ST HELENS CENTRAL STATION, ST HELENS, MERSEYSIDE

Archaeological Survey and Photographic Record

Oxford Archaeology North

August 2006

C Spencer Ltd

Issue No: 2006-7/559
OA North Job No: L9720
NGR: SJ 51631 95374

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CONTENTS

SUMMARY

Following a request from C Spencer Ltd, Oxford Archaeology North (OA North) undertook a photographic survey and summary descriptive record of a nineteenth century wall enclosing St Helens Central railway station, Merseyside (centred on NGR SJ 516 953). The station is currently being redeveloped, and the boundary wall is proposed for partial demolition near to the present station entrance. OA North undertook a desk-based assessment of St Helens Central Station (OA North 2004) in which the boundary wall (Site 108, *ibid*) was first identified from the First Edition Ordnance Survey map of 1850. Consequently, an archaeological survey was required to provide a basic record of the extant boundary wall prior to its demolition. The work was undertaken in June 2006.

ACKNOWLEDGEMENTS

Oxford Archaeology North (OA North) would like to express its thanks C Spencer Ltd for commissioning the project and logistical help on site.

The survey and photographic record was undertaken by Sean McPhillips, who also compiled the report and plans. The report was edited by Emily Mercer, who was also responsible for project management.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF THE PROJECT

1.1.1 In response to a request from C Spencer Ltd, Oxford Archaeology North (OA North) was commissioned to carry out an archaeological survey. Work is currently underway to redevelop St Helens Station, Merseyside (Fig 1). A desk-based assessment was undertaken by OA North (2004) for inclusion in the Archaeology and Cultural Heritage Section of an Environmental Statement submitted with the planning application. During this work, the boundary wall to the station (Site 108, *ibid*) was identified during cartographic analysis and was first observed on the First Edition Ordnance Survey map of 1850 (Fig 3). Recommendations were made to preserve by record the wall in advance of its partial demolition near the station entrance. The desk-based assessment should be read in conjunction with this programme of work.

1.1.2 A rapid archaeological survey was undertaken of the wall comprising a photographic survey, together with written descriptions of the wall's type, fabric, form, phasing and structural detail. The work was undertaken during June 2006.

1.2 SITE LOCATION AND GEOLOGY

1.2.1 The development area, St Helens Railway Station (centred on NGR SJ 5163 9537; Fig 1), lies to the south-west of St Helens town centre. The boundary wall extends around the western side of the extant station along Shaw Street. It runs from the junction of Shaw Street and Corporation Street to the north, and the Shaw Street and Parr Street junction in the south. Much of the development area to the east of the wall is currently vacant for the purposes of redevelopment, although several of the twentieth century station buildings on the site remain in use.

1.2.2 The solid geology is made up of Triassic sandstone and bands of pebble beds, but these are typically buried beneath thick layers of boulder clay, sand and gravel left by fluvio-glacial processes (Chitty and Lewis 2002, 167). The topography is dominated by the basin of the Sankey Brook and its various tributaries, which drain south-eastwards into the Mersey (*ibid*). The landscape is typically low-lying, and generally below 30m Ordnance Datum (OD) (Ordnance Survey 1985).

2. METHODOLOGY

2.1 PROJECT DESIGN

2.1.1 In response to a request from C Spencer Ltd, OA North submitted a project design for a programme of archaeological recording (*Appendix 1*). The proposed methodology was broadly consistent with a Royal Commission on the Historical Monuments of England (RCHME) Level I-type survey (RCHME 1996, 4). All work was consistent with the relevant standards and procedures provided by the Institute of Field Archaeologists.

2.2 SURVEY AND PHOTOGRAPHIC STRUCTURAL RECORD

2.2.1 The survey comprised the compilation of an annotated photographic record in black and white, colour slide and digital formats. The photographs captured the wall's external appearance, and all external and internal detail relevant to the wall's design, development and use. A full index to the photographic record generated during the course of the project is presented as *Appendix 2*.

2.2.2 The photographic record was coupled with a brief written description of the wall's form, fabric, date, phasing and architectural details. This has been enhanced by the results obtained from a desk-based assessment of available archive sources (OA North 2004), in particular, historic mapping.

2.3 ARCHIVE

2.3.1 A full archive of the work has been prepared to a professional standard in accordance with current English Heritage guidelines (1991) and the *Guidelines for the Preparation of Excavation Archives for Long Term Storage* (UKIC 1990). The archive will be deposited with the Liverpool Museum, National Museum and Galleries on Merseyside. In addition, a copy of the report will be forwarded to the County Sites and Monuments Record (SMR), and a summary sent to the National Monuments Record (NMR).

3. HISTORICAL BACKGROUND

3.1 INTRODUCTION

3.1.1 The background history is mostly derived from the desk-based assessment of the site undertaken in 2004 by Oxford Archaeology North (OA North 2004). The background history of St Helens is primarily concerned with providing a historical context to the station, the station wall and its related features.

3.2 INDUSTRIAL DEVELOPMENT OF ST HELENS

3.2.1 Until the middle of the eighteenth century St Helens was still very rural; most of its population were probably farmers, although there were a few craftsmen producing pottery and there was limited coal mining (Barker 2002, 38). Nevertheless, the potential profit in coal and the allied industrial processes that would develop from its extraction led to the construction of the Sankey Brook Navigation, begun in 1755, Lancashire's earliest canal (*ibid*). The increased need for coal initially spurred on the construction of the canal. However, it was the production of glass that promoted the growth of St Helens. Small-scale glass manufacture had been occurring in the region for some time but it was the establishment of a number of larger glass companies at the end of the eighteenth century that caused massive growth in this particular industry (Krupa and Heawood 2002, 9). The production of glass continued to grow throughout the nineteenth century, with the large St Helens Crown Glass Company being established in 1826 (Parkin 2000, 13).

3.2.2 During the nineteenth century St Helens expanded rapidly, and the area around what is now St Helens Central Station became home to numerous industries, many associated with glass production, but also furnaces, copper works, smithies and all manner of more minor processes (Rees 1991). The importance of the canal was soon superseded by the construction of railways in the 1830s (Farrer and Brownbill 1906, 374; Townley and Peden 1999, 217). Numerous alterations to the railway network were made, the most significant to the study area being a connection to Rainford constructed in 1858 (Tolson 1983, 68; Townley and Peden 1999, 217). The first station within the study area was a simple siding connecting to industries south of Raven Street (now part of Church Street) (*ibid*). The station built *c* 1858 on the Rainford line, called Shaw Street Station, was replaced in the later 1860s when a new Huyton line was constructed (this had been proposed as early as 1845) and a new, larger station was constructed in 1871 for both freight and passengers (Tolson 1983, 71).

3.2.3 However, by the twentieth century many of these industries were beginning to decline. The Sankey Brook Navigation, later named the St Helens Canal, recorded little use during the twentieth century, and several miles of it were closed by 1931 (Barker 2002). Despite a number of sections being filled in and built over during the later twentieth century (Ordnance Survey 1972; 1980), schemes were put in place to renovate and make use of sections outside of the

study area (Tarry 1963; Anon 1970). At approximately the same time Shaw Street Station was rebuilt in an 'all glass' design (OA North 2004), presumably intended to celebrate St Helens' industrial past, and this sentiment has been continued in recent years with archaeological recording, curation and display of artefacts at the Pilkington's Glass site (Krupa and Heawood 2002).

3.3 DEVELOPMENT OF ST HELENS CENTRAL STATION

3.3.1 Prior to the construction of the railway line the area was a busy industrial site. There were numerous coal pits linked by the Sankey Brook/St Helens Canal, which runs along the east side of the development area. The original proposed route for a railway in 1829 ran through part of the development area, but this was never completed, and the main line was eventually positioned further to the south.

3.3.2 St Helens Central Station is not actually the earliest station in St Helens, nor was it originally called St Helens Central. A 'Central Station' already existed elsewhere, prior to the current St Helens Central Station, serving the town centre, and a branch line with a goods station at Raven Square also served several industries to the south of Church Street. Unfortunately, there is little information regarding this station, and it was probably in use for less than 20 years, but it was thought to be possibly situated to the south of the present station and proposed development site. Following reorganisation in the 1860s and the construction of the Huyton Line, a larger station was constructed in 1871 (Rolled Plans 94/A-J *c*1850-1880). As this was situated along Shaw Street it was named Shaw Street Station. This new station was considerably larger than the original and plans from the 1870s show details of waiting rooms, the booking office and other rooms. A goods shed and other buildings are also shown at this time. The station seems to have retained much of this form into the twentieth century, although shelters covering the platforms may have been added between 1882 and 1894. Some form of glass entrance porch or foyer also appears to have been added at about this time (Ordnance Survey 1894). In 1960 the main station building and platforms were redeveloped with a glass and timber structure (Ordnance Survey 1972). The redevelopment was evidently not extensive, however, as many of the former sidings remained to the east and several original buildings were retained. A pair of north-east/south-west orientated brick walls were constructed, one along the west side of the platforms and one along the east side, presumably intended to screen off some of the original, and now derelict, parts of the station. These, in a sense, severed the original station buildings from the new. The station was named Shaw Street until 1987 (as evident on the Ordnance Survey map of 1980) when it was re-named St Helens Central (PH/16/113/1 1987; PH/16/113/2 1987).

4. BUILDING INVESTIGATION RESULTS

4.1 INTRODUCTION

4.1.1 The principal objective of the survey was to provide a photographic record, accompanied by location details and a brief descriptive record. The perimeter or boundary wall consists of two separate sections, split into Section A and Section B for the purposes of the survey. Section A represented the southern half of the wall that extended north from the junction of Parr Street with Shaw Street (Plate 2), and continued along its northern alignment, following slight differences in wall orientation (Plate 3), to the station entrance (Plate 4) for an overall distance of 170m. Section B focussed on the gate posts across the station entrance (Plate 5), and the 55m long section of the northern part of the boundary wall along Shaw Street (Plate 6). The investigation predominantly focused upon the western (external) elevation of the boundary wall, although some record shots were taken along its eastern (internal) elevation, where possible within the development area. Additional shots were taken of the extant stone gate posts across the station entrance. The location of the photographs are shown graphically on Figure 2.

4.2 SUMMARY DESCRIPTION

4.2.1 ***Section A:*** for the purpose of the photographic record shots, the description of the wall was subdivided into three separate areas (A1, A2, and A3) representing slight changes in the wall's orientation.

4.2.2 A1 represented the northern part of the wall that deviated to the north-east bordering the station yard. A 39m length of wall in this section was subject to demolition. The wall survived to a height of 1.7m comprising 12 stone courses consisting of irregularly laid roughly-dressed rusticated stone blocks of varying sizes, that were capped with 0.6m wide sandstone slabs. The blocks had a maximum width of 0.46m, and were bonded with grey speckled mortar, indicative of a late nineteenth century date. Three gate posts each measuring 2.2m high were observed built into the western face along the northern part of the wall (Plate 7). One of the posts was positioned at the eastern side of the original pedestrian gate entrance into the station (Plate 8). The post extended out by 0.27m from the wall and was capped by a $0.87m^2$ chiselled dressed sandstone finial. The western face of the post had scrolled masonry decoration along each corner that contained *in situ* iron hinges. The other two posts (Plate 9) were of identical construction and were positioned 3m apart within the northern part of the wall that probably represented a nineteenth century entrance into the station yard. The entrance had since been blocked with twentieth century breeze-blocks. A fourth gate post, missing a capping stone, was observed at the southern part of this section of the wall at the entrance to the goods warehouse car park. This post was contemporaneously constructed with the wall and did not bear similar building detail in comparison to the other posts.

4.2.3 A2 represented the curved middle section of the boundary wall, measuring 63m in total. The wall in this area had a maximum height of 1.8m comprising nine stone courses (Plate 10). The mid section of the wall had been truncated by the insertion of a 49m long brick wall on top of the stone wall, that represented the western elevation of a twentieth century two-storey warehouse (Plate 11). The warehouse wall comprised machine-cut bricks bonded with cement mortar, measuring 2m in height. The outer surface of the wall was rendered with a crushed concrete and cement mixture (Plate 12). The warehouse wall contained three equidistant ground floor windows bordered with concrete sills. A 4m long section of repair to the stone wall was observed to the south of the warehouse, comprising nine courses, which had seemingly been re-pointed with a very hard cement mortar that was probably contemporary with the construction of an entrance into the south area of the warehouse. The entrance measured 6.4m wide and was bordered by a 0.7m by 0.56m gate post built into the stone wall.

4.2.4 A3 represented the 82.5m long south part of the wall. The wall slightly curved for a distance of 10m close to the warehouse entrance. The wall gradually increased in height to 2.5m following the topography of the street, rising up a slight hill at the Shaw Street junction with Parr Street (Plate 13). The wall terminated at a 2.2m high stone column. The column comprised six courses of sandstone measuring, on average, 1.2m by 0.75m bonded with speckled ashy mortar. The column extended to a height of 1m above the upper surface of the wall, and was bridged with two stepped concave-shaped sandstone capping stones each measuring 1m^2 and 0.16m thick, that sealed a further five stone courses beneath (Plate 14).

4.2.5 ***Section B:*** the length of the wall in section B2, measuring approximately 55m, survived to a maximum height of 1.7m and comprised 12 irregularly sized stone block and slab courses. Much of the wall in this area was obscured by foliage and, as such, was difficult to describe. However, the southern terminal of the wall was partially exposed, and measured 1.5m in width with 1.5m exposed in height above a curving pavement that formed the western pedestrian entrance into the station where B1 was situated (Plate 15).

4.2.6 Across the station entrance a further two gate posts were observed, positioned 5m apart, B1, and were probably contemporary with the construction of the wall. The post were of very similar construction as those recorded in the boundary wall in Section A, with rusticated dressed blocks capped with a curved slab finial (Plate 16). Another post was probably positioned within the eastern elevation of the wall in section B2, although this area was obscured by foliage. The surviving posts were identical in construction and alignment to the post described within the northern part of the wall (*4.2.2 above*).

4.3 CONCLUSIONS

4.3.1 The survey has demonstrated that significant sections of the original boundary wall pertaining to St Helens Central Station survived. It would appear by the type of bonding material used that the wall was probably constructed sometime during the latter half of the nineteenth century. Map regression

identified part of a curving wall shown on the 1850 Ordnance Survey map (Fig 3), although by 1879 (Fig 4) the wall is shown on the Ordnance Survey plan following an identical alignment as currently observed. A single blocked entrance within Section A suggests that it may be associated with the original access to the goods yard in the station during the late nineteenth century. The entrance is shown on a photograph taken in the 1950s (Plate 1). The areas of the repair to the wall are probably contemporary with the development of the station yard during the early half of the twentieth century. The warehouse building probably represents the west edge of a single rectangular range as shown on the 1958 and 1980 Ordnance Survey maps (Figs 5 and 6).

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APPENDIX 1: PROJECT DESIGN

1. INTRODUCTION

1.1 PROJECT BACKGROUND

1.1.1 C Spencer Ltd (hereafter the 'client') has requested that Oxford Archaeology North (OA North) submit proposals for the required archaeological work at St Helens Station, Merseyside (NGR SJ 51631 95374) prior to the proposed redevelopment of the station. The following project design has been prepared in accordance with documentation forwarded by the client based on the results of the assessment undertaken for the Archaeology and Cultural Heritage section of an Environmental Appraisal (EA) (OA North 2004), which should be read in conjunction with the scope of work below.

1.1.2 The site requiring further archaeological recording is a nineteenth century wall (Site **108**, *ibid*) associated with the extant part of the later station on the site that is due to be demolished. Contemporaneously

1.2 OXFORD ARCHAEOLOGY NORTH

1.2.1 OA North undertook the original archaeological assessment of the site as part of the Environmental Impact Assessment carried out by White Young Green (*ibid*) and is familiar with the site. Following the submission of the Environmental Statement, OA North also consulted the Archaeological Officer at Merseyside Archaeological Service (MAS), on behalf of White Young Green, to identify and address potential issues or further requirements for necessary work prior to commencement of the redevelopment.

1.2.2 OA North has considerable experience of assessment and building assessment, as well as the evaluation and excavation of sites of all periods, having undertaken a great number of small and large scale projects throughout Northern England during the past 24 years. These have taken place within the planning process, to fulfil the requirements of Clients and planning authorities, to very rigorous timetables.

1.2.3 OA North has the professional expertise and resources to undertake the project detailed below to a high level of quality and efficiency. OA North is an **Institute of Field Archaeologists (IFA) registered organisation, registration number 17**, and all its members of staff operate subject to the IFA Code of Conduct.

2 OBJECTIVES

2.1 The following programme has been designed to provide for accurate recording of the standing wall structure of an historic significance that will be demolished by the proposed development.

2.2 ***Survey and Photographic Structural Record:*** to provide visual record of the nineteenth century wall (Site **108**) to RCHME Level I-type standard.

2.3 ***Report and Archive:*** a report will be produced for the client within eight weeks of completion of the fieldwork, unless otherwise agreed. A site archive will be produced to English Heritage guidelines (MAP 2).

3 METHOD STATEMENT

3.1 PHOTOGRAPHIC STRUCTURAL RECORD

3.1.1 A visual inspection of the station wall (Sites **108**; OA North 2004) will be undertaken to RCHME Level I-type survey standards. This level of survey is a visual record, which will serve to identify the location and age. The emphasis of the assessment will be to generally record and note any significant features prior to the proposed development.

3.1.2 ***Written Description:*** the written record will include:

(i) the precise location of the sites;

(ii) date of the record and the surveyor;

(iii) description of the type of structure, purpose, materials and possible date of origin from a superficial inspection.

3.1.3 ***Photographic Archive:*** a photographic archive will be produced utilising a 35mm camera to produce both colour slides and monochrome contact prints. A high-resolution digital camera (4 megapixels) may also be employed for general coverage and for use for illustration purposes within the final report. A full photographic index will be produced. The photographic archive will comprise the following:

(i) the general view of the structures;

(ii) any detail, structural or decorative, which is relevant to the design, development and use,

(iii) any detailed views of features of especial historical interest, fixtures and fittings, or fabric detail relevant to phasing the buildings.

3.1.4 ***Site Drawings:*** an outline site plan will be produced to show the location of the sites subject to the assessment.

3.1.5 Notably, the plan will illustrate the location and orientation of the photographs taken.

3.1.6 It is assumed that a suitable (engineer's/architect's) plan **will be provided by the client** prior to the commencement of the site work. Any variation from this will require recosting.

3.1.7 ***Access:*** it is presumed that access to the site has been arranged by the client. Should there be any requirements or constraints regarding access, these must be made aware to the project manager (OA North) prior to commencement of the fieldwork.

3.2 REPORT

3.2.1 One bound and one unbound copy of a written synthetic report will be submitted to the client, together with a digital copy should this be required. A further bound copy and digital copy (supplied as pdf files) will be submitted to the Merseyside HER within eight weeks of completion of fieldwork.

3.2.2 ***Confidentiality:*** all internal reports to the client are designed as documents for the specific use of the Client, for the particular purpose as defined in the project brief and project design, and should be treated as such. They are not suitable for publication as academic documents or otherwise without amendment or revision.

3.3 ARCHIVE

3.3.1 The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The results of the archaeological work carried out will form the basis for a full archive to professional standards, in accordance with current English Heritage guidelines (*Management of Archaeological Projects*, 2nd edition, 1991). This archive will be provided in the English Heritage Centre for Archaeology format. Arrangements will be made for the deposition of the full archive with Liverpool Museum, National Museums and Galleries on Merseyside ('Resource' registered repository).

4 OTHER MATTERS

4.1 HEALTH AND SAFETY

4.1.1 OA North provides a Health and Safety Statement for all projects and maintains a Unit Safety policy. All site procedures are in accordance with the guidance set out in the Health and Safety Manual compiled by the Standing Conference of Archaeological Unit Managers (1997). OA North will liase with the client to ensure all health and safety regulations are met. A risk assessment will be completed in advance of any on-site works and supplied to MAS Archaeological Officer and the client if requested. It is assumed that any information regarding health and safety issues on site will be made available by the client to OA North prior to the work commencing on site.

4.2 WORK TIMETABLE

4.2.1 OA North can execute projects at short notice once a formal written agreement has been received from the client.

4.2.2 ***Fieldwork:*** this element is expected to take one day.

4.2.3 ***Report:*** the client report will be completed within approximately eight weeks following completion of the fieldwork, unless otherwise agreed with the client. Any deadlines to be met by OA North need to be provided in writing following any discussion.

4.3 STAFFING

4.3.1 The project will be under the direct management of **Emily Mercer BA (Hons) MSc AIFA** (OA North Senior Project Manager) to whom all correspondence should be addressed.

4.3.2 All elements of the fieldwork will be undertaken by either an OA North project officer or supervisor experienced in this type of project. All OA North project officers and supervisors are experienced field archaeologists capable of carrying out projects of all sizes. Due to scheduling requirements it is not possible to provide these details at the present time. However, once the timetable of constructions works is made available details of staff can be provided.

4.4 INSURANCE

4.4.1 OA North has a professional indemnity cover to a value of £2,000,000; proof of which can be supplied as required.

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APPENDIX 2: CATALOGUE OF PHOTOGRAPHS

BLACK AND WHITE 35MM FILMS

FRAMES	DESCRIPTION	DIRECTION
F1: 2-4	Section A1: South-east elevation general view	NW
F1: 5-7	Section A1: South-east elevation general view	W
F1: 8, 9	Section A1: South-east elevation general view	W
F1: 10-12	Section A1: Gate posts in south-east elevation general view	W
F1: 13-15	Section A1: North-west elevation general view	NE
F1: 16-19	Section A1: North-west elevation general view	SE
F1: 20-22	Section A1: Gate post within north-west elevation	S
F1: 23-25	Section A1: Blocked entrance within north-west elevation	S
F1: 26-28	Section B1: Gate posts across station entrance	SW
F1: 29-31	Section A1: Close-up of gate post within north-west elevation	S
F3: 2-3	Section B1: West gate post of pedestrian entrance, close-up	SW
F3: 4-6	Section B1: Middle gate post across station road entrance	SW
F3: 7-9	Section B2: Terminal of wall at the station entrance	NE
F3: 10-12	Section B2: Terminal of wall at the station entrance	N
F3: 13-15	Section B2: West elevation of wall, general view	SE
F3: 16-18	Section B2: West elevation of wall, general view	NE
F3: 19-21	Section B2: West elevation of wall, close-up	E
F3: 22-24	Section A2: West elevation of wall adjacent to warehouse	SE
F3: 25-27	Section A2: West elevation of wall adjacent to warehouse, close-up	E
F3: 28-30	Section A2: Warehouse above the west elevation of wall, general view	SE
F3: 31	Section A2: Detail of brickwork within the warehouse wall	E
F3: 32-34	Section A2: Warehouse above the west elevation of wall, general view	NE
F3: 35	Section A3: Wall elevation, general view	SE
F5: 2-3	Section A3: Wall elevation, general view	SE
F5: 4-6	Section A3: Wall elevation, general view	E

F5: 7-9	Section A3: Wall elevation, general view	NE
F5: 10-12	Section A3: Stone column at southern end of the wall	E
F5: 13-15	Section A3: Close-up of detail around stone column	SE
F5: 16-18	Section A1: General view of mortar phasing	E
F5: 19-21	Section A1: General view of mortar phasing near the car park entrance	E
F5: 22-24	Section A2: Phasing with warehouse	SE

COLOUR SLIDE 35MM FILM

FRAMES	DESCRIPTION	DIRECTION
F2: 2-4	Section A1: South-east elevation general view	NW
F2: 5-7	Section A1: South-east elevation general view	W
F2: 8, 9	Section A1: South-east elevation general view	W
F2: 10-12	Section A1: Gate posts in south-east elevation general view	W
F2: 13-15	Section A1: North-west elevation general view	NE
F2: 16-19	Section A1: North-west elevation general view	SE
F2: 20-22	Section A1: Gate post within north-west elevation	S
F2: 23-25	Section A1: Blocked entrance within north-west elevation	S
F2: 26-28	Section B1: Gate posts across station entrance	SW
F2: 29-31	Section A1: Close-up of gate post within north-west elevation	S
F2: 32-34	Section A1/B1: Gate posts forming eastern pedestrian entrance into the station	S
F2: 35	Section B1: West gate post of pedestrian entrance, close-up	SW
F4: 2-3	Section B1: West gate post of pedestrian entrance, close-up	SW
F4: 4-6	Section B1: Middle gate post across station road entrance	SW
F4: 7-9	Section B2: Terminal of wall at the station entrance	NE
F4: 10-12	Section B2: Terminal of wall at the station entrance	N
F4: 13-15	Section B2: West elevation of wall, general view	SE
F4: 16-18	Section B2: West elevation of wall, general view	NE
F4: 19-21	Section B2: West elevation of wall, close-up	E

F4: 22-24	Section A2: West elevation of wall adjacent to warehouse	SE
F4: 25-27	Section A2: West elevation of wall adjacent to warehouse, close-up	E
F4: 28-30	Section A2: Warehouse above the west elevation of wall, general view	SE
F4: 31	Section A2: Detail of brickwork within the warehouse wall	E
F4: 32-34	Section A2: Warehouse above the west elevation of wall, general view	NE
F4: 35	Section A3: Wall elevation, general view	SE
F6: 2-3	Section A3: Wall elevation, general view	SE
F6: 4-6	Section A3: Wall elevation, general view	SE
F6: 7-9	Section A3: Wall elevation, general view	NE
F6: 10-12	Section A3: Stone column at southern end of the wall	E
F6: 13-15	Section A3: Close-up of detail around stone column	SE
F6: 16-18	Section A1: General view of mortar phasing	E
F6: 19-21	Section A1: General view of mortar phasing near the car park entrance	E
F6: 22-24	Section A2: Phasing with warehouse	SE

DIGITAL IMAGES

FRAME	DESCRIPTION	DIRECTION
P6280196	Section A1: South-east elevation, general view	NW
P6280197	Section A1: South-east elevation, general view	W
P6280198	Section A1: South-east elevation, general view	W
P6280199.	Section A1: South-east elevation, general view	N
P6280201	Section A1: South-east elevation, general view	NW
P6280202	Section A1: South-east elevation, general view	W
P6280203	Section A1: South-east elevation, general view	SW
P6280204	Section A1: South-east elevation, general view	W
P6280205	Section A1: Close-up of blocked entrance within south-east elevation	SW
P6280207	Section A1: Close-up of north gate post within south-east	NW

	elevation	
P6280208	Section A1: Close-up of south gate post within south-east elevation	NW
P6280209	Section A1: North-west elevation, general view	NE
P6280210	Section A1: North-west elevation, general view	E
P6280211	Section B1: Station entrance, general view	NE
P6280212	Section A1/B1: Station entrance, general view	SE
P6280213	Section A1: South-east elevation, general view	S
P6280214	Section B1: Gate posts across road entrance into station, general view	SW
P6280215	Section A1: Gate post within south-east elevation	S
P6280216	Section A1/B1: Gate posts along the east side of the station entrance	S
P6280217	Section B1: Gate post along the east side of the station entrance	SE
P6280218	Section B1: Gate post in the middle of the road at the station entrance	S
P6280219	Section B2: Wall terminal at the station entrance, general view	NE
P6280220	Section B2: Wall terminal at the station entrance, close-up	NE
P6280222	Section B2/A2: West elevation, general view	SE
P6280223	Section B2: Present condition of west elevation, general view	NE
P6280224	Section A2: North- west elevation showing warehouse, general view	SE
P6280225	Section A2: Close-up of repair to the wall along the north- west elevation	E
P6280226	Section A2: Curved section of the north- west elevation, showing the warehouse	SE
P6280227	Section A2: Curved section of the north- west elevation, showing the warehouse close-up	SE
P6280228	Section A2: Close-up of the window and wall phasing associated with the warehouse	E
P6280229	Section A2: Warehouse, general view	N
P6280230	Section A3: West elevation, general view	SE
P6280231	Section A3: West elevation, general view	SE

P6280233	Section A3: West elevation, general view	SE
P6280234	Section A3: West elevation, general view	N
P6280235	Section A3: West elevation, close-up of the southern end of the wall	SE
P6280237	Section A3: Iron fixing bolt along the upper surface of a coping stone along the top of the west elevation at the southern end of the wall	E
P6280238	Section A3: Stone column terminal at the southern end of the wall	E
P6280239	Section A3: Concave coping stones along the northern edge of the stone column	SE
P6280240	Section A1: Possible dismantled section of wall at the northern edge of the blocked entrance	SW
P6280241	Section A1: Traces of a brick boundary wall within the development area	SW
P6280242	Section A1: South-east elevation, general view	SW
P6280243	General view of development area	S

ILLUSTRATIONS

FIGURES

PLATES

Plate 16: Section B1; North-east elevation of gate post within the road entrance into the station

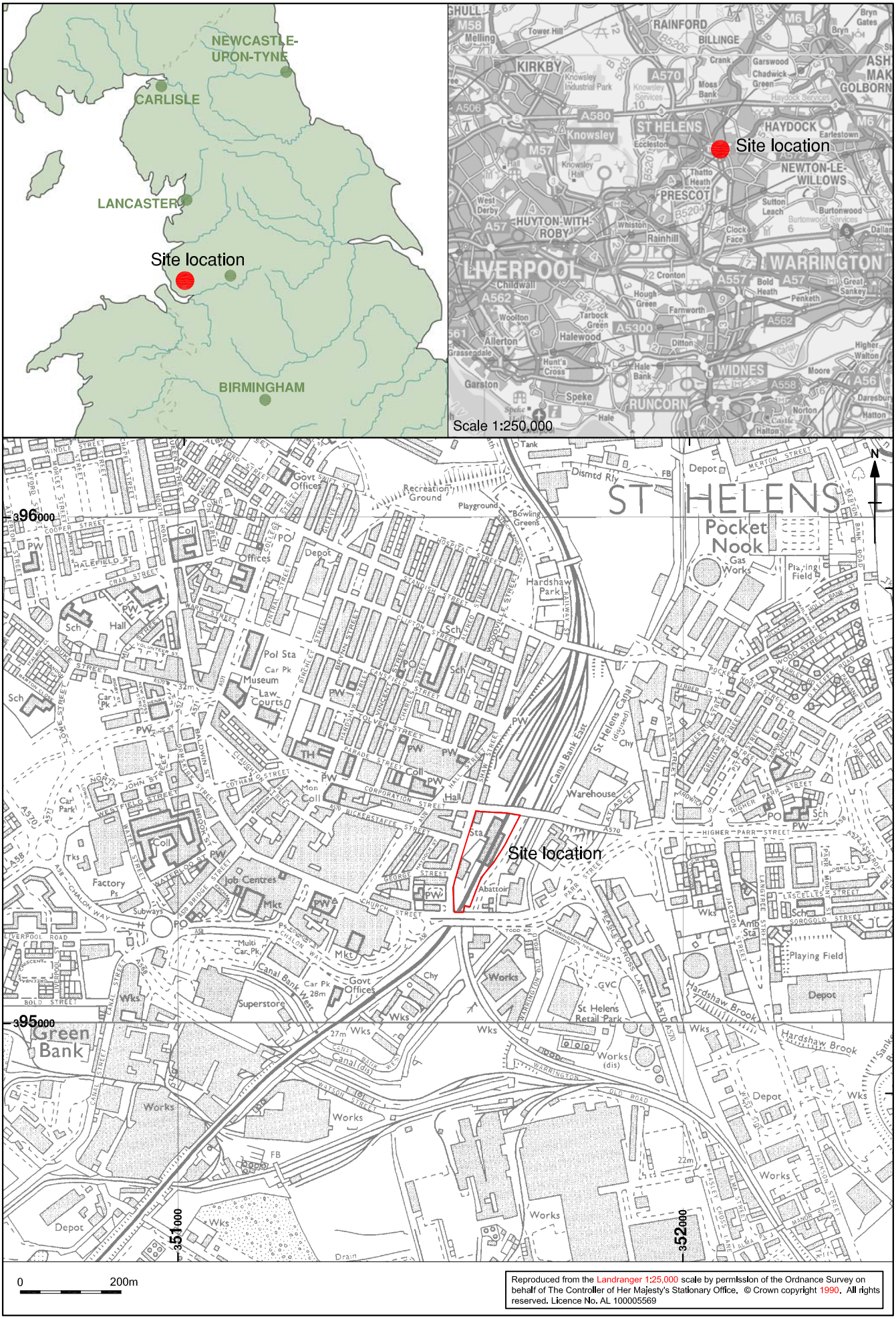

Figure 1: Site Location

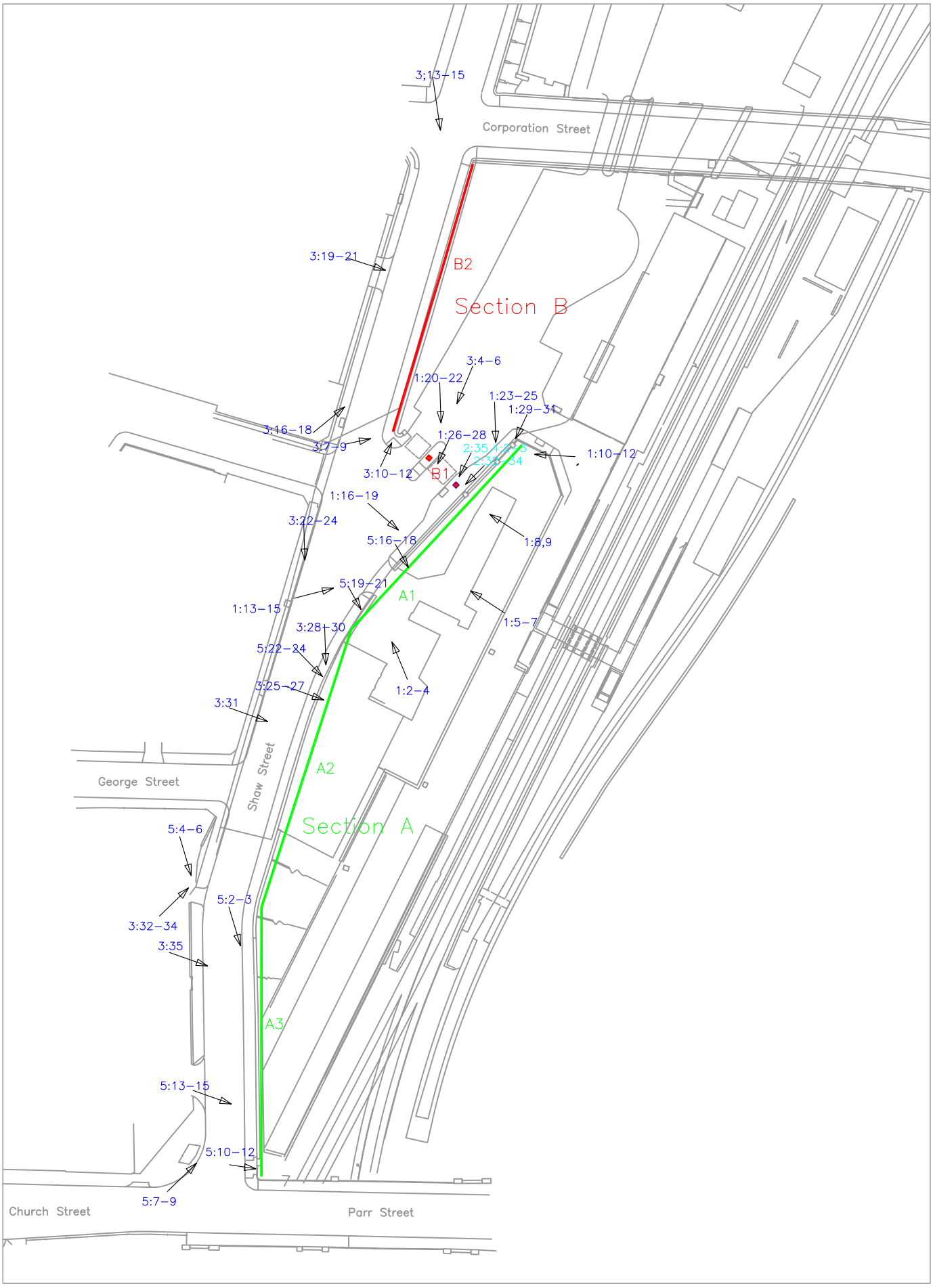

Figure 2: Location of photographs

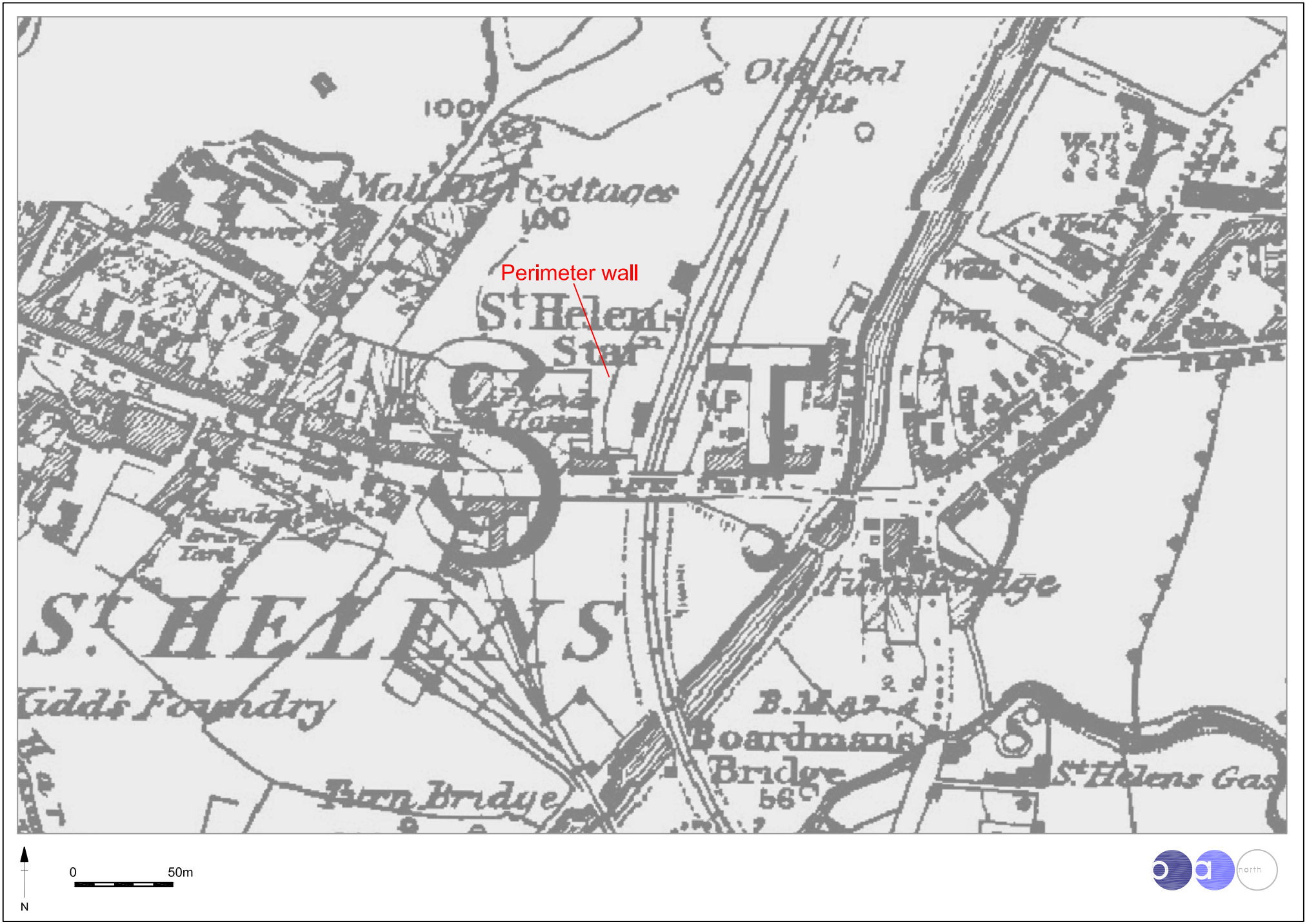

Figure 3: Extract from the Ordnance Survey 6":1 mile map of c1850

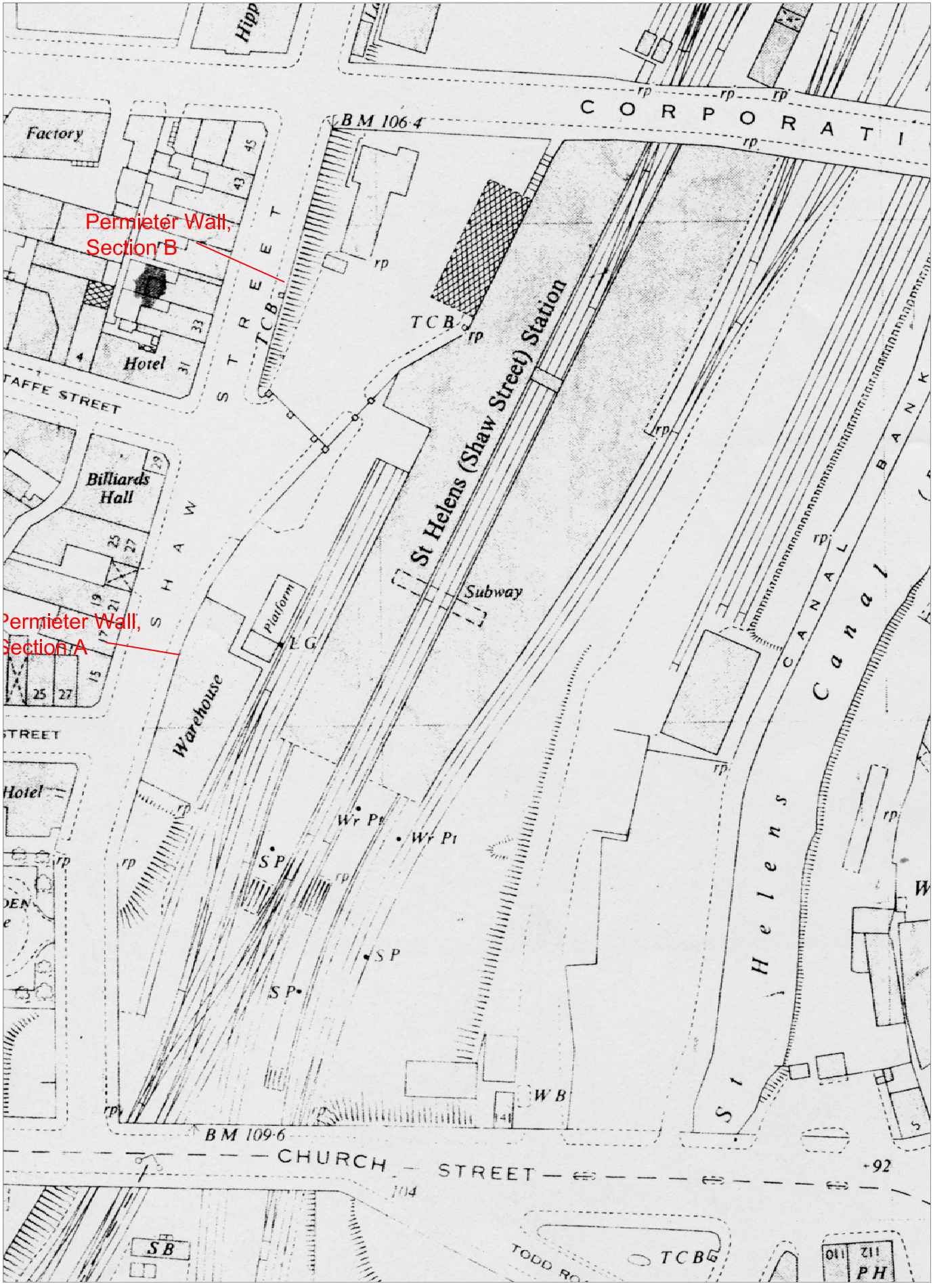

Figure 5: Extract from the Ordnance Survey Map of 1958, showing the warehouse

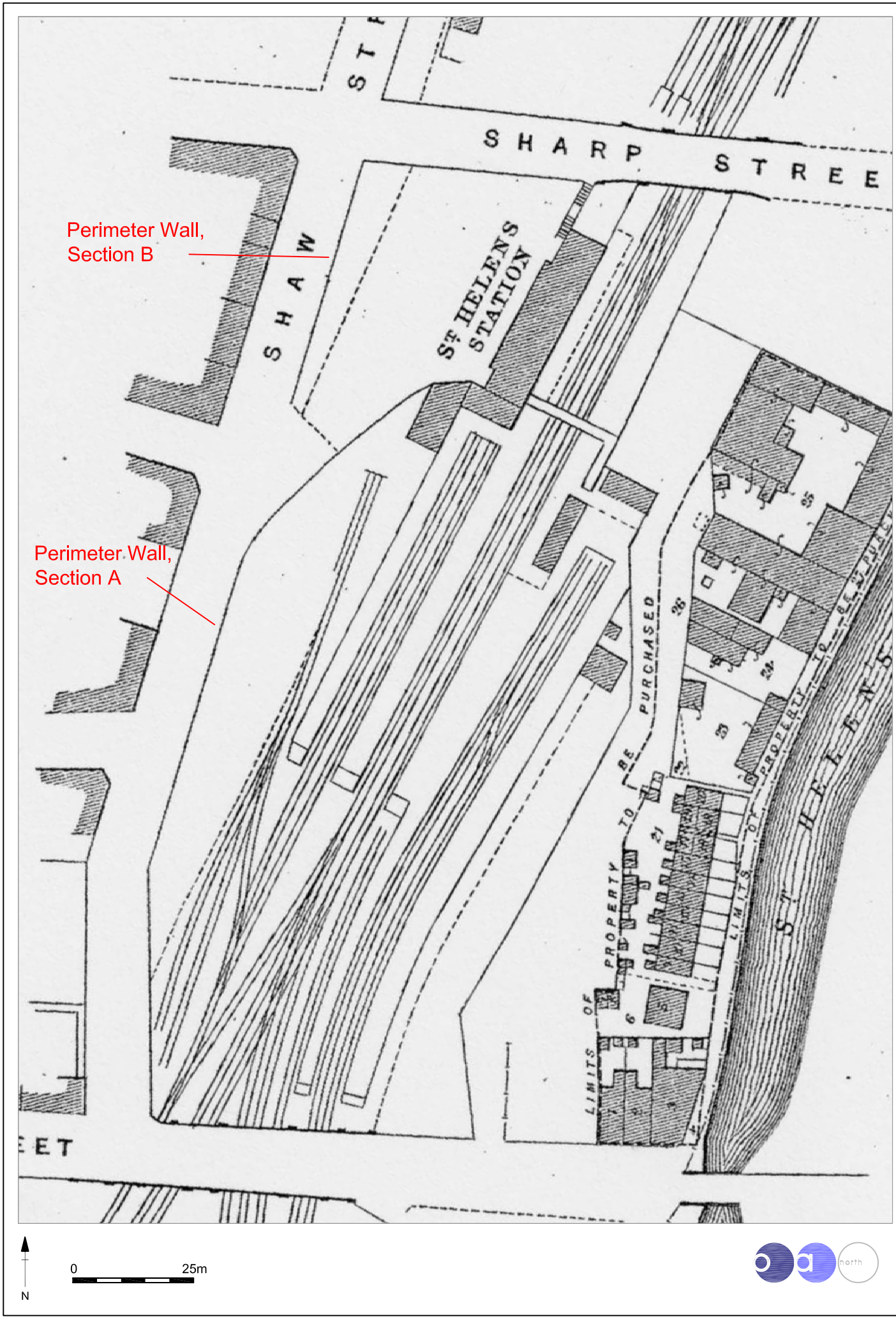

Figure 4: Extract from the Ordnance Survey Plan of 1879

Figure 6: Extract from the Ordnance Survey 1:1250 Map of 1980

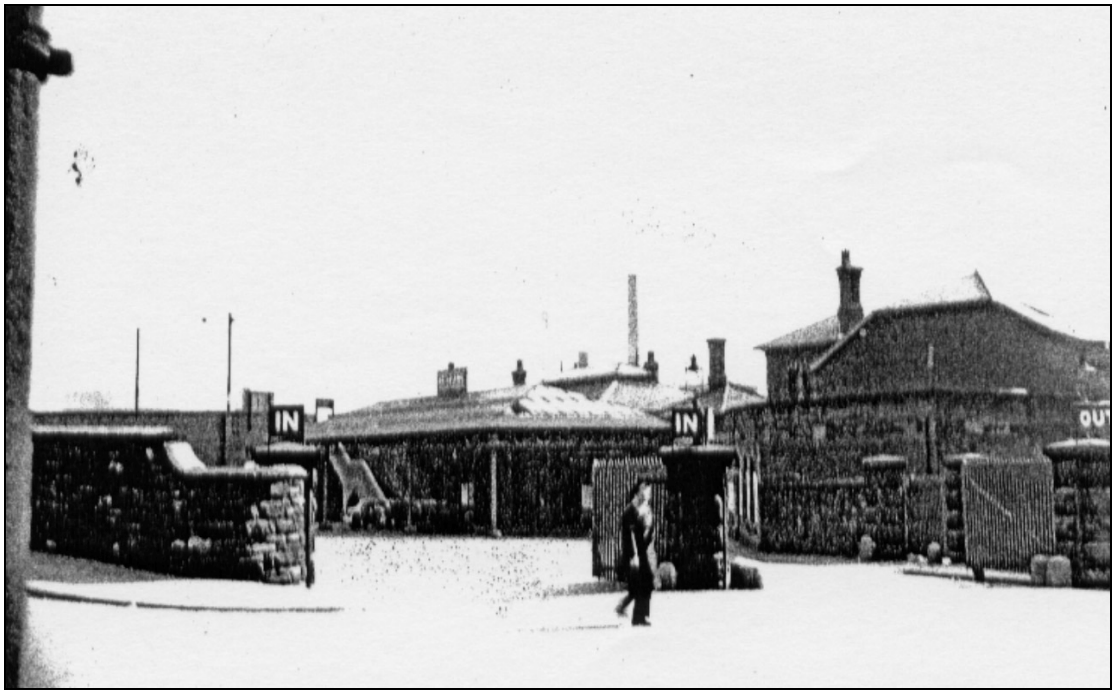

Plate 1: Shaw Street Station entrance pre-1960 (*c*1950-60)

Plate 2: Section A3; West elevation at the southern end of the wall, at the junction with Parr Street

Plate 3: Section A2; General view of the mid-section of the wall, looking north

Plate 4: Section A1: North-west elevation of the wall at the station entrance, looking north-east

Plate 5: Section B1; General view of station entrance, looking north-east

Plate 6: Section B2; General view of the northern area of the wall, looking south-east

Plate 7: Section A1; Gate posts within the wall close to the station entrance

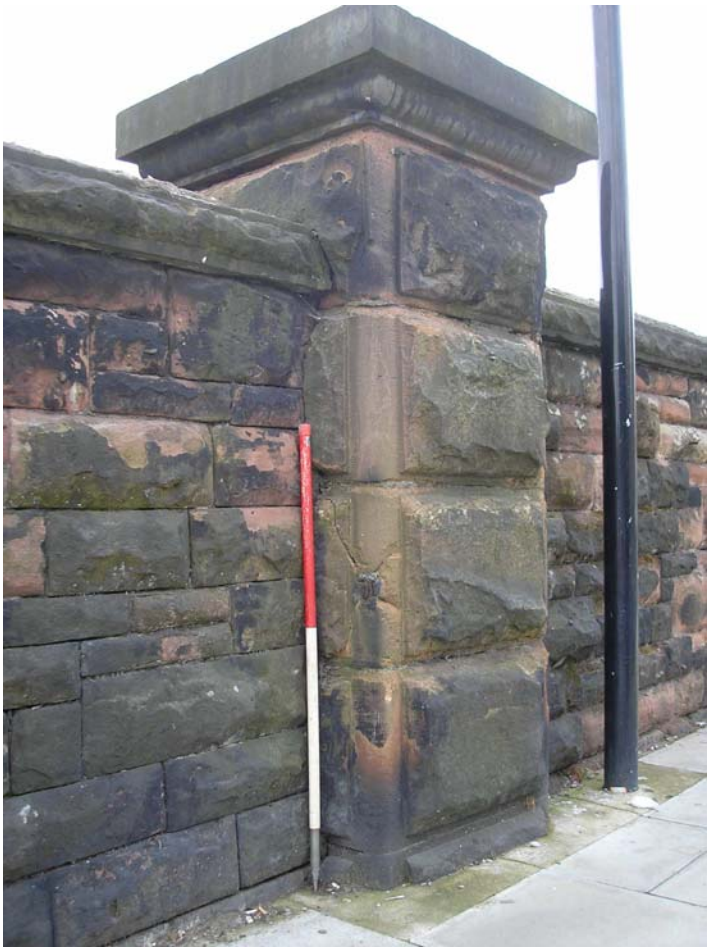

Plate 8: Section A1; Gate post at the original pedestrian entrance into the station

Plate 9: Section A1; Blocked entrance, looking east

Plate 10: Section A2; Stone coursing detail showing mortar re-pointing across upper part of wall

Plate 11: Section A2; General view of the warehouse, looking south-east

Plate 12: Section A2; Phasing of warehouse wall

Plate 13: Section A3; General view of the southern end of the wall

Plate 14: Section A3; Stone terminal and concave-shaped capping at the south end of the wall

Plate 15: Section B2; Wall terminal along the western side of the station entrance

Plate 16: Section B1; North-east elevation of gate post within the road entrance into the station