to shed further light.

Ultimately, the later goods-shed type adopted long-axis entry - a single track would pass through the gable-end of the building and loading or unloading would take place from an internal platform. This was named by John Minnis in his analysis of the Goods Shed as the 'through-type'. Road vehicles would then access the goods shed from the side elevation.[57] This was found to be the most efficient way to operate, and the majority of types which developed are based upon this basic form.

Architecturally, Storey appears to have been influenced by existing building types. Towards the later 18th century, for example, canal warehousing began to adopt a restrained classical or 'polite' architectural style, which was typical of many early industrial structures.[58] Storey's building was constructed at a time when goods traffic was the primary concern of the S&DR and clients needed reassurance that the new form of transport could be relied upon. The use of rustication, with carefully tooled margins, and the elaborate arrangement of archways with rusticated voussoirs, vertically-tooled keystones and impost bands are all expensively executed. Even more impressive is Harris' clock tower, complete with the Doric order. It has been suggested that the choice was a deliberate one by the S&DR, chosen to impress and to convey an allusion of security and dependability.[59] The architectural symbolism is not unlike that used on banks during this period. With the addition of the clock tower, however, parallels might also be drawn to the carriage houses and stables of the aristocracy. In contrast, apart from a few exceptions, later goods shed designs tended to be plainer, simpler structures, which by 1860 adopted a 'house-style' laid down by the respective railway companies.[60]

Figure 67: Turnplates at the Park Lane goods station of the Liverpool and Manchester Railway in 1831 by S.G. Hughes. Note the cast-iron columns supporting warehouses above the track where goods could be hoisted for storage. Originally published in *Coloured Views on the Liverpool and Manchester Railway*, 1831. London: Ackermann & Co; plate 9 (Wikimedia Commons)

We should also consider how the S&DR Goods Depot operated. The arrangement of arched openings along its short axis with direct track access, coupled with bays probably lit by windows for unloading has already been discussed. Pairs of bays may have been divided by north-south walls into discrete compartments, perhaps for safety in case of fire, or perhaps denoting different functions of inward-bound or outward-bound goods. Early railway images suggest that wagons could be manipulated by hand, using turntables and sliding rails (figure 67). At the Goods Depot, its location set back from the railway line allowed for short sidings, where wagons could be uncoupled from locomotives and manhandled into the depot, without the need for turntables. Minnis notes that many of the earliest surviving examples of goods sheds required turntable access but it is interesting, therefore, that Storey designed his prototype building with direct track access, an innovation for its time.[61] The use of turntables was largely abandoned in new goods sheds after 1860, except in urban context where space was limited.[62]

Wagon and other railway goods vehicles have seen much less research than locomotives and our understanding of the earliest forms of wagons which may have been used within the Goods Depot is lacking. [63] The most commonly used wagon in 1825 would have been the coal-carrying chaldron; indeed, these are seen in contemporary illustrations of the grand opening of the S&DR carrying passengers. However, railway vehicles, like railway buildings, rapidly developed, and from 1830 a greater variety were in use including the general goods trucks and specialised livestock wagons.[64] An inventory of the S&DR goods vehicles in 1843 listed 9 springless wagons, 60 sprung wagons, 6 pairs springless timber wagons, 9 pairs of sprung timber wagons, 5 cattle trucks, 3 horse boxes and 3 carriage trucks (for transporting road vehicles) and 5 rulleys (flat wagons). [65] Covered wagons were rare and goods requiring protection from the weather would have been covered with tarpaulins (figure 68).

Loading and unloading of goods in the Goods Depot is likely to have been by hand, although potentially aided by some form of hoist or crane. Later goods sheds used jib cranes which were either free standing or rotated from a top bearing attached to a framework fitted to the roof trusses, with a lower bearing attached to the platform. A crane is marked on the 1854 OS map within the goods yard immediately west of the Goods Depot building, but the present investigation found no definite structural evidence for a crane or hoist inside the building. A closer inspection of the roof trusses once the interior of the Goods Depot has been cleared is, therefore, recommended.

Evidence of platforms to aid the unloading or loading of goods was also elusive. Whilst not considered by some researchers to have been robust enough, it is known that later goods sheds did have platforms of either timber, stone or brick; one particularity well preserved example at Wellingborough, Northants, dates to 1857.[66] It is therefore possible that timber platforms may have been utilised, but later removed, leaving little or no apparent evidence. It is interesting to note that the cast-iron columns are set on raised stone bases and the entrance to the tower in the Goods Depot is set significantly above the present ground level.

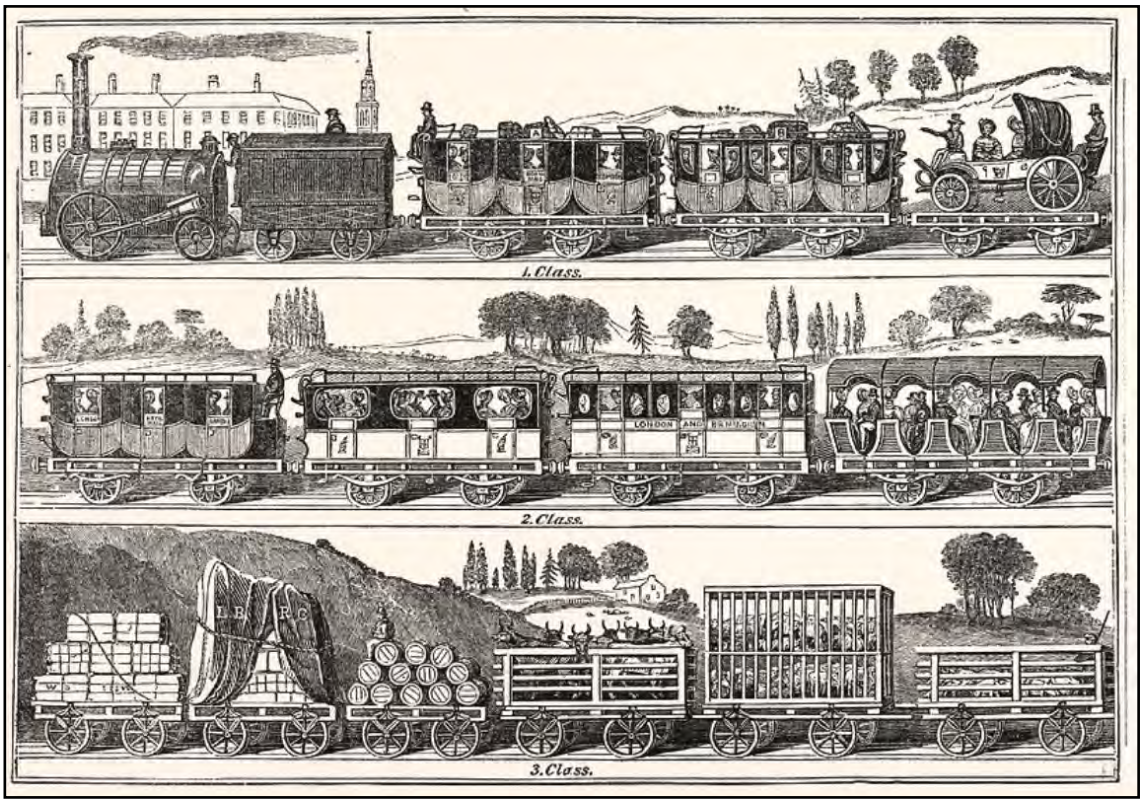

Figure 68: 'The London & Birmingham Railway Carriages'. Originally published in *The Mirror of Literature, amusement and Instruction,* Saturday July 22, 1837 (Wikimedia Commons)

As with many early buildings within a typology, the design of the Goods Depot would have been to some degree experimental and was later developed in order better to meet the needs of the functions carried out within. During the first decade of its use, it appears to have been adapted and extended at least twice. The effective elements of the original design may have been as influential as those which were proven not to work, thereby contributing to the development of the type. Although the side entry of wagons was not adopted as a future model for goods sheds, the building appears to have been the first to handle the trans-shipment of goods between rail and road on a single level and to which rail wagons had direct access rather than via turntables. Issues of access, the limitations in housing wagons which grew in size over the course of the 19th century and the need to efficiently deal with increasing volumes of goods traffic within a building which could not be easily adapted, may well have led to its abandonment.

ASSESSMENT OF SIGNIFICANCE

Methodology

Significance can be defined as the sum of the cultural values which make a building or site important to society. These values are often associated with both physical fabric, and more intangible qualities and associations.

The significance of the Goods Depot has been assessed within a number of reports, most recently in the 'Statement of Significance for the former S&DR Goods Shed, North Road, Darlington' by Archaeo-Environment Ltd for Darlington Borough Council (2013). This assessment acknowledges the contribution of these reports in the drafting of this statement of significance.

Cultural significance is unique to each historic site. The following assessment considers the values outlined in Historic England's 'Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets (2019) which recommends making assessments using the following categories.

Archaeological interest

There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and artistic interest

These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.

Historic Interest

An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

Levels of Significance

The following approach to defining levels of significance is proposed and has been adapted from that devised by J. S. Kerr (1982) based on the Burra Charter. [67]

High Significance: A theme, feature, building or space which is has a high cultural value and forms an essential part of understanding the historic value of the site, while greatly contributing towards its character and appearance. Large scale alteration, removal or demolition should be strongly resisted.

Medium Significance: A theme, feature, building or space which has some cultural importance and helps define the character, history and appearance of the site. Efforts should be made to retain features of this level if possible, though a greater degree of flexibility in terms of alteration would be possible.

Low Significance: Themes, features, buildings or spaces which have minor cultural importance, and which might contribute to the character or appearance of the site. A greater degree of alteration or removal would be possible than for items of high or medium significance, though a low value does not necessarily mean a feature is expendable.

Neutral: Themes, spaces, buildings or features which have little or no cultural value and neither contribute to nor detract from the character or appearance of the site. Considerable alteration or change is likely to be possible.

Intrusive: Themes, features or spaces which actually detract from the values of the site and its character and appearance. Efforts should be made to remove these features.

Statement of Significance

The sections below set out the relative significance of the site, and the elements that contribute or detract from its heritage interest. Over time the interest and values the heritage holds may change, particularly as new information and understanding comes to light.

Archaeological Interest: High

The potential for the site to yield further evidence about the development of the Goods Depot is high. There is a lack of known documentary sources relating to the building, and no architectural plans have been uncovered to clarify the building's earliest form and function, although there is potential that new documentary sources could still be uncovered in public or private archives. The extant fabric is therefore of particular importance in shedding light on particular aspects of the building's history, use and development.

Whilst the building has been the subject of a number of previous studies, there is disagreement over various aspects of the building's history. We also lack understanding of why and when the Goods Depot was repurposed and what other uses apart from a Fire Station it performed. There is potential that further detailed fabric studies, intrusive surveys and archaeological investigations will uncover additional evidence once internal access-inhibitors such as stored locomotives, engines, machinery, exhibition displays, and external over-growth are removed.

Additional evidence will contribute towards our understanding of technical aspects such as the building's method of construction, whilst better defining the phases of development so far observed. Our understanding of the original form, access and the extent to which any clock machinery remains can only be answered once the clock tower is made safe and is fully accessible. Outstanding questions also remain regarding original floor surfaces, the possibility of internal loading platforms and whether lifting mechanisms to aid the handling of goods were used. It is highly likely that new data will come to light following the cleaning of wall surfaces and the removal of intrusive masonry paint. It is recommended that prior to any development taking place, the fabric is re-investigated for additional structural evidence and the existing Historic England plans revised and updated where necessary.

There is potential for below-ground evidence to survive which may enhance understanding of the site and its setting. Internally, little is known about earlier floor surfaces and to what period the timber and flagstone flooring mentioned in the 1951 plans belonged. There is potential that evidence of earlier floor surfaces may exist below the modern concrete finish. The location of rails, cranes and partition walls may be evidenced. Externally, cartographic sources indicate the former location of track layouts, sidings, lifting machinery and buildings. Their remains may survive below ground, which could provide evidence of building functions, or provide more information about the layout of the goods yard, confirm the location of sidings, provide evidence of early rail technology and may help illustrate how the early goods yard operated over time.

Within the ongoing project and improvements of the area, there is an opportunity to carry out further analysis. This would be particularly valuable to add to scholarly understanding of the early development and function of the Goods Depot, and correspondingly lead to a better understanding of the early development of a building type which forms a notable part of England's internationally important railway heritage. There is also a valuable opportunity to contribute to improve public interpretation as part of the Darlington Railway Heritage Quarter project.

Historical Value: High

The Stockton and Darlington Railway was established in 1825 principally to move coal to the coast from the Weardale collieries, and the first railway in the world to provide public freight services with steam locomotives. As such, the railway and its constituent parts contribute considerable collective historical interest associated with the first generation of railway buildings. In particular, the Goods Depot is the oldest surviving goods shed built on a single level.

The building has historical associations with the world's first Merchandise Station of 1827, built on the opposite side of North Road. Both buildings are similar in their use of the classical style and short-axis entry. But the Merchandise Station and the world's oldest extant railway goods building, Manchester's 1830 Liverpool Road Station warehouse, were both multi-level buildings, a design adopted from the canal warehouses of the time. Storey moved away from this form, preferring to construct the Goods Depot so that the trans-shipment of goods could be made directly from road to rail on the same level. In this way, the Goods Depot was a prototype for later goods sheds.

Later, the lateral, or short-axis, entry for wagons was not considered to be an effective design for goods stations. Whilst a number of later goods sheds were constructed using short-axis entry, the goods shed building type moved away from this arrangement, adopting the more flexible gable entry plan form where wagons would enter the building on its long axis and unload onto a platform along its length. In this respect, the Goods Depot did not influence later goods-shed design.

The fabric of Storey's original 1833 building and the later extensions up to 1840 are of the highest historical value and represent an early development of the typology of the goods shed. Particularly significant is the south elevation whose initial period of construction is well preserved and remains legible despite later alterations. Now treated as the rear elevation, obscured by vegetation and abandoned machinery, it is clear from its architectural form and cartographic sources that it was the principal façade in the 1830s. Evidence would suggest that unlike the former north wall (now internal) which possessed a number of square-headed openings, all openings on the south elevation were arched, demonstrating its primacy. For this reason, future plans for the building must ensure that the south elevation is sensitively restored and becomes the primary focus for views from McNay Street and High Northgate; extensions against this façade should be resisted.

Many alterations, such as the removal of arches, installation of double doors, removal of rail tracks, and infilling of openings have destroyed or obscured the original fabric and function, but most have some historical interest and value as elements of the building's development. The later interventions associated with non-goods-station use are of interest in terms of understanding how the building developed, though they may have obscured the original functioning of the building. Of particular interest are the fitting of secondary arches on the north and south elevations and installation of radial windows. These alterations are of value as they

have been executed with sensitivity and skill and appear to have taken place soon after the building's original use was abandoned. Others, such as the blocking of arches on the south elevation, the installation of a fireplace and tongue-and-groove sarking and ceiling, and the eventual rebuilding of half of the north elevation, illustrate its later use as a fire station. This important period of use is worthy of more detailed research.

The clock tower is highly significant for its associations with the S&DRs desire to establish a 'master clock' at Darlington and with the standardising of local time in the 19th century. Until the establishment of the railways, there were different local times in use throughout the country. It soon became clear that railway companies needed to synchronise clocks to prevent timetabling chaos. The board at the S&DR were in discussion as early as 1838 to create a master clock and the construction of the clock tower was given assent in 1839. The choice of a goods shed for its location, is perhaps unusual, but when one considers that the new passenger station at North Road had not been built and the former 1827 Merchandise Station, which was then acting as a passenger halt, was already considered inadequate, the Goods Depot was perhaps the most suitable of the S&DR building stock. In this way the S&DR was part of early moves to establish a standard time in the country (which finally passed in to law in 1880).[68]

The building represents considerable associative value in relation to its connection with notable railway engineers including George Stephenson, Thomas Storey and John Harris. It also has wider connections with the other railway buildings in the setting and wider area, including the Goods Agents Office, the North Road Station, Railway Tavern, Lime Depot and Hopetown Carriage Works. As the RHQ project moves forward, it will be important to re-establish these connections both physically and visually, improving overall visitor understanding and experience.

The Darlington Railway Preservation Society was founded in 1979 by a group of people inspired to preserve Darlington's railway heritage. Today, the society continues to be run by volunteers who use the Goods Depot for displays and as a base to restore railway vehicles. A part of their work is outreach with local schools and groups, engaging young people with their heritage. As such, the building holds significant value for members of the DRPS, the local community and for those who visit the site. With a growing interest in the heritage of early railway infrastructure, from specialist societies and the wider public, the building is a crucial part of this story. Locally, Darlington also considers the S&DR pivotal in reinforcing the local identity of the town.

Access to the site is currently restricted and difficult in some areas. Interpretation is not to the high standard set by the Head of Steam Darlington Railway Museum, which has a limiting effect on its wider value to the community and to the public. However, as part of the masterplan for the area, and through the improvements currently in outline, there is significant opportunity to enhance understanding, value and meaning for local and wider communities.

As a result of the demolition of the earlier Merchandise Station/goods shed at the North Road site, the Goods Depot is the oldest surviving example in England of a railway goods shed, and the first goods shed to be built on a single level. This marks it out as a building of outstanding international historical value in its own right as a key illustrator of the building typology. It also possesses outstanding historical group value as part of a rare collection of early railway buildings.

Architectural and Artistic Interest: High

Whilst modest in size, the composition of the Goods Depot has clearly been well considered and executed utilising the best materials and workmanship. The south elevation has a rhythmic articulation of eight bays, using restrained elements of classical architecture, which although not completely symmetrical, is still pleasing. The bays are articulated by arched openings with intermittent heavily rusticated piers of even width. These are constructed of large, rock-faced blocks of masonry with margins of narrow tooling. The voussoirs and window quoins are rock-faced and margined, with vertical tooling in the reveals and impost band. Internally elements such as the tower base and piers are also heavily rusticated and were clearly intended to be visible.

Within the 1839-40 northern extension, Harris referenced the classical style of Storey's earlier building which is still visible in the first four bays. However, he made a number of minor modifications to the design incorporating shouldered arches to widen the rail openings and used arched rusticated voussoirs to the windows openings. Fabric evidence suggests shouldered arches also continued for at least one further bay, but much evidence has been obscured by later alteration. It is unfortunate that the square-headed openings diminished Harris' architectural coherence. The secondary arches are also well executed and are intended to be sympathetic to the earlier design, illustrating that the S&DR still held the building as an important symbol of its presence in Darlington.

Harris was responsible for adding the clock tower which contains the 'master clock' for Darlington. It is built in smooth, high-quality ashlar with Doric corner pilasters and entablature including a triglyph frieze with *guttae*. The roundels which form the clock faces (now infilled) are surrounded by voussoirs similar to those forming the arched openings on the elevations. With the addition of the clock tower, parallels might be drawn to the carriage houses and stables of the aristocracy. Utilising the finest workmanship, the clock tower has a local presence, visible from the surrounding streets and from the railway, and is an attractive addition that further adds to the aesthetic interest of the building.

Intrusive additions and alterations to the Goods Depot are the later 20th-century flat-roofed brick extensions and the 20th-century square-headed industrial-type windows. Consideration should be given to their removal. Where radial windows are known to have existed, there is a reasonable argument for their restitution, returning elements of symmetry and coherence to the building.

Although functional in its design, the building is clearly designed in an Italianate, classical style with round headed openings with prominent keystones, string courses, plinths and piers. Later goods shed designs tended to be plainer, simpler structures, reflecting their utilitarian function. Storey's prototype building was constructed for the S&DR to impress prospective clients of an emerging industry. His choice of architectural style combined with high-quality materials and workmanship gives an impression of security and dependability; as a key building it symbolised the presence of the S&DR in this northern part of Darlington. Despite later alterations, the Goods Depot has high architectural and artistic value.

Contribution to Significance made by its setting: High

While the Goods Depot is of high significance in its own right, the understanding and appreciation of the building is greatly enhanced by its physical setting. The historic rail line and associated buildings at the North Road site all provide vital context to each other as a once-functional historic group. As such, each makes a valuable contribution to the setting of the others.

While the railway tracks within the building have been altered and lost, the open spaces which surround the building contribute to an understanding of the original setting and offer the potential for reinstatement of routes better to aid its interpretation and appreciation. Similarly, the presence of locomotives within the building provides relevant context and activity which reinforces its historic character. Issues such as fenced subdivisions, overgrowth (externally) and overcrowding of artefacts (internally) limits access and historic legibility with resultant adverse impacts on setting.

Contribution to the Conservation Area and Darlington Railway Heritage Quarter

The Darlington Railway Heritage Quarter

While many of the buildings associated with the Darlington Railway Heritage Quarter are of significance in their own right, they historically functioned as a cohesive whole: each one benefits greatly from the surrounding context of space and railway buildings. In this way, the Goods Depot makes a key contribution to the wider Darlington Railway Heritage Quarter by contributing to an understanding of the important goods-distribution function of the site.

As identified above, there is considerable potential for enhancement of the setting and use of the building to the benefit of the heritage quarter and its unique offer.

The Darlington Northgate Road Conservation Area

The Goods Depot lies within the Darlington Northgate Road Conservation Area. The boundary of the conservation covers a considerable area centred upon the key route of Northgate Road. The character appraisal for the conservation area defines the special interest of the area below. [69]

> Together Northgate and High Northgate form the historic linear spine of Northgate Conservation Area, aligned along the former Great North Road, which linked preindustrial Darlington with its pioneering railway. At the southern end of Northgate are the former houses of Edward Pease and the other Quaker founders of the Stockton and Darlington Railway. At the northern end around North Road Station remains some of the earliest railway-led urbanisation in the world, with a significant number of properties dating from c.1830's and 40's
>
> Today Northgate is one of the principal gateways to the town, carrying over 25,000 vehicles per day. However, the area has a run-down appearance, with a high degree of social deprivation and physical dilapidation and an economy which has been reduced to a largely peripheral role. Action is required to break the downward spiral of decline, in order that the area can project an image of Darlington in keeping with its important past.

The railway heritage at the North Road site therefore lies at the heart of the special interest and character of the Darlington Northgate Road Conservation Area. As a key part of the collection of historic railway buildings at the North Road site, the contribution of the Goods Depot to this overall character is considerable. However, there remains considerable opportunity for increased access to, and interpretation of, the site which would enhance this contribution to the character and appreciation of the area.

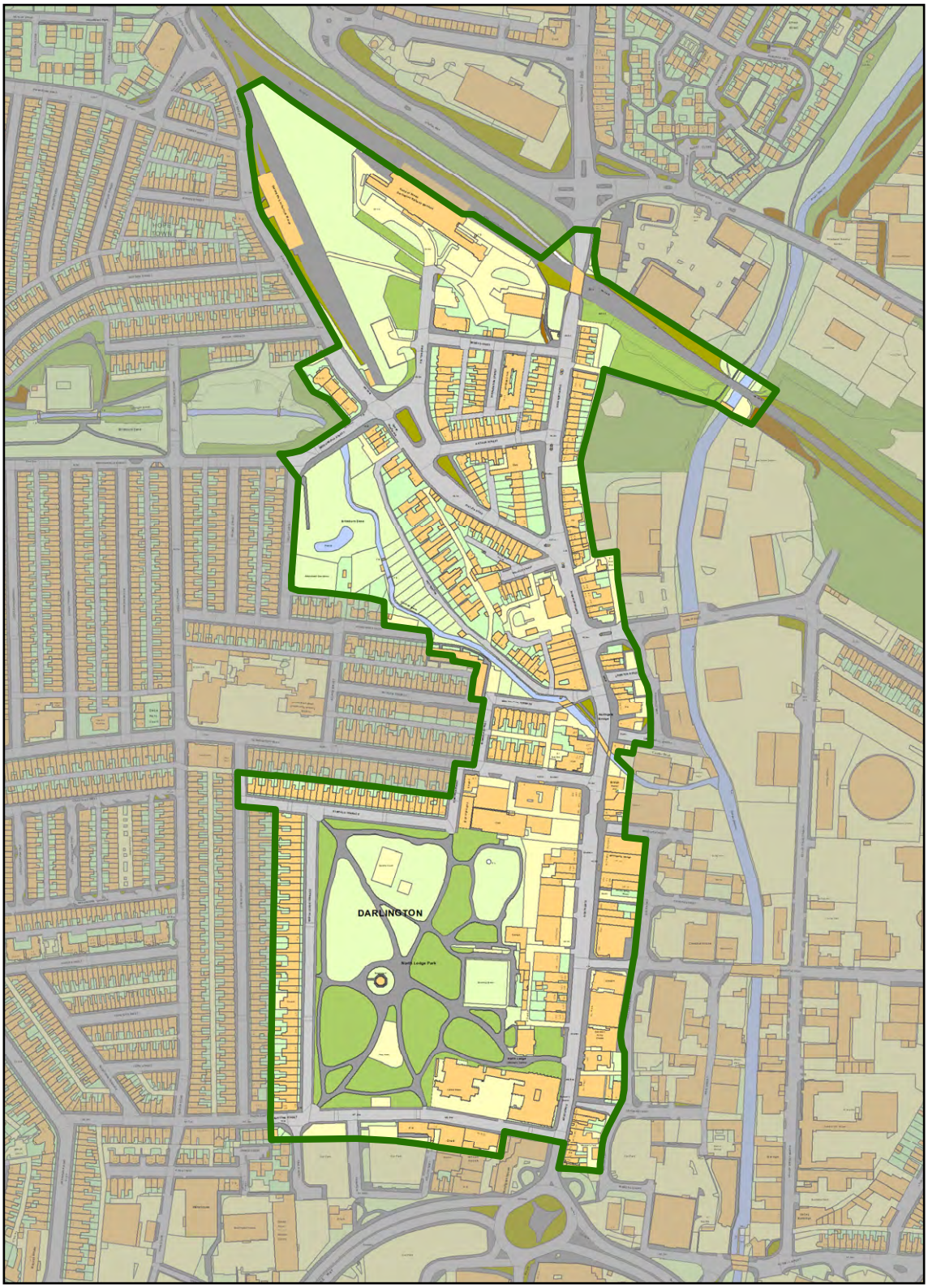

Figure 69. The Darlington Northgate Conservation Area boundary (Darlington Borough Council, 2007)

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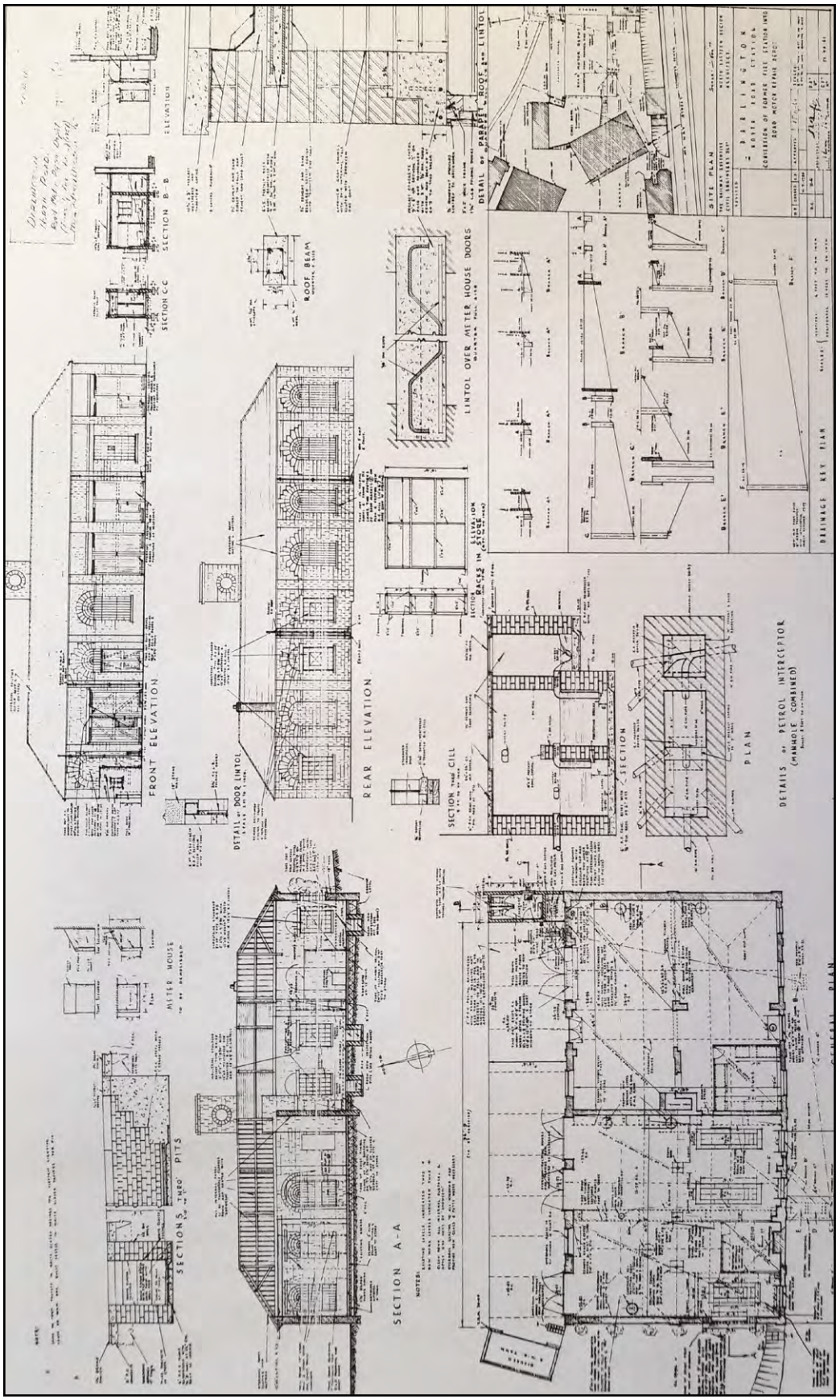
Ordnance Survey County Series 3rd edition, revised 1913-14, published 1915, 25" (1:2,500)

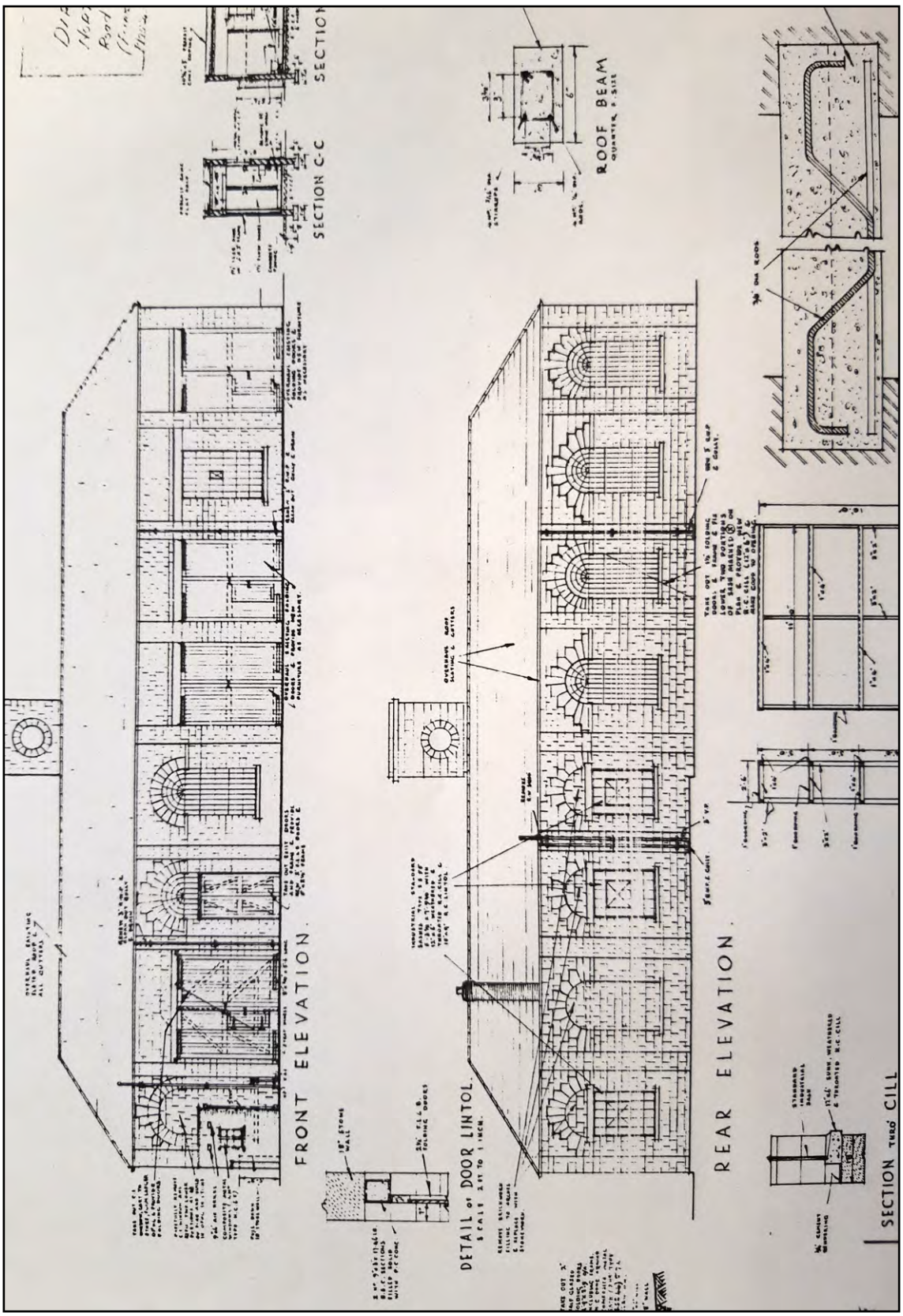
Ordnance Survey County Series 4th edition, revised 1939, published 1947, 25" (1:2,500)

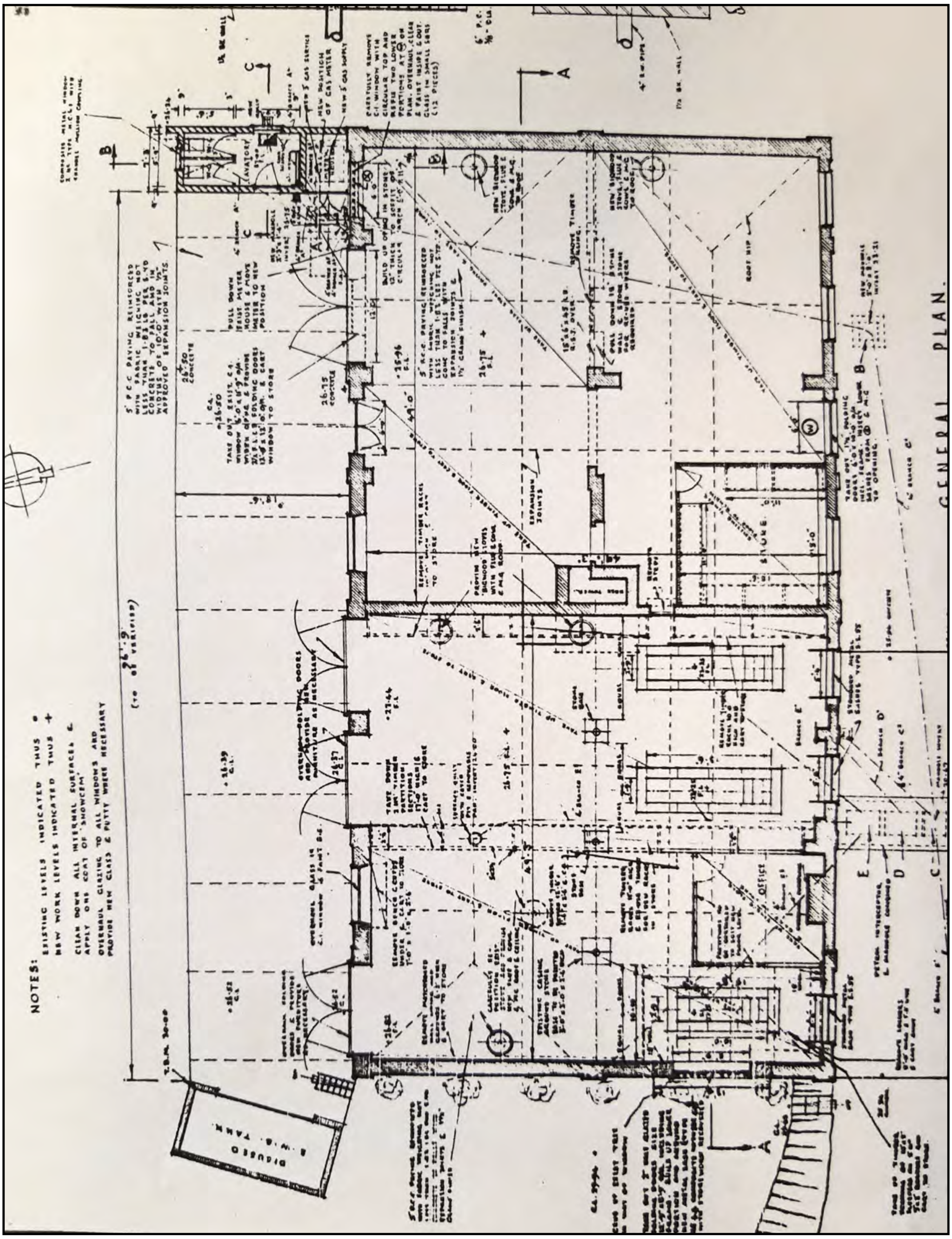
Ordnance Survey National Grid, revised 1953-4, published 1955 (1:1,250)

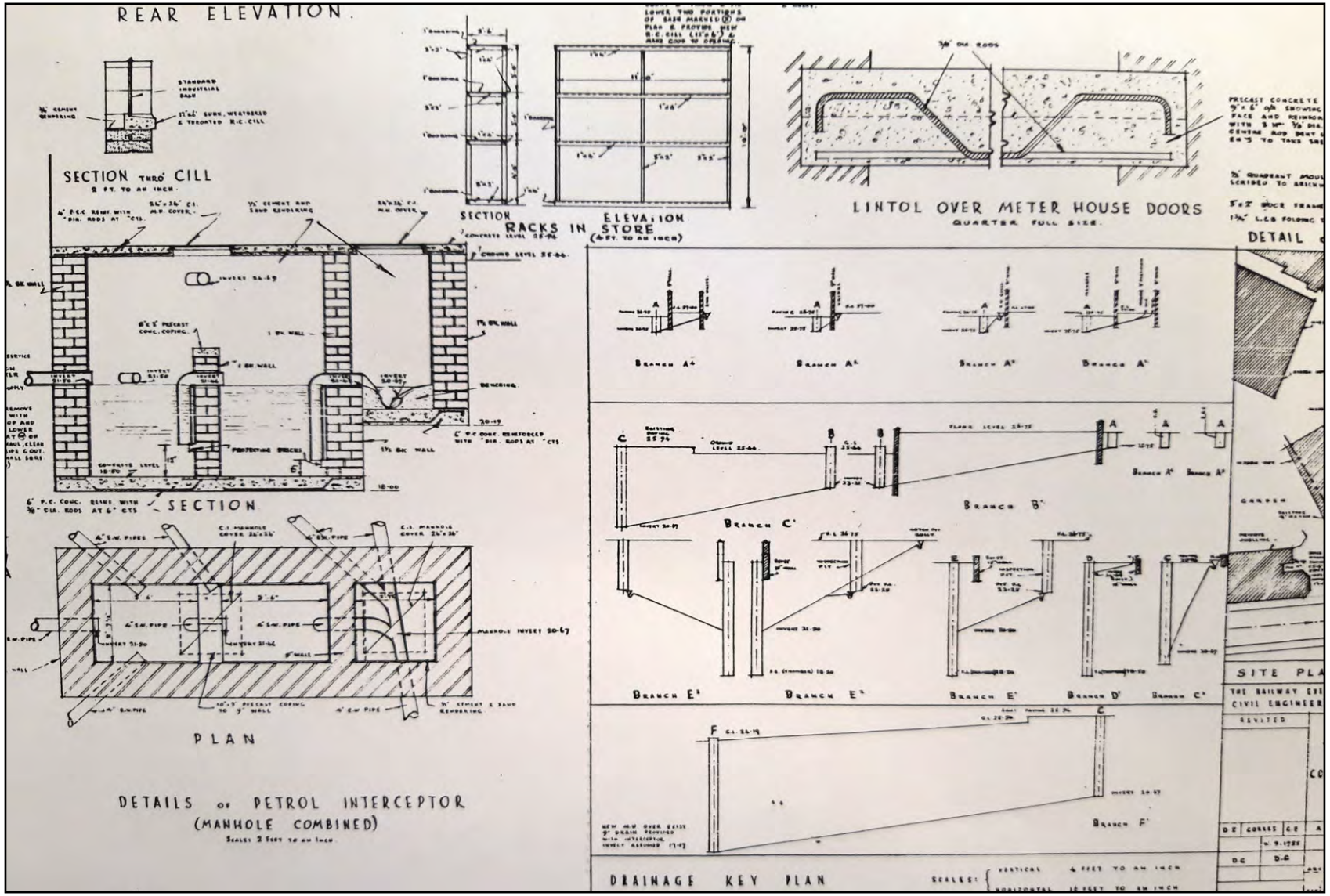
APPENDIX A: 1951 SCHEME OF WORKS DRAWINGS

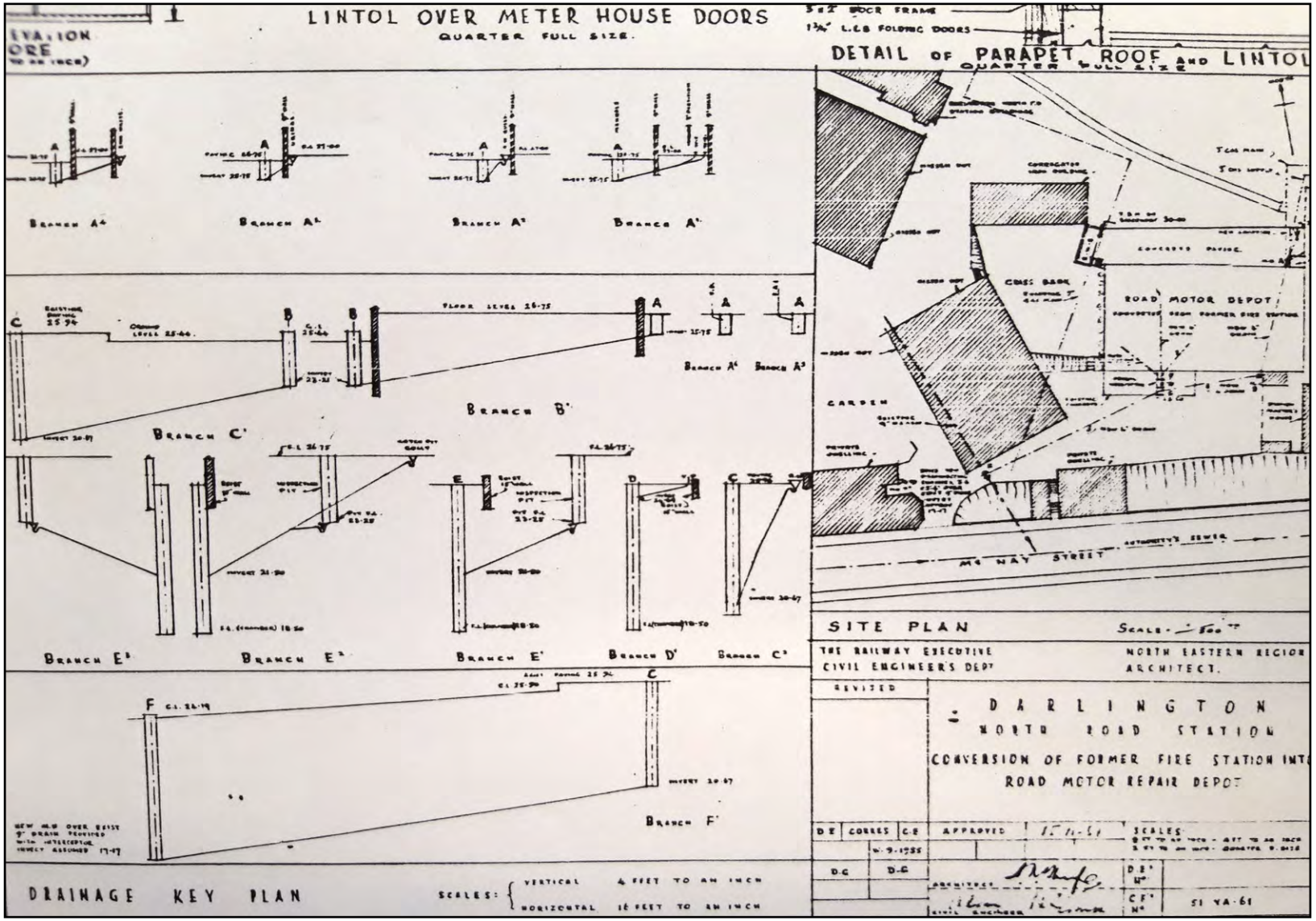


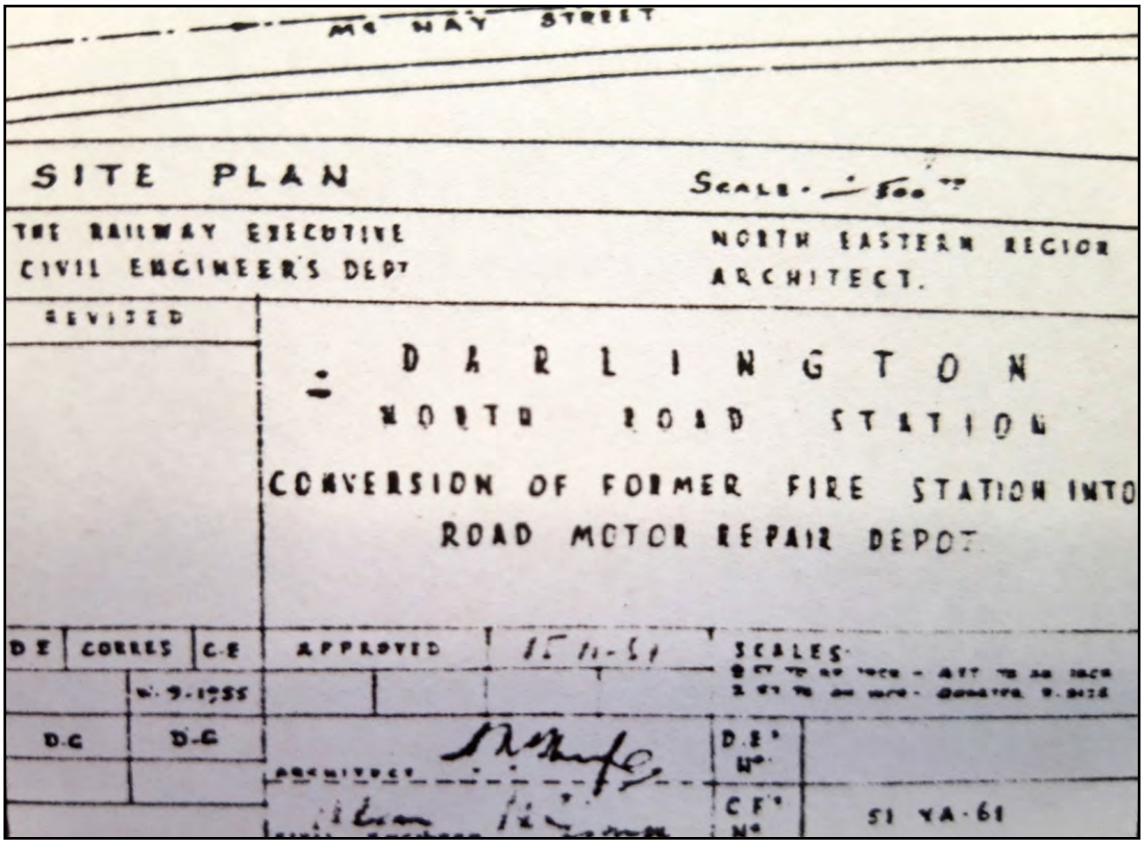
METER HOUSE
TO BE DEMOLISHED.
SECTIONS THRO' PITS
SECTION A-A
NOTES:


SECTION C-C
ROOF BEAM
FRONT ELEVATION.
DETAIL of DOOR LINTOL.
REAR ELEVATION.
SECTION THRO' CILL

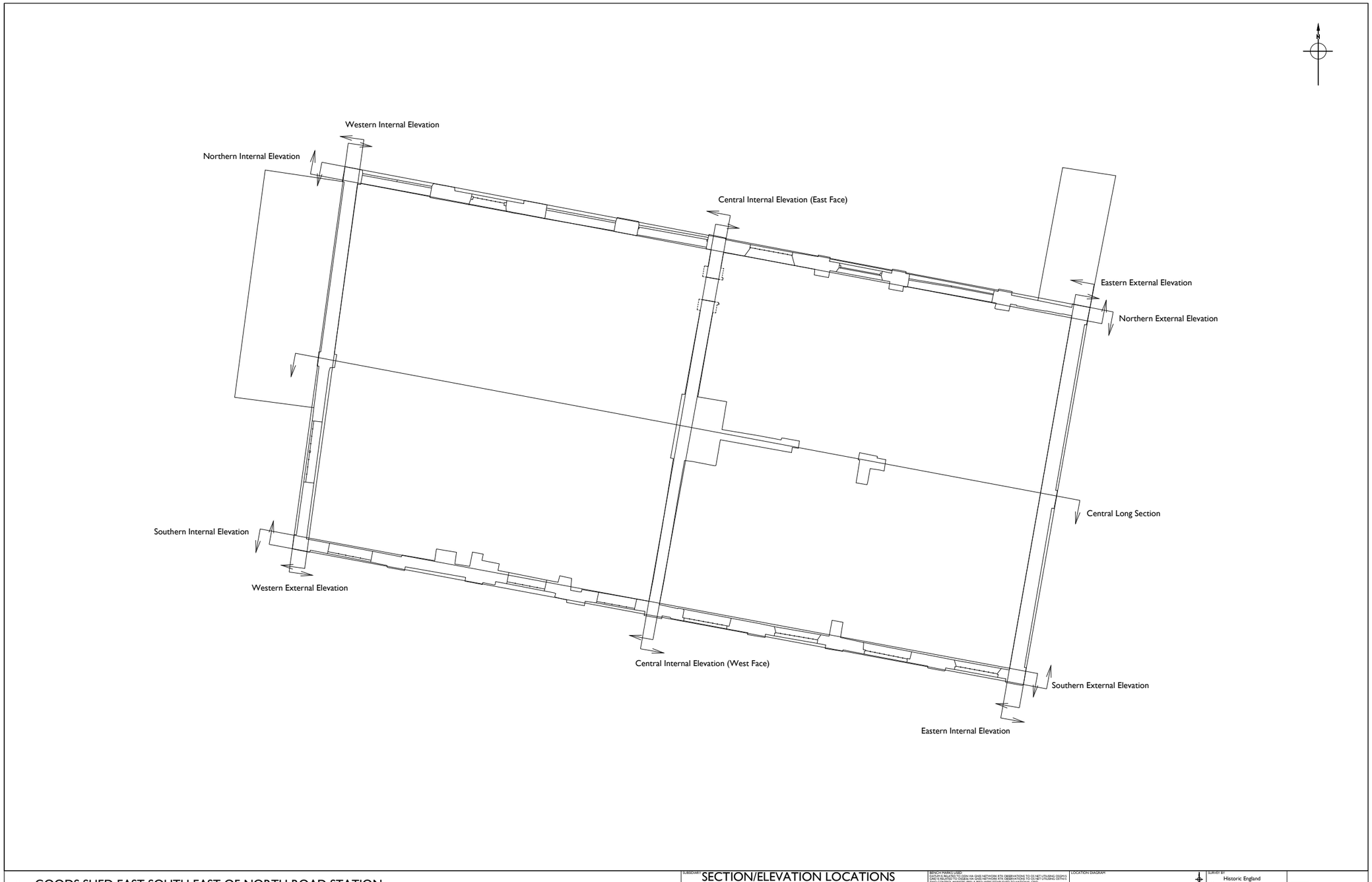

NOTES:
EXISTING LEVELS INDICATED THUS
NEW WORK LEVELS INDICATED THUS +
STORE
OFFICE
GENERAL PLAN






M4 WAY STREET
SITE PLAN
SCALE - 1/500
THE RAILWAY EXECUTIVE
CIVIL ENGINEER'S DEPT
NORTH EASTERN REGION
ARCHITECT.
REVISED
DARLINGTON
NORTH ROAD STATION
CONVERSION OF FORMER FIRE STATION INTO
ROAD MOTOR REPAIR DEPOT
D.E
COBBES
C.E
APPROVED
15-11-54
SCALES
9-1955
D.C
D.C
ARCHITECT
D.E's No.
C.E's No.
51 YA 61

APPENDIX B: SURVEY DRAWINGS



MAIN TITLE GOODS SHED EAST SOUTH EAST OF NORTH ROAD STATION
TOWN DARLINGTON
COUNTY N/A

SUBSIDIARY SECTION/ELEVATION LOCATIONS SHEET 1 OF 7

SCALE 1:50

1 0 1 2 3 4 5 metres

BENCH MARKS USED
DATUM IS RELATED TO OSGN VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSGM15
TWO CONTROL MARKERS (PBS1 & PBS2) WERE ESTABLISHED TO NATIONAL GRID
STATION ID EASTING NORTHING LEVEL
PBS1 428864.129 513640.965 51.876
PBS2 428911.727 513660.863 51.876
A SCALE RISE LOCAL GRID WAS PRODUCED BY HOLDING PBS1 FIXED AND USING PBS2 FOR A BEARING
DRAWING SCALE FACTOR IS 1.000
PLAN CUT LINE IS AT 10.00m OGN

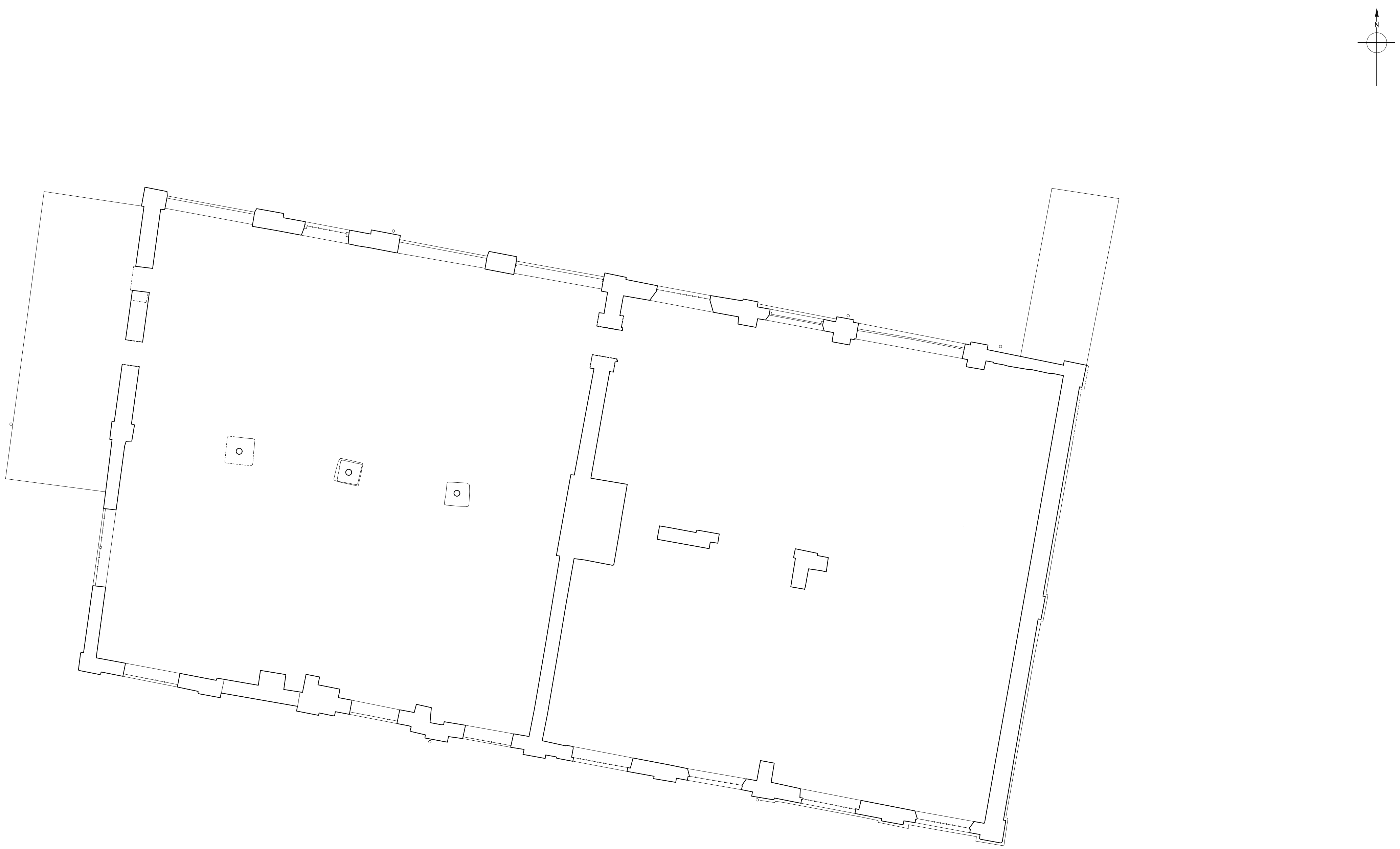
LOCATION DIAGRAM

SURVEY BY
Historic England
Geospatial Imaging Team

FOR
Historic England
37 Tanner Row
York, YO1 6WP
Tel: 01904 601901 Fax: 01904 601999

DIGITAL PLOT DATE	SURVEYED/DRAWN/CHECKED	SCALE	DT NO.
SURVEYOR DATE	JAN 2019	1:50	-
DRAWN DATE	JAN 2019		
CAD	KH	JAN 2019	

SURVEY JOB NO. 19/102/1M



MAIN TITLE	GOODS SHED EAST SOUTH EAST OF NORTH ROAD STATION
TOWN	DARLINGTON
COUNTY	N/A

SUBSIDIARY

PLAN
SHEET 2 OF 7

SCALE 1:50

1 0 1 2 3 4 5 metres

BENCH MARKS USED
DATUM IS RELATED TO ODN VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSGM15
GRID IS RELATED TO OSGB36 VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSTN15
TWO CONTROL MARKERS (P001 & P002) WERE ESTABLISHED TO NATIONAL GRID

STATION ID	EASTING	NORTHING	LEVEL
P001	428984.120	515643.465	51.834
P002	428948.421	515648.208	51.978

A SCALE FREE LOCAL GRID WAS PRODUCED BY HOLDING P001 FIXED AND USING P002 FOR A BEARING
DRAWING SCALE FACTOR IS 1.000
PLAN CUT LINE IS AT 55.00m ODN

LOCATION DIAGRAM

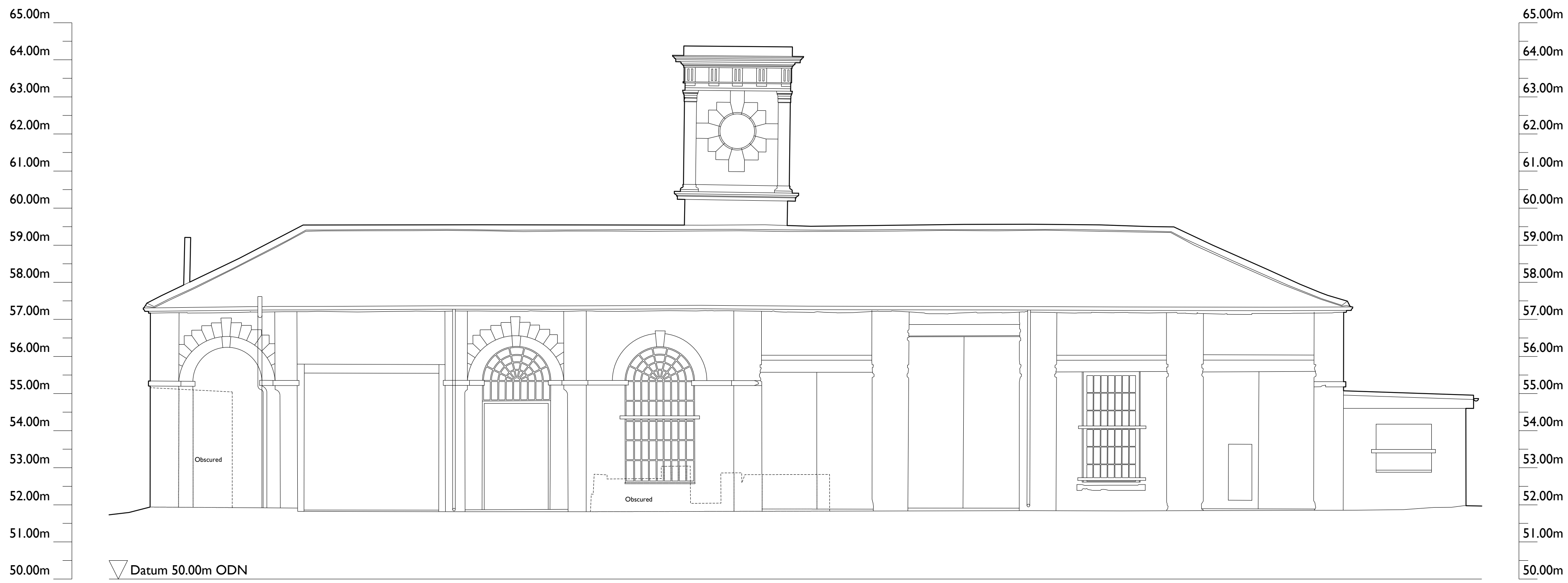
SURVEY BY
Historic England
Geospatial Imaging Team

FOR
Historic England
37 Tanner Row
York, YO1 6WP
Tel: 01904 601959 Fax: 01904 601999

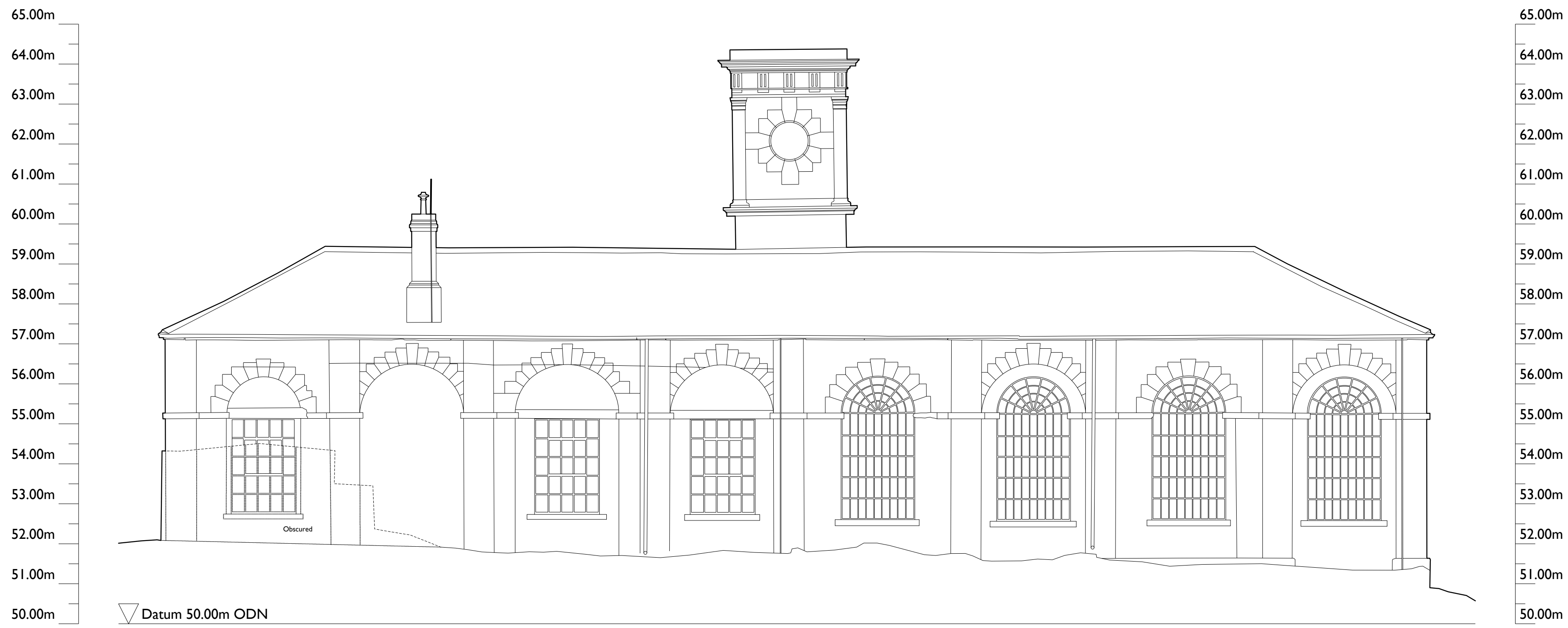
Historic England

DIGITAL FILE NAME:	DGS18M01.DWGAutoCAD v2019	
SURVEYED:	DA/GY	JAN 2019
DRAWN:	GY	JAN 2019
CAD:	GY	JAN 2019

SCALE	ST NO.	SURVEY JOB NO.
1:50	-	19/102/1M



Darlington Goods Shed - Northern External Elevation



Darlington Goods Shed - Southern External Elevation

MAIN TITLE GOODS SHED EAST SOUTH EAST OF NORTH ROAD STATION
TOWN DARLINGTON
COUNTY N/A

SUBSIDIARY

ELEVATION DRAWINGS
SHEET 3 OF 7

SCALE 1:50

1 0 1 2 3 4 5 metres

BENCH MARKS USED
DATUM IS RELATED TO ODN VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSGM15
GRID IS RELATED TO OSGB36 VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSTN15
TWO CONTROL MARKERS (P001 & P002) WERE ESTABLISHED TO NATIONAL GRID

STATION ID	EASTING	NORTHING	LEVEL
P001	428984.120	515643.465	51.834
P002	428948.421	515648.208	51.978

A SCALE FREE LOCAL GRID WAS PRODUCED BY HOLDING P001 FIXED AND USING P002 FOR A BEARING
DRAWING SCALE FACTOR IS 1.000
PLAN CUT LINE IS AT 55.00m ODN

LOCATION DIAGRAM

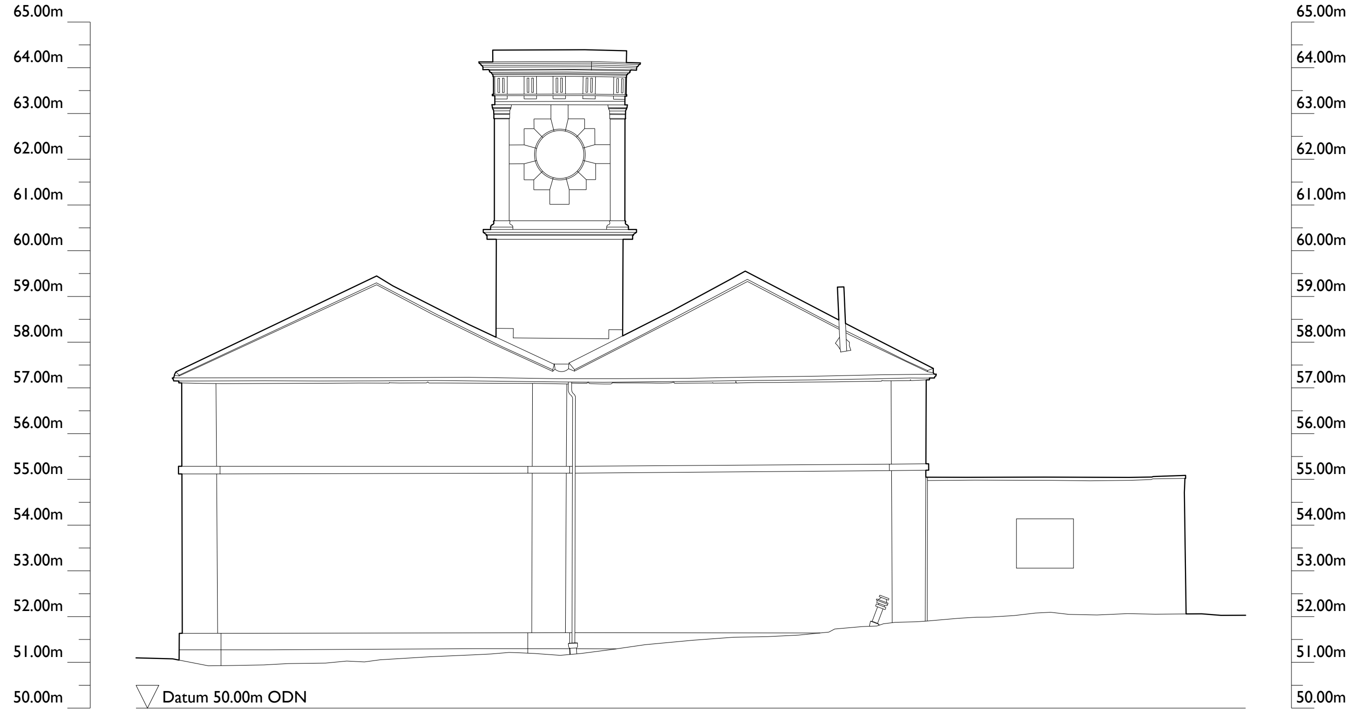
SURVEY BY
Historic England
Geospatial Imaging Team

FOR
Historic England
37 Tanner Row
York, YO1 6WP
Tel: 01904 601959 Fax: 01904 601999

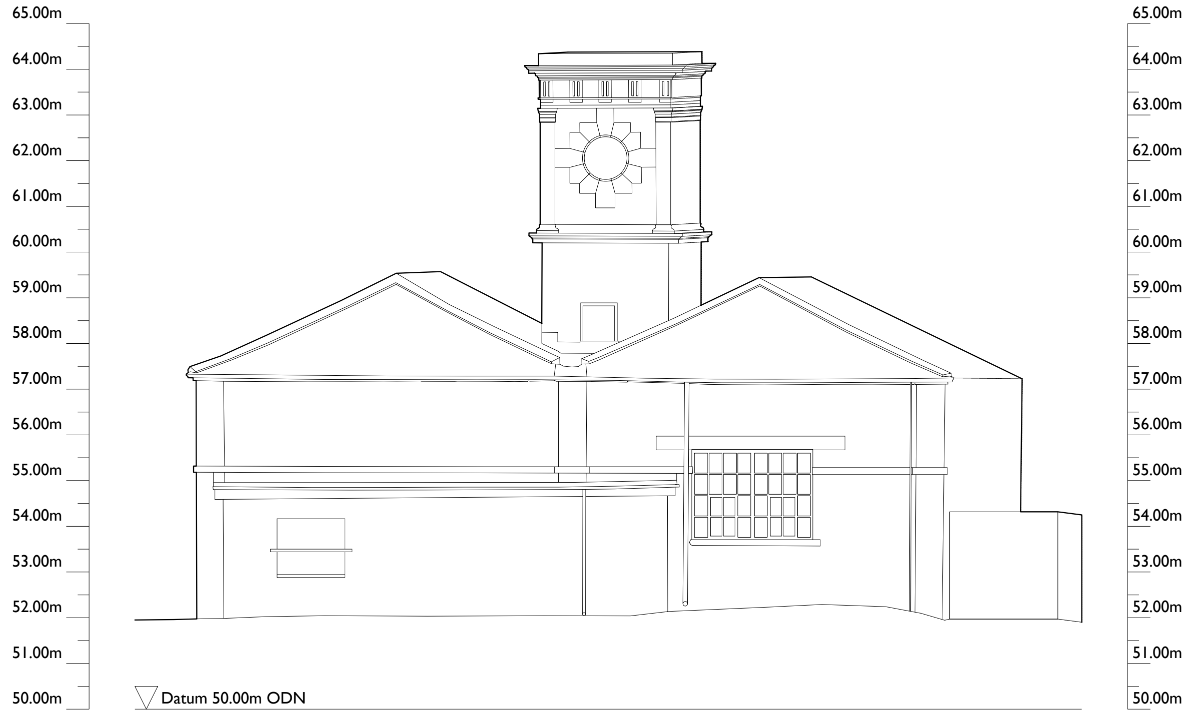
Historic England

DIGITAL FILE NAME:	DGS18M01.DWGAutoCAD v2019
SURVEYED: DA/GY	JAN 2019
DRAWN: GY	FEB 2019
CAD: GY	FEB 2019

SCALE	ST NO.	SURVEY JOB NO.
1:50	-	19/102/1M



Darlington Goods Shed - Eastern External Elevation



Darlington Goods Shed - Western External Elevation

MAIN TITLE GOODS SHED EAST SOUTH EAST OF NORTH ROAD STATION

TOWN DARLINGTON

COUNTY N/A

SUBSIDIARY

ELEVATION DRAWINGS
SHEET 4 OF 7

SCALE 1:50

1 0 1 2 3 4 5 metres

BENCH MARKS USED
DATUM IS RELATED TO ODN VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSGM15
GRID IS RELATED TO OSGB36 VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSTN15
TWO CONTROL MARKERS (P001 & P002) WERE ESTABLISHED TO NATIONAL GRID

STATION ID	EASTING	NORTHING	LEVEL
P001	428984.120	515643.465	51.834
P002	428948.421	515648.208	51.978

A SCALE FREE LOCAL GRID WAS PRODUCED BY HOLDING P001 FIXED AND USING P002 FOR A BEARING
DRAWING SCALE FACTOR IS 1.000
PLAN CUT LINE IS AT 55.00m ODN

LOCATION DIAGRAM

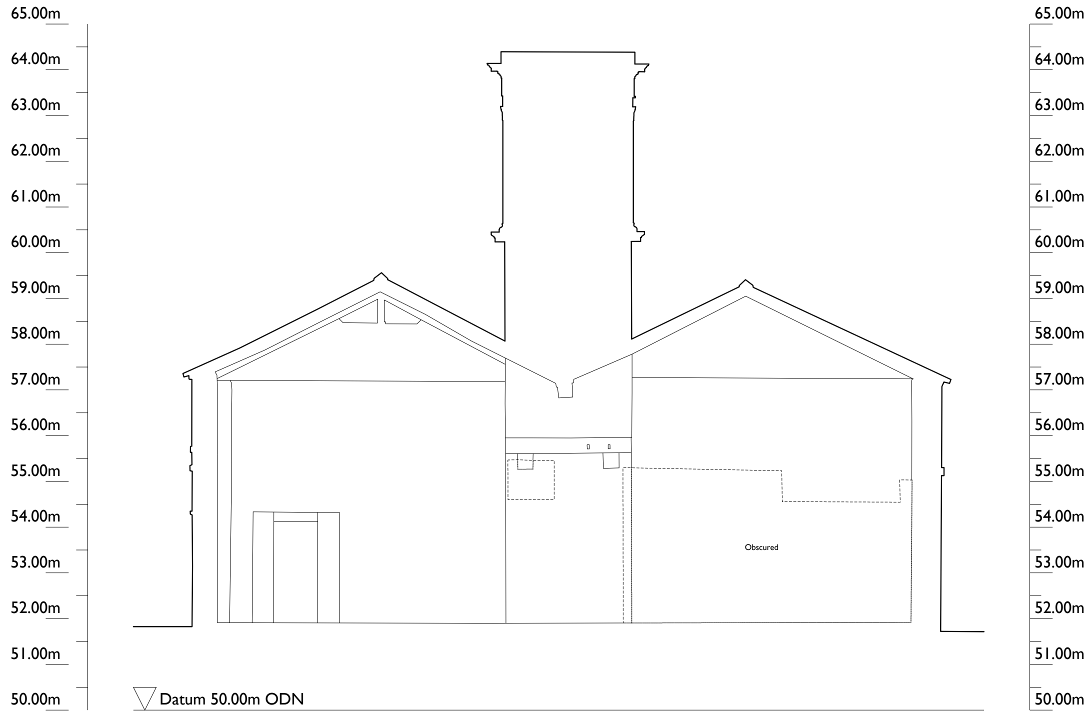
SURVEY BY
Historic England
Geospatial Imaging Team

FOR
Historic England
37 Tanner Row
York, YO1 6WP
Tel: 01904 601959 Fax: 01904 601999

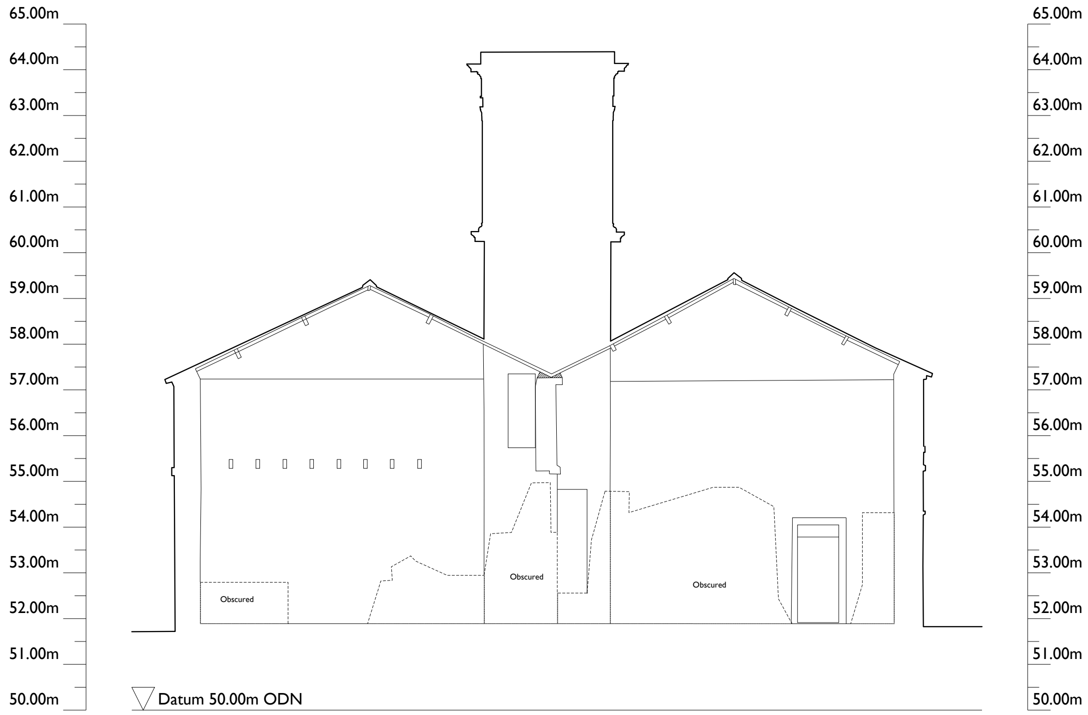
Historic England

DIGITAL FILE NAME:	DGS18M01.DWGAutoCAD v2019	
SURVEYED:	DA/GY	JAN 2019
DRAWN:	GY	FEB 2019
CAD:	GY	FEB 2019

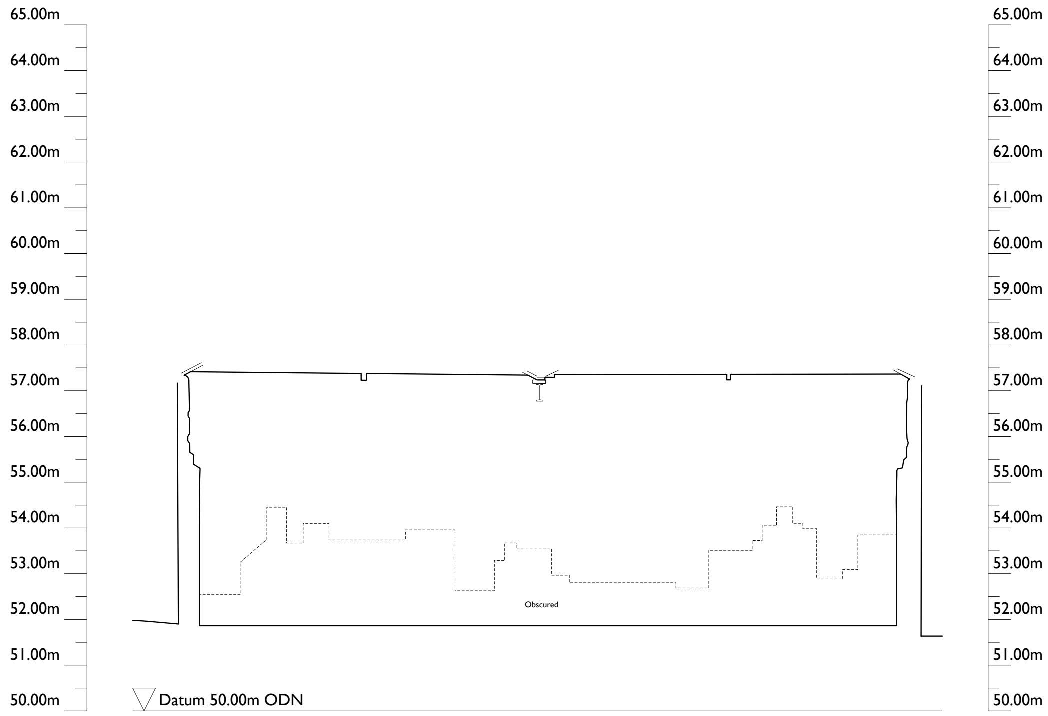
SCALE	ST NO.	SURVEY JOB NO.
1:50	-	19/102/1M



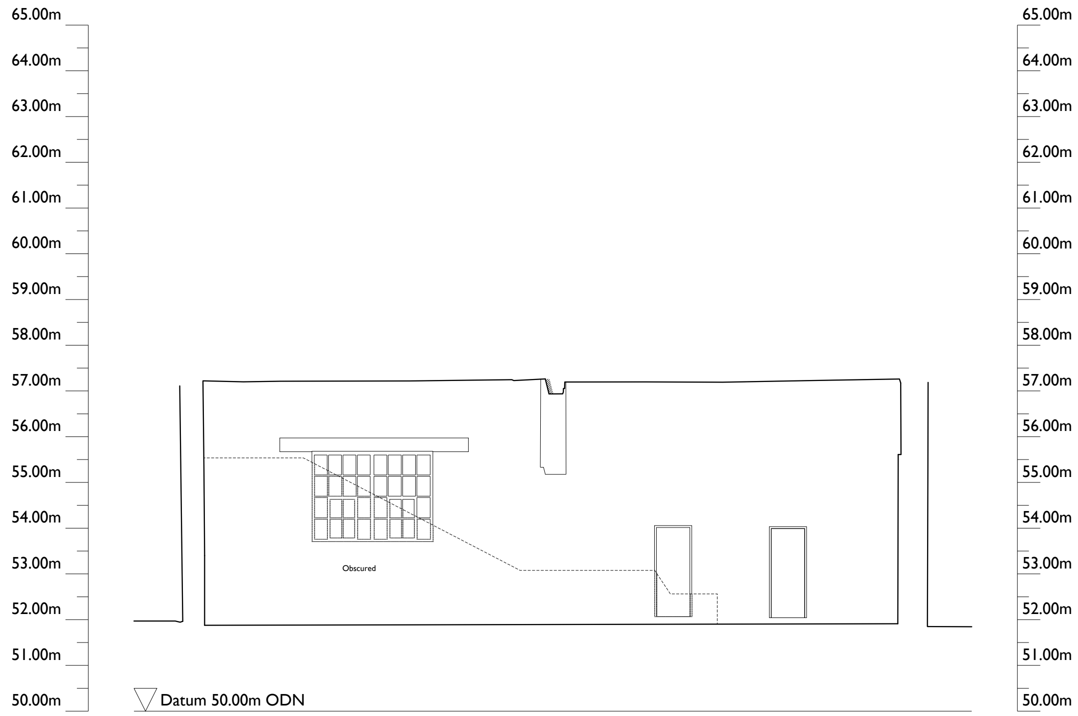
Darlington Goods Shed - Central Wall Elevation (West Face)



Darlington Goods Shed - Central Wall Elevation (East Face)



Darlington Goods Shed - Eastern Internal Elevation



Darlington Goods Shed - Western Internal Elevation

GOODS SHED EAST SOUTH EAST OF NORTH ROAD STATION
DARLINGTON
N/A

ELEVATION DRAWINGS
SHEET 5 OF 7

Historic England
Geospatial Imaging Team

Historic England

Darlington Goods Shed - Southern Internal Elevation

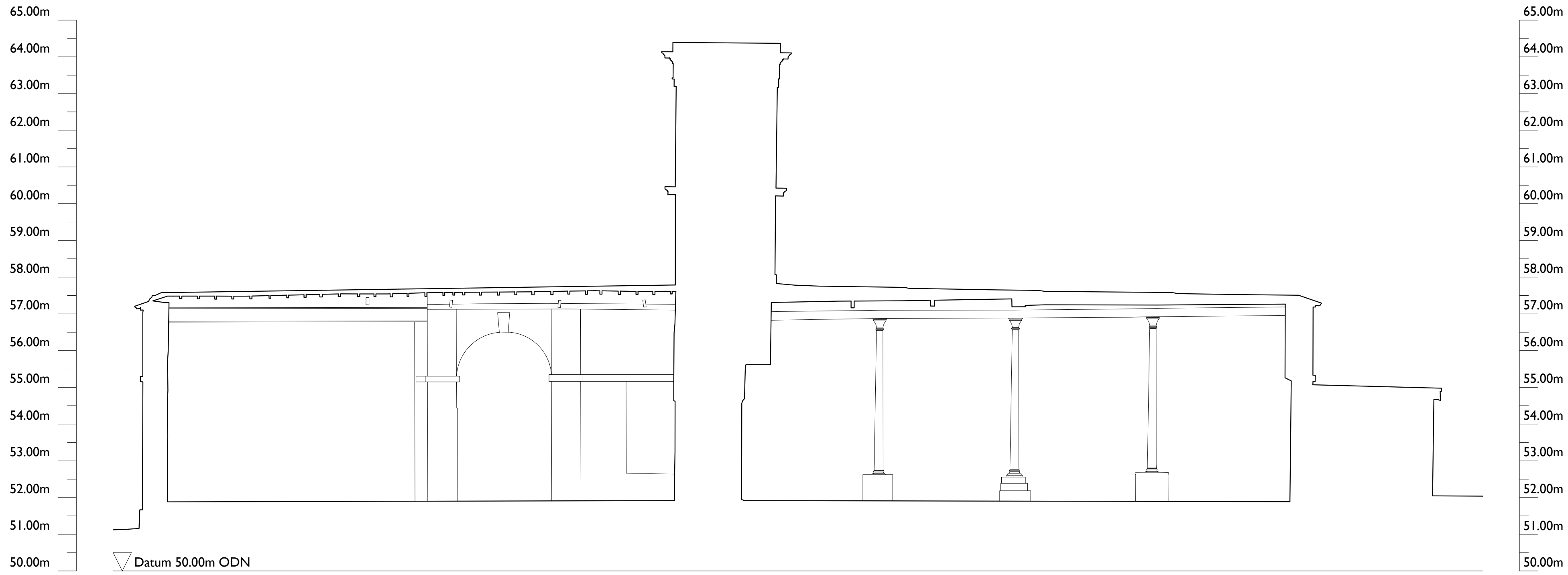
Darlington Goods Shed - Northern Internal Elevation

GOODS SHED EAST SOUTH EAST OF NORTH ROAD STATION
DARLINGTON
N/A

ELEVATION DRAWINGS
SHEET 6 OF 7

Historic England
Geospatial Imaging Team

Historic England



Darlington Goods Shed - Central Long Section

MAIN TITLE: GOODS SHED EAST SOUTH EAST OF NORTH ROAD STATION
TOWN: DARLINGTON
COUNTY: N/A

SUBSIDIARY

SECTION DRAWING
SHEET 7 OF 7

SCALE 1:50

1 0 1 2 3 4 5 metres

BENCH MARKS USED
DATUM IS RELATED TO ODN VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSGM15
GRID IS RELATED TO OSGB36 VIA GNSS NETWORK RTK OBSERVATIONS TO OS NET UTILISING OSTN15
TWO CONTROL MARKERS (P001 & P002) WERE ESTABLISHED TO NATIONAL GRID

STATION ID	EASTING	NORTHING	LEVEL
P001	428984.120	515643.465	51.834
P002	428948.421	515648.208	51.978

A SCALE FREE LOCAL GRID WAS PRODUCED BY HOLDING P001 FIXED AND USING P002 FOR A BEARING
DRAWING SCALE FACTOR IS 1.000
PLAN CUT LINE IS AT 55.00m ODN

LOCATION DIAGRAM

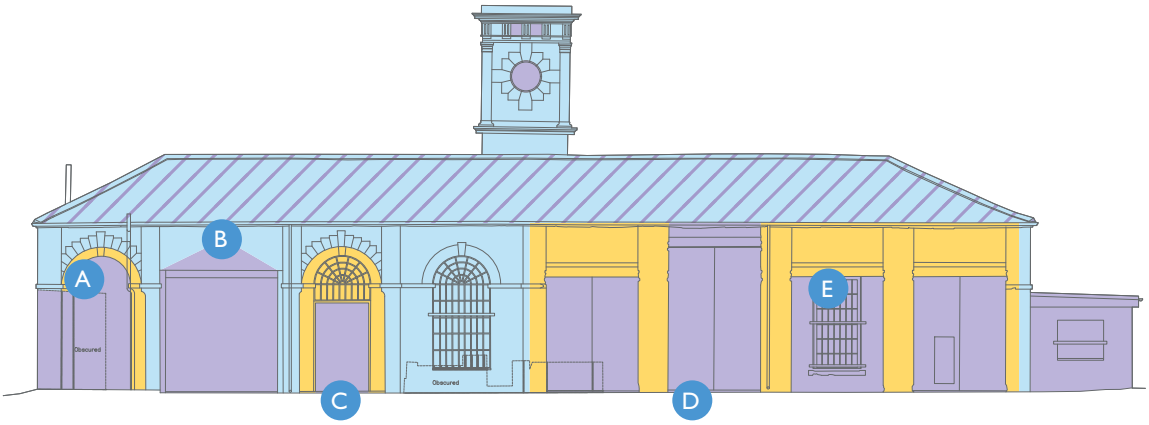
SURVEY BY
Historic England
Geospatial Imaging Team

FOR
Historic England
37 Tanner Row
York, YO1 6WP
Tel: 01904 601959 Fax: 01904 601999

DIGITAL FILE NAME:	DGS18M01.DWG	AutoCAD v2019
SURVEYED:	DA/GY	JAN 2019
DRAWN:	GY	FEB 2019
CAD:	GY	FEB 2019

SCALE	ST NO.	SURVEY JOB NO.
1:50	-	19/102/1M

APPENDIX C: PHASING PLANS



North Elevation

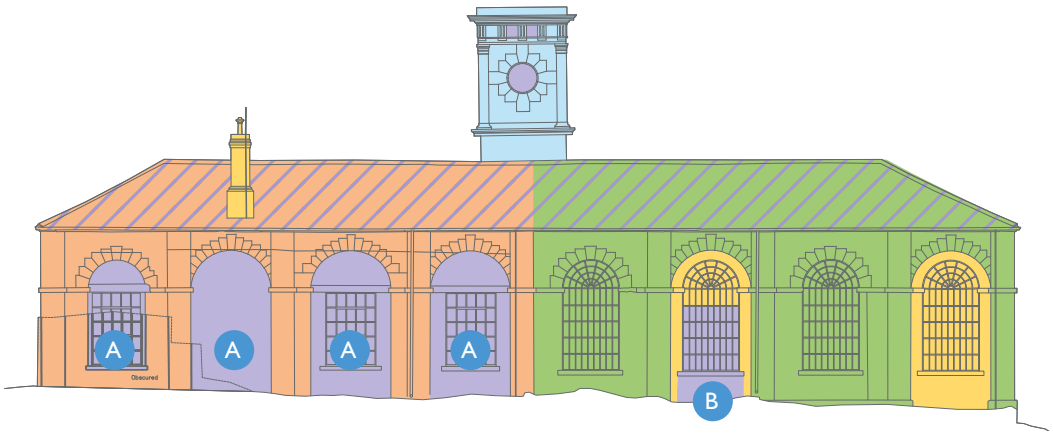
A Radial window removed 1951. Lower panes relocated to south elevation bay 3

B Arch and radial window removed and door inserted 1951

C Door replaced 1951

D Door raised 1951-1969

E Doors removed and window inserted first half C20

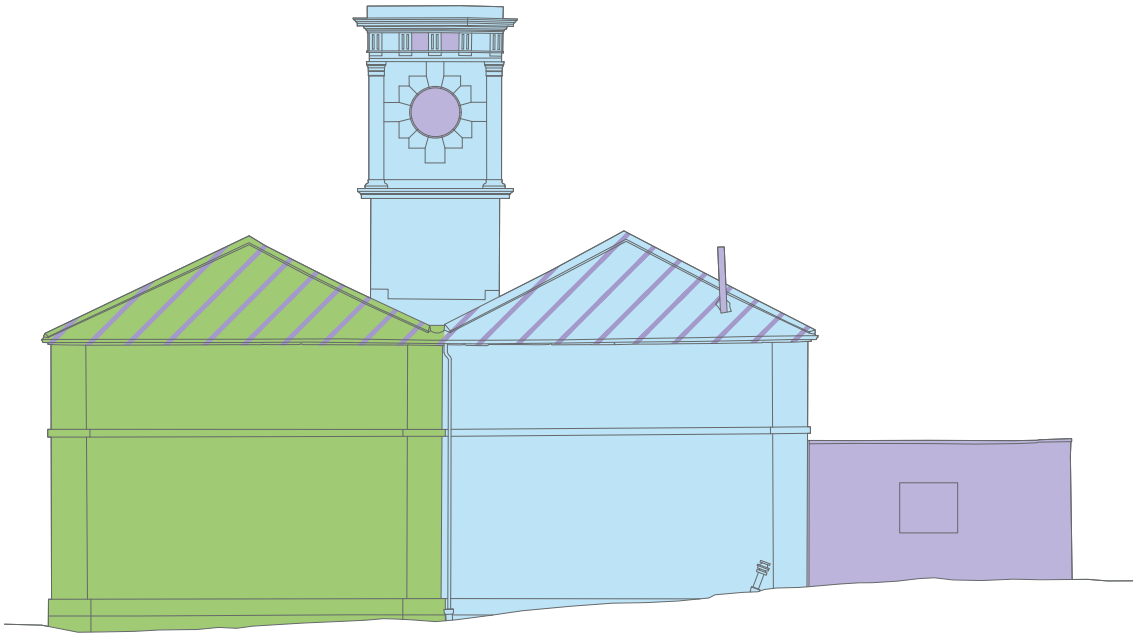


South Elevation

A Blocked in phase 4 in brick. Windows inserted 1951 when brick replaced with stone.

B Door removed 1951. Lower panes taken from bay 1 north side.

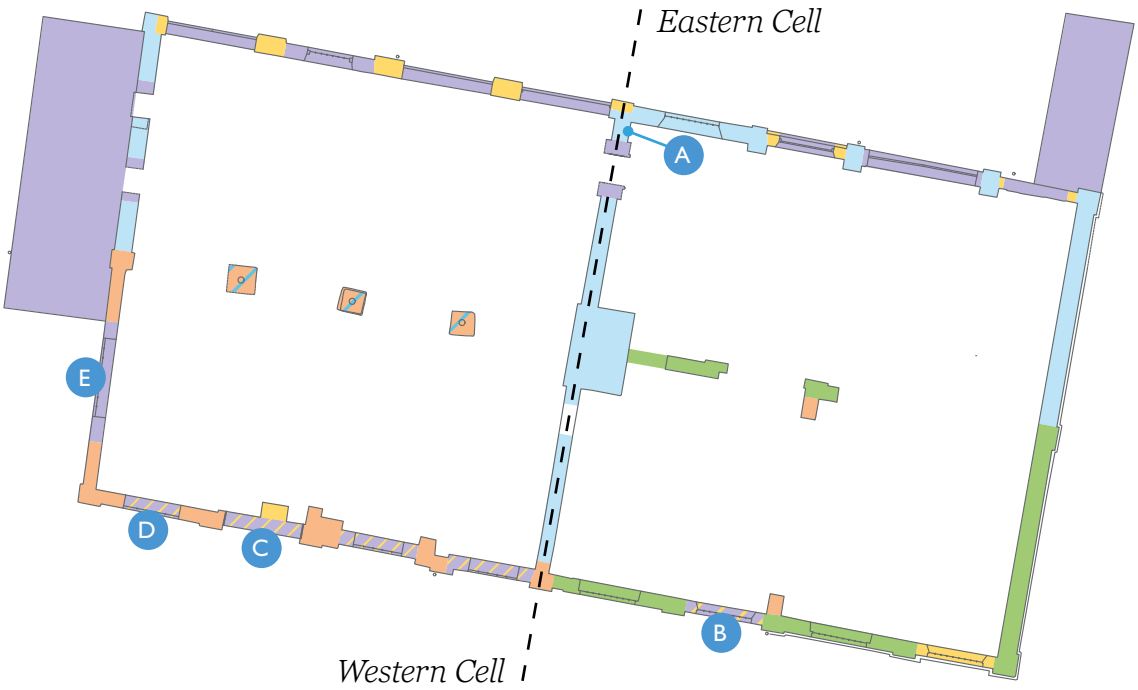
Phase 1 Phase 2 Phase 3 Phase 4 Phase 5



East Elevation

West Elevation

Phase 1 Phase 2 Phase 3 Phase 4 Phase 5



A Wall abuts rusticated pier suggests slightly later construction

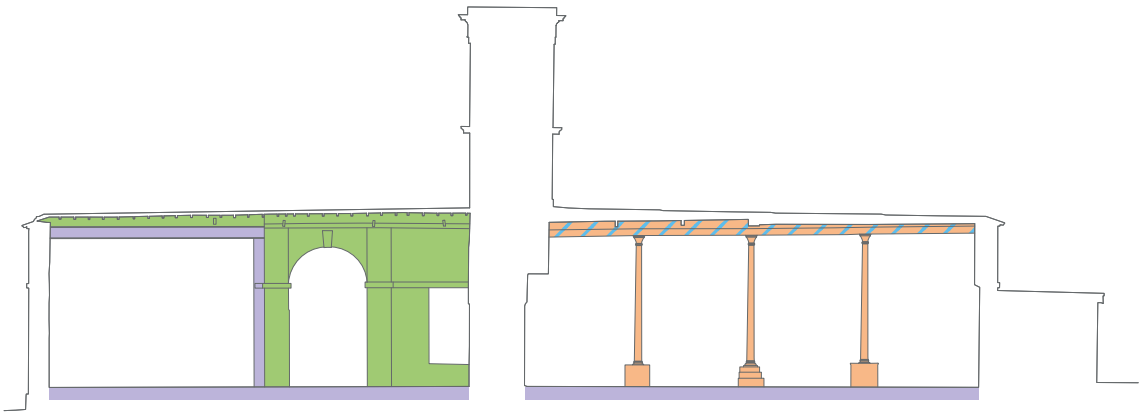
B Described as a door in 1951. Door removed and opening set with lower panes reclaimed from bay 1, north side. Wall below made up with reclaimed stone

C Square-headed windows bays 5, 6 and 8 inserted 1951, brick infill to arches replaced with stone

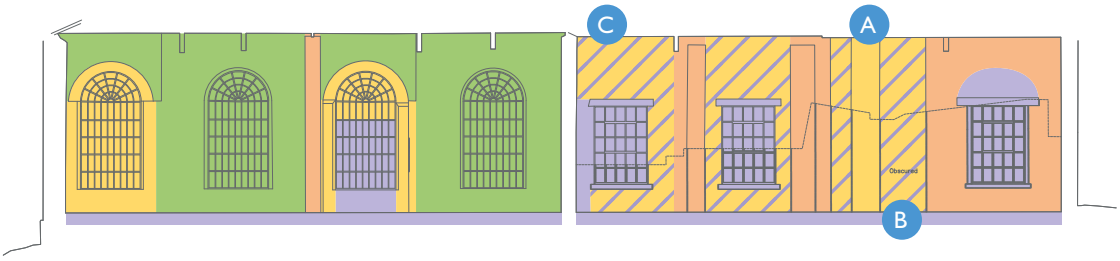
D Opening made phase 4, but blocked and set with window 1951

E Opening blocked phase 3, but brick infill replaced with stone 1951

Central Long Section



Phase 1 Phase 2 Phase 3 Phase 4 Phase 5

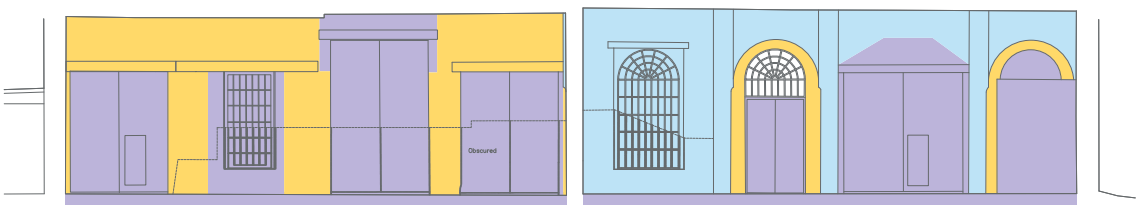


Southern Internal Elevation

A Brick chimney

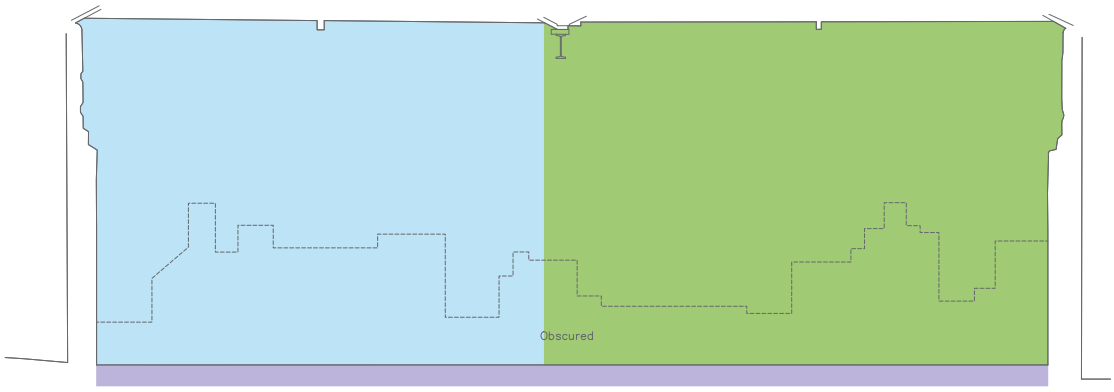
B Blocking steps out and rises to full height and width of bay. Brick chimney building in front

C Blocking steps out and rises full height

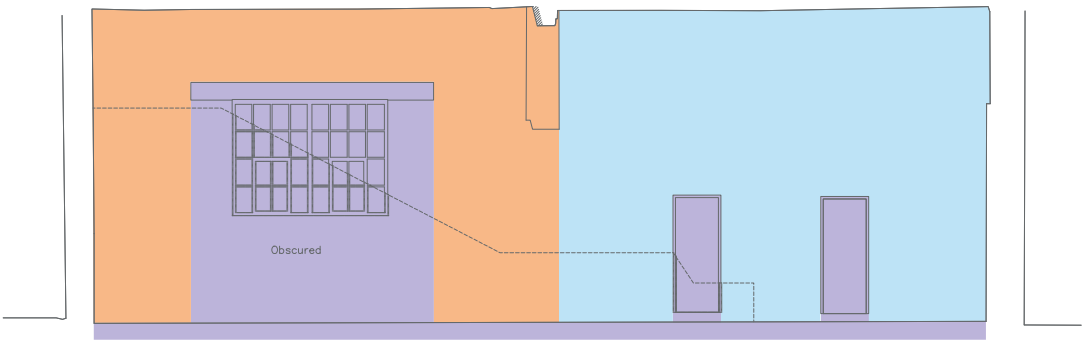


Northern Internal Elevation

Phase 1 Phase 2 Phase 3 Phase 4 Phase 5

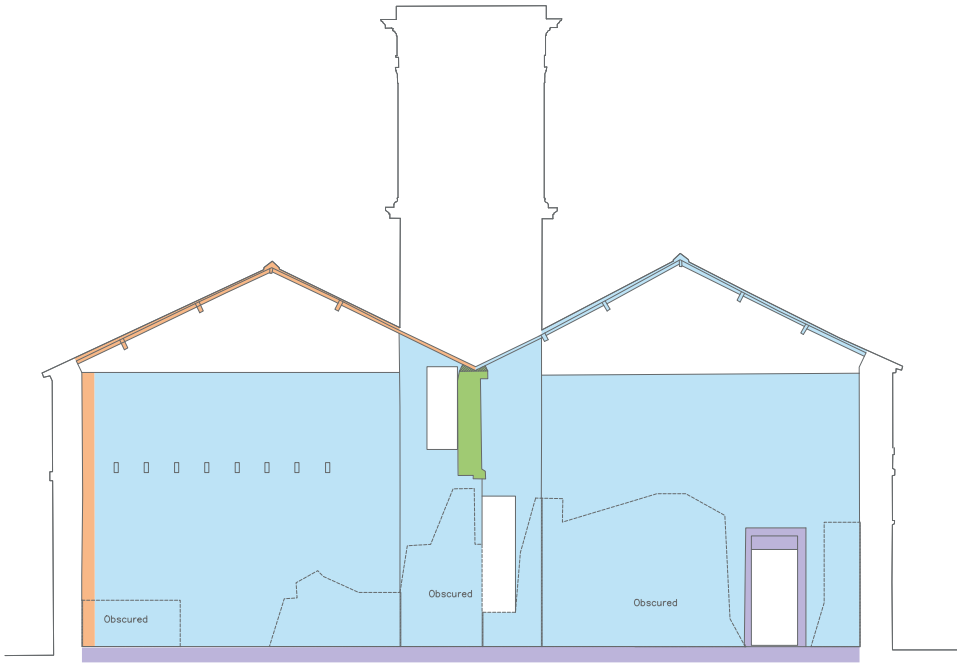


Eastern Internal Elevation

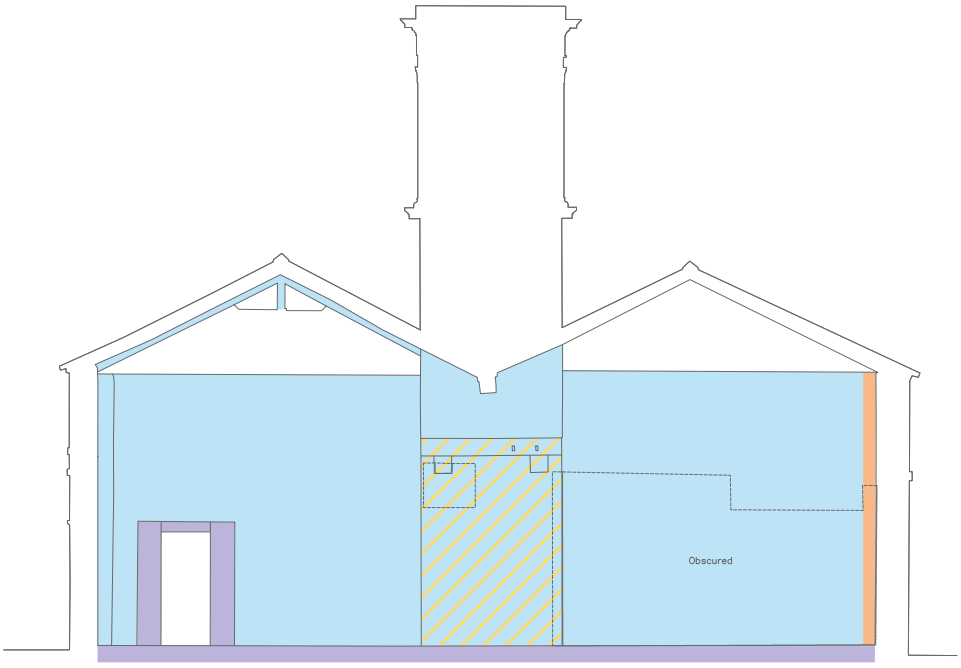


Western Internal Elevation

Phase 1 Phase 2 Phase 3 Phase 4 Phase 5



Central Wall Elevation: East Face



Central Wall Elevation: West Face

Phase 1 Phase 2 Phase 3 Phase 4 Phase 5

Endnotes

1 Historic England 2018

2 List Entry Number 1121262: https://historicengland.org.uk/listing/the-list/list-entry/1121262 [last accessed 1st March 1st March 2021]

3 Historic England 2019a

4 Previous studies include: W. Fawcett, 2001 A History of the North Eastern Railway Architecture. Vol 1: The Pioneers (North Eastern Railway Association); J Grenville, C Carrington, and R Wilson, 2004a, 2004b, 2004c 'Conservation Plan for Darlington Railway Centre and Museum' in 3 volumes (University of York Dept of Archaeology for Darlington Borough Council: unpublished report); R Clark, 2006 'The Early Railway Buildings at North Road, Darlington' (Darlington Borough Council: unpublished report); and Archaeo-Environment Ltd, 2013 'Statement of Significance for the former S&DR Goods Shed, North Road, Darlington' (Darlington Borough Council: unpublished report).

5 Fawcett, 2001, p.21; Grenville et al, 2004a, p.26; Clarke, 2006, p.18; and Archaeo-Environment Ltd, 2013, 2

6 Kitching was a committee member of the S&DR in 1829 and therefore, likely to have been well informed as to the prospects of the North Road site (Archaeo-Environment Ltd, 2013, p.72).

7 Fawcett, 2002, 17

8 Ibid, 19

9 J Grenville et al, 2004a, 26

10 E C Ruddock et al, 2002, 668-9

11 'Darlington North Road Station: Conversion of former fire station in Road Motor Repair Depot', 1951, British Rail, The Railway Executive Civil Engineers Department, the Ken Hoole Study Centre. The 'General Plan' indicates the position of a wall and instructs the builders to 'pull down 15' stone wall and store stone for re-use where required'. 'Section A-A' shows a dotted arch in section in bay 1. Bay 2 is a tall rectangular opening, central to the bay. The instructions in the 'General Plan' are to remove the 'timber filling'.

12 Clarke, 2006, 20

13 Minnis, 2016, 25

14 Archaeo-Environment Ltd, 2013, 25

15 Clarke, 2006, 6

16 Archaeo-Environment Ltd, 2013, 10

17 Fawcett, 2002, 19

18 Archaeo-Environment Ltd, 2013, 29

19 Fawcett, 2002, 19

20 Ibid

21 Clarke, 2006, 6

22 'Darlington North Road Station: Conversion of former fire station in Road Motor Repair Depot', 1951, British Rail, The Railway Executive Civil Engineers Department, the Ken Hoole Study Centre. The plans for the building's conversion note the position of the window and instruct the builders to 'take out C I window, cart to store, form larger opening and provide double doors.'

23 Clarke, 2006, 27

24 Ibid

25 Fawcett, 2002, 19

26 RAIL 667-11. We are grateful to Caroline Hardie of Archaeo-Environment Ltd and Neil Mackay of NERA for this discovery.

27 Pers comm. Paul Bailey, DRPS. 16th Feb 2021

28 Grenville et al, 2004a, 199

29 For example, J Grenville et al, 2004a, p.189, Archaeo-Environment Ltd, 2013, p.26, and whilst Clarke, 2006, p.20 says the evidence is inconclusive, and Fawcett, 2002, p.20 is non-committal

30 J Grenville et al, 2004a, 196

31 Clarke, 2006, 20

32 For example, Clarke p.20 argues that as the north wall was not removed from within the eastern cell, the open arrangement presumably relates to a later phase of conversion.

33 Fawcett, 2002, 19

34 Clarke, 2006, 10

35 Clarke, 2006, 20

36 Fawcett, 2002, 20; Clarke, 2006, 11

37 Darlington North Road Station: Conversion of former fire station in Road Motor Repair Depot', 1951, British Rail, The Railway Executive Civil Engineers Department, Ken Hoole Study Centre. The plans indicate that the door in bay 3 had a radial window above timber double doors. The doors were removed and replaced with the lower two portions of a window removed from bay 1 on the north side.

38 The door is described as a 'standard sized opening containing a stable-type door. This is inaccessible from both sides at present, but it features a sign in raised individual letters, reading 'DISTRICT CASHIERS'.' Grenville et al, 2004a, p199 and figure 120. '

39 Grenville et al, p187; Clarke, 2006, p.21; Archaeo-Environment Ltd, 2016, 11

40 Clarke, 2006, 21

41 'Darlington North Road Station: Conversion of former fire station in Road Motor Repair Depot', 1951, British Rail, The Railway Executive Civil Engineers Department, Ken Hoole Study Centre, evidence their insertion.

42 'Darlington North Road Station: Conversion of former fire station in Road Motor Repair Depot', 1951, British Rail, The Railway Executive Civil Engineers Department, Ken Hoole Study Centre.

43 Ibid

44 Clarke, 2006, 22

45 These are shown at the lower height on the British Rail 1951 plans for conversion to a motor servicing depot.

46 Archaeo-Environment Ltd, 2013, 21

47 Ibid

48 Archaeo-Environment Ltd, 2013, 32

49 Minnis, 2016, 1

50 Simmons & Biddle, 1997, 31

51 Shaw-Taylor & You, p.11, quoting from M, Cobb, 2003, The railways of Great Britain: a historical atlas. Shepperton: Ian Allan

52 Wolmar, 2007, no page number

53 Minnis, 2016, 12

54 Biddle, 1997, 293-9

55 Taylor et al, 2002, 17

56 Ibid

57 Minnis, 2006, 25

58 Nevell, 2003, 47

59 Grenville et al, 2004a, 189-190

60 Minnis & Stamper, 2016, 9

61 Minnis, 2016, 12

62 Minnis, 2016, 8

63 Gwyn & Cossons, 2017, 17

64 Ibid, 35

65 Holmes, 1976, 184

66 Minnis, 2016, 25

67 Kerr, 1982

68 Archaeo-Environment Ltd, 2013, 26

69 Darlington Borough Council 2007, 5

Historic England Research and the Historic Environment

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A good understanding of the historic environment is fundamental to ensuring people appreciate and enjoy their heritage and provides the essential first step towards its effective protection.

Historic England works to improve care, understanding and public enjoyment of the historic environment. We undertake and sponsor authoritative research. We develop new approaches to interpreting and protecting heritage and provide high quality expert advice and training.

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