Statement of Significance for the former North Road Station, Darlington

Archaeo-Environment Ltd for

Darlington Borough Council

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Summary

North Road Station, now the Head of Steam Museum, is located off North Road, about 1km north of Darlington's town centre. It is adjacent to a section of the former Stockton and Darlington Railway (S&DR) which is still in use as a branch line to Bishop Auckland.

The Council wish to review the building's capacity for change to ensure that any alterations do not detract from the site's special interest. This report is designed to outline the special interest of the building and its setting so that any alterations to them can conserve or enhance their significance, while identifying opportunities for change which might help to adapt the building and its setting to a wider range of uses making the site more sustainable. The report does not include the station accessions and archives but concentrates on the building and its setting. Access to some areas was restricted; the use of the site as a museum means that walls and historic features are obscured by shelving, displays and at the time of the survey, were bedecked in Hallowe'en decorations. No access was possible to the roof structure (apart from the train shed where the trusses are clearly visible) or attics. The north train shed of 1861 was not included as it is not part of the museum and still functions as a train shed, but was referred to throughout the report. The photographs taken during the preparation of this report are not designed to be an archaeological record, but are instead included to help understand the text.

<u>Setting</u>
The Station is listed grade II and is in close proximity to a number of other listed buildings, many of which area also associated with the pioneering days of the railway and are therefore closely associated with it. The setting is diminished by the current arrangement of fencing between the Station, Goods Shed and Goods Station Offices which disconnects them and future developments should seek to establish a stronger connection. Scope has been identified where additional physical links could be made between the station and the Goods Shed especially on the east elevation or making better use of the existing Goods Yard Offices entrance at the east end of the station.*

The land around the station is also of considerable archaeological interest. The site of Kitching's Foundry, the first development of this site, is undeveloped and could be the focus of excavation. Such excavations would be necessary should this area be developed in the future and would need to be carried out before design works progressed. Any development in this area could also combine innovative new materials with historic references to the design of Kitching's foundry. A community excavation run as part of museum activities would benefit the museum and our understanding of the site.

Based on an assessment of the station's changing surroundings over time a number of broad principles have been recommended to help ensure that there is no substantial harm to the setting. There is a particular concentration of important railway heritage buildings in what might be termed the railway triangle. The land between these heritage assets has been through major changes, although for the most part, its use has been railway related since the mid 19th century. A long history of development in this area suggests that future development is not impossible, but it would be important to recognise the considerable historic interest and associations between the different buildings by retaining intervisibility and readability of their historic associations.

- *There are also some key views which merit enhancing by framing or retaining open space around them; most importantly views between the station and the goods shed and offices. The mirroring of the station and the carriage works is also important and some intervisibility should remain.*

- *The buildings which were developed in this triangle were low lying and mostly relatively small scale. The station was single storey for the first forty years of its existence and even when heightened was still relatively low. The carriage works reflect the shape of the station which it faces with long single storey wings and a small central two storey section. The lime works were of necessity two storeys, but they are small in scale. The goods office is two storeys, in keeping with the scale of 19th century residential development in the area. While there may have been larger sheds on site in the past, the scale of the remaining designated heritage assets is overall low lying, small in scale and in keeping with the scale of domestic and commercial properties in the area. Therefore if future development is to avoid dominating the important heritage assets including the goods shed, it too should be two storeys or less, be relatively small in scale and benefit from occasional interesting architectural features without fussiness or pastiche. It should seek to retain intervisibility between the heritage assets, but this could be done by framing views through new development.*

- *The land use in the area was agricultural before the S&DR located their railway business here and since then, the area has remained largely in railway use. It would be unreasonable to expect all land to remain in railway use when so much of the railway infrastructure has gone, but future development which would complement the historic setting could include light industrial, small scale commercial, offices, innovative development of products and processes (B1 type developments suitable for a residential area), logistics/export/ import of goods or uses which enhance the appreciation and economic vitality of the international importance of the railway triangle and museum by adding value to the tourism offer of the area, such as a standalone museum cafe (the current one can only be accessed through the museum which limits the visitor numbers and means that it only opens seasonally), shop, restaurant and curators' offices .*

<u>The Station Building</u>

Although North Road station is altered, it retains its basic Italianate style which represents the early days of train station design. Many of the alterations which have taken place respect what has gone before, so that when the building was extended, windows were mostly chosen to reflect the existing style regardless of the architect's individual preference. The alterations which took place are masked by the use of rough cast to the external walls and new plaster or plasterboard to internal walls. This means that the earlier fabric may still survive behind the plaster and rough cast and so is of considerable archaeological interest. Used with the documentary evidence, there is scope to tell the story of how the station adapted to changing circumstances in a rapidly changing technological environment in the 19th century.

As an 1840s building, it represents a group that are generally considered to be early and rare enough to be nationally important. However its importance is enhanced by its local context; in particular the survival of the adjacent buildings associated with the pioneering days of the railway such as The Goods Shed, The Goods Agent's Offices of McNay Street, the Lime Cells, Skerne Bridge and the Carriage Workshops – all in themselves nationally important listed or scheduled buildings. Had the first station survived it would not be unreasonable to suppose that this railway triangle would have been made a World Heritage Site some decades ago.

South elevation

The elevation most sensitive to change is the south facing one because it is here that the greatest effort has been made to unify the whole through the use of a regular window style (8/8 sliding sash), roughcast and a painted stylobate. The greatest level of interest is at roof level with the beautiful hexagonal shaped chimneys. Historically these were also accompanied by a larger number of decorative ventilator flues which added variety to the view.

East elevation

The east side of the station is under-used due to restricted access from the Goods Yard. It has the potential to be better used particularly if advantage is taken of the Goods Shed and the Goods Yard as added attractions. Although the east elevation is largely as it was set out in 1872, it is less sensitive to the possibility of creating a direct access from the Goods Yard if that helps to make the use of the building more sustainable. However the bay window should be left intact as it has a long history and is associated with the status of the yard master. The same principles apply as to the south elevation regarding sensitivity to the design of any alterations to windows to form doors or for window replacements.

While the station is undoubtedly in better condition than it was in 1973, the solid end walls and green security fencing make it difficult to appreciate the running of the station and less visually obstructive methods of exclusion would enhance the appearance of the station.

The west end is also an under-used part of the station which while having no public access has no security either. The lack of public access means that there is no opportunity to explore the architectural fragments around the site and no interpretation is provided.

The elevations here have little in the way of architectural detailing; the most significant elements are the rusticated piers that terminated the sheds at two points. The platforms appear to be original in terms of their construction and materials, but the island platform has been widened and lengthened. The most obvious change to the site is the blocking of the train shed to form an enclosed museum. The solid form of this blocking prevents visual permeability which was of course a distinctive aspect to the original train shed. It would be an enhancement of the shed's significance if the shed ends were replaced with modern visually permeable materials.

North elevation

The north elevation is less coherent than other elevations largely as a result of changing configurations of rooms over the centuries. There are few unifying factors such as rows of the same window type. This means that it is less sensitive to future change. However there

are key elements which should be retained such as the spiral staircase, clock, different materials between floors and evidence of openings such as that used to access the footbridge. There is some scope to re-open old doorways or move existing ones, but this needs to be informed by the significance of the room interiors and doorways should always reflect the style used elsewhere, namely four panel doors in the east and central areas and the larger six panel doors where appropriate. There is a long tradition of fixtures and fittings being reused rather than replaced and this should be respected in any future alterations.

Individual rooms are considered in detail in Appendix B, but some generalisations can be set out as character areas:

<u>The west lean to offices (yellow)</u>
The lean to sheds date to 1853 but the offices behind are 1855-7. They are regularly set out rooms of similar sizes and most had functions associated with engineering staff. While their room proportions are largely intact, only a couple retain fireplaces. All have 8/8 sliding sash windows and four panel doors from the platform. There are few other heritage features of note. They are reasonably flexible spaces but room proportions should ideally be retained as there are few rooms in the station which have not been altered. However dividing walls could be punctured, or partially glazed if a greater sense of space is required. Any alterations should be recorded. Water penetration is a problem leading to damage of accessions and plasterwork cracking.

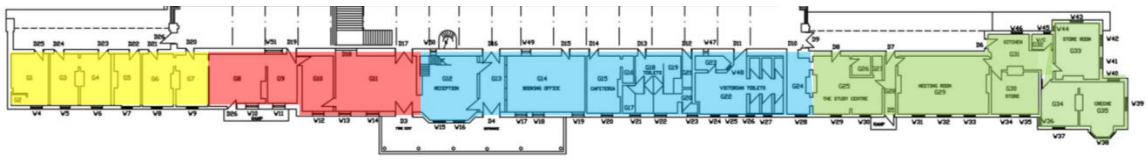

Figure 1. Room interiors - character areas

<u>Much altered former domestic and customer areas - red</u>
These areas originated as staff domestic accommodation but went through radical structural alterations in 1864. Rooms range in date from 1842-1853. Room proportions are not original. Heritage features tend to be windows with shutters and doors and occasional fireplaces. These rooms are likely to be rich in archaeological information but this is currently hidden behind modern plasterboard or plaster skimming. Combining archaeological and historic evidence should help to enrich our understanding of the early station and evolving customer services. All works must be recorded archaeologically.

<u>Booking, waiting and queuing for the toilet - blue</u>
These rooms range in date from 1842 to 1853 and are also altered. However these alterations are relatively well documented in the historic plans and record the changing provision in relation to buying tickets, sending parcels or travelling services. The character of these rooms is predominantly late 19th to early 20th century and includes a good survival of Victorian and Edwardian fixtures and fittings. Windows have shutters with bars and are mostly 8/8 sliding sashes with some replacement glazing bars, but most windows are blocked facing the platform. Large double doors were used for managing the movement of travellers; otherwise four panel doors are mostly used with a few moulded six panel doors.

Some rooms are highly sensitive to change because of their good survival of fixtures and fittings, but they are also in danger of becoming so cluttered with displays that the fixtures can no longer be appreciated. The current toilet block has too many partitions and an inappropriate composite door. Scope for alteration of room configuration is limited, but better use of space is possible. Alterations should be recorded archaeologically and any windows in poor condition should be repaired rather than replaced.

Goods Management – green

These rooms reflect the requirements of managing the goods yard with distinctive window types that are set within shallow architraves and have top lifting shutters rather than the earlier styles in the other character areas. Good visual links with the goods yard is important as well as easy access to it. There are some altered spaces and less altered ones but there is scope for some alterations or additional external access points to the goods yard. Alterations should be recorded archaeologically and any windows in poor condition should be repaired rather than replaced.

First floor

This under-used space is in poor condition and the partitions should be removed to restore the room proportions (they are in very poor condition). Additional stair hand rails in the first storey would be acceptable to help bring the spiral staircase back into use. The modern staircase could be altered to make it less visually obtrusive and to control the noise from the museum. The cupboard at the top of the stairs may be significant – it had a wash basin inside in 1876 and if this survives it should be retained. Ventilators are blocked and the rooms are suffering from damp and water penetration. The room currently has no access to washing up facilities but is used as a staff room. Sensitive introduction of services would not result in harm, but the fireplace and 2/2 sliding sash windows should be retained.

Basements

The west basement was the porter's cellar and is an under used resource of considerable archaeological and historic interest. It represents one of the least altered areas of the 1842 building. Work to make the room safe would allow supervised access from the outside and a retelling of the ghostly tale.

The east basement is in poor condition and is suffering from water penetration some of which may be foul water from the toilets. Advice from a structural engineer is required. The room has considerable archaeological interest and any works should be recorded archaeologically. Better ventilation is required as well as an exploration of the source of the water. The use of the room for plant and a boiler seems reasonable, but steps need to be taken to make sure it is safe. Not all of the basement was accessed as there is an asbestos hazard.

Condition

Across the external elevations, but excluding the north which is protected from rain, the building fabric is suffering from the inappropriate use of modern materials leading to damage which will be increasingly expensive to repair. The unifying stylobate around the base of the building has been painted with modern non breathable paint (some of it may also have a cement coating). This has trapped moisture behind it and has resulted in the decay of the sandstone. The decay is now so advanced that the stone will probably need replacing in

places. The roughcast is also cracked and this will need to be addressed urgently if the stone and brickwork beneath is not to be damaged beyond repair. Professional advice should be sought but is likely to result in the need to remove all cementitious materials and replace them with a lime render that allows the building to breathe and moisture escape into the open (which will require archaeological recording). The use of cement is also having a harmful effect on the interiors. The moisture trapped in the external walls can only leave via the interiors and plasterwork is bubbling and flaking in a number of rooms. There is insufficient ventilation in many rooms and the roof is also leaking in places. Gutters are not being kept free of vegetation and this too will result in damp and water ingress.

Gaps in our knowledge

This report is a first step in understanding the significance of the building, but it is not a full account. There are too many limitations in terms of unrecorded previous interventions, especially the 1974 restoration, unreliable or undated historic plans, inaccurate modern plans and modern building fabric obscuring evidence of phasing. Before any alterations are made, there are a number of important additions that are required to better understand some aspects of the site's significance. Accurate plans are essential for interpreting the historic plans and for understanding the evolution of the building. They are also essential for designing future alterations. An accurate survey of floor plans and elevations should be commissioned as part of ongoing management and to better understand the evolution of internal spaces; this may be more accurate if carried out by archaeologists rather than surveyors because archaeologists will also mark up hidden features.

Any future alterations that require the removal of rough cast, plasterwork or involve ground disturbance, should be accompanied by archaeological recording. If more substantial works are required, archaeological potential should be tested first before detailed design plans are drawn up. This might involve the removal of plasterwork over a defined area, lifting of floor boards or test pitting. The results may influence future design decisions. As the historic plans available are often undated and depict a large number of undated alterations, any larger scale works should also be preceded by an examination of S&DR Board records in the Public Records Office to check if the phasing and room alterations suggested here can be confirmed or better understood.

Acknowledgements

Julian Harrop and Dan Hudacheck of Beamish Museum have once again pulled out some useful historic images from their impressive collection. Grateful thanks go to Mandy Fay at Darlington's Local Studies Library on Crown Street for extracting some early plans and scanning twenty one historic photographs. I am also grateful to Councillors Alan Macnab for some useful pointers and Barrie Lamb and Brian Westell for providing some excellent historic photographs and information. I am especially grateful to Leona White-Hannant of the Head of Steam Museum for giving up much of her valuable time to seek out archives, wade through basement slime and open locked doors, including a very tricky glass trap door. Elizabeth Pickett has provided geological advice to help understand the significance of the fireplace in the cafe. Finally I would like to acknowledge the help of the Friends of the 1825 S&DR facebook page for their help with acronyms and pigeons!

Report author: Caroline Hardie, Archaeo-Environment Ltd. November 2014

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Introduction

The former North Road Station, now the Head of Steam Museum, is located on North Road in Darlington at NGR NZ 28908 515713, about 1km north of Darlington's town centre. It is adjacent to a section of the former Stockton and Darlington Railway (S&DR) which is still in use as a branch line to Bishop Auckland. In the 19th century, its position, and that of the other railway buildings, close to North Road placed it close to the main north-south stage coach route between London and Edinburgh and North Road (Northgate south of the railway bridge) remains a busy thoroughfare today.

Darlington Borough Council wishes to review the building's capacity for change to ensure that any future alterations do not detract from the site's significance. This report is designed to outline the special interest of the building so that any alterations to the building can conserve or enhance that which is significant about the building and its setting, while identifying opportunities for change which might help to adapt the building and its setting to a wider range of uses that will make the site more sustainable.

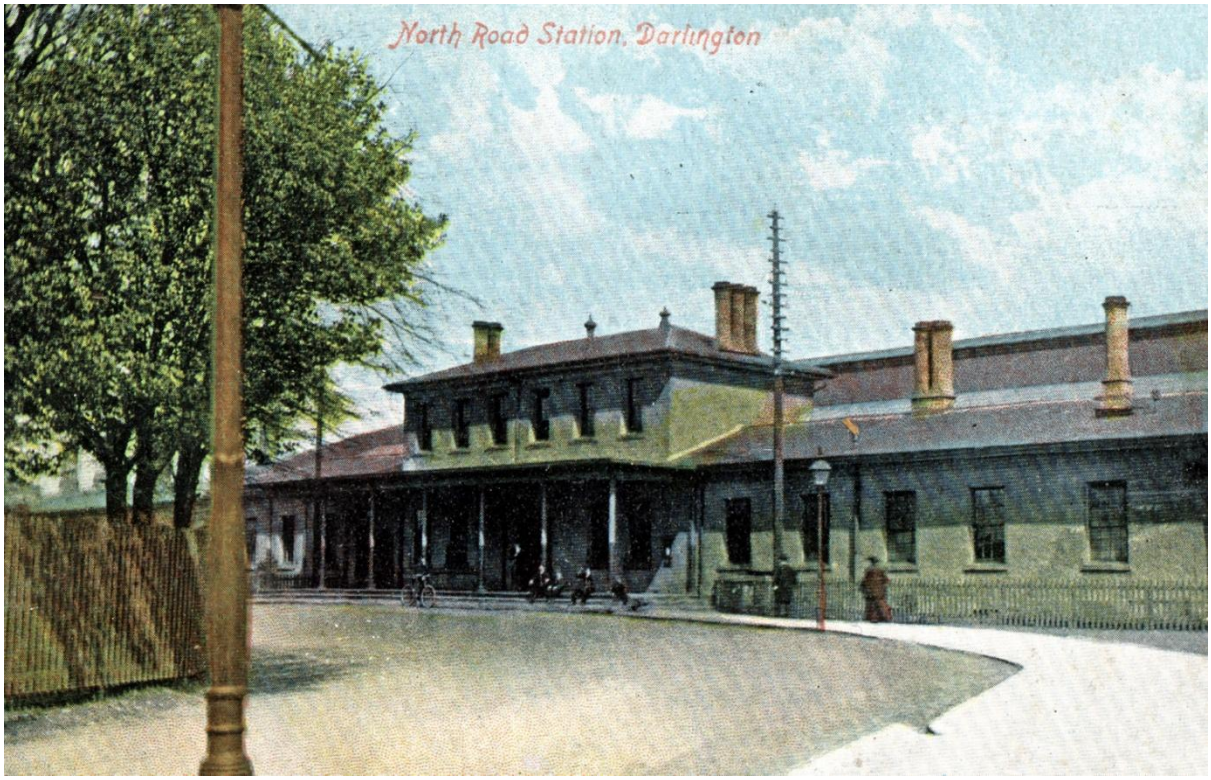


Plate 1. The Station sometime after 1876 when the first floor was added (photo: Beamish The Living Museum of the North). The detailing on the lamp-post is reminiscent of the lotus leaf detailing on the lean to sheds to the rear of the station running along the south platform.

The objectives of this Statement of Significance are therefore:

- To present an overall breakdown of the values of the heritage asset including internal and external features, focussing on archaeological, architectural, artistic or historic interest
- To identify each aspect of the special interest or significance of the station and its setting

- To use the above to provide guidance on how management or alterations might help to conserve or enhance the significance of the site.

Planning policy

Conservation Areas

The Station sits within Northgate conservation area; it is one of sixteen conservation areas in Darlington and covers a substantial area of the town centred on Northgate Road which forms the spine of the designated area. Conservation areas are considered to be designated heritage assets and are dealt with in the National Planning Policy Framework in a similar way to listed buildings, world heritage sites and scheduled monuments (NPPF annexe 2, p51), although there is an implicit acknowledgement that they vary in significance. Conservation Areas are places where buildings and the spaces around them interact to form distinctly recognisable areas of special quality and interest. These places are protected under the provision of section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which defines them as 'an area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance'. The desire to preserve and enhance remains even if a development will not result in substantial harm to the Conservation Area.

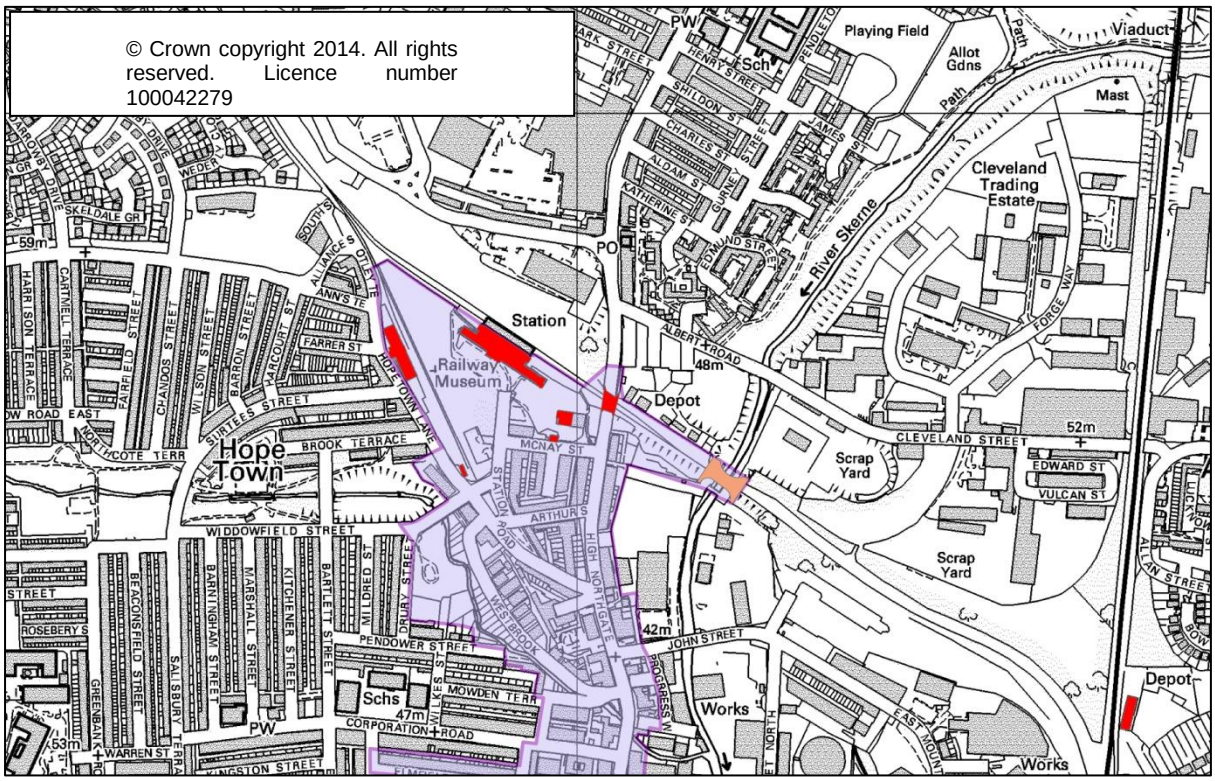


Figure 1. Designated heritage assets near and including the Station – all have railway associations. Listed buildings – red; conservation area – purple; scheduled monument – pink

A conservation area appraisal has been produced by Darlington Borough Council (2008) and this outlines the special interest of the area as its historic associations and buildings which are associated with those embryonic years of the railway (ibid, 5). However it is also an area of decline that despite recent grant aid to a number of properties requires further investment.

In conservation areas, permission from the Borough Council might be required to make certain changes that would not normally require permission. As a general guide, the following works require permission:

- The consent of the Local Planning Authority is required for the demolition of buildings, whereas in normal circumstances, only notification is required.
- The removal of boundary walls, fences and gates would require permission.
- The pruning or felling of trees requires six weeks prior notification.
- Any alterations to front elevations may require permission.
- Applications for proposals that affect the character or appearance of the area need are advertised in local newspapers.
- Any new developments (including extensions) would be expected to in keeping with the character of the area.

Listed buildings

The Station is listed grade II* (LB online 110718) and is in close proximity to a number of other listed buildings, many of which are also associated with the pioneering days of the railway and are therefore closely associated with it. Any proposals for development at the Station will need to consider the impact on its setting which will include its relationship with these other railway buildings.

Substantial harm to or loss of designated heritage assets of the highest significance including buildings listed at grade II* should be wholly exceptional (NPPF 2012, para 132). Listed building consent is required to alter the character of the building, its boundary features or its setting or to carry out any form of demolition. This applies to the curtilage of the building as well as its fabric and demolition can be used to describe quite small scale works such as the removal of windows, particularly if it also results in a change of character. It is possible as a result of this report to update the listing under the terms of the Enterprise and Regulatory Reform Act 2013 (Schedule 17) to exclude non-significant or negative features of the building from the listing, such as the security fencing. It is also possible to set out an agreed list of works to the building that would not require listed building consent and which retain its significance through a heritage partnership agreement. To be most effective, such an agreement might also cover the Goods Shed (also listed grade II*) and other railway related buildings in the ownership of the Borough Council.[1]

Setting of Heritage Assets

The consideration of the contribution of setting to the significance of heritage assets is referred to on several occasions in the NPPF 2012 where setting is defined as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive

[1] Section 26A of the 1990 Planning (Listed Buildings and Conservation Areas) Act

or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'.

Guidance pertinent to this study regarding setting was produced by English Heritage in 2011, 'The Setting of Heritage Assets' and an update was recently published for consultation. The 2011 guidance notes that consideration of setting is necessarily a matter of informed judgement, and identifies its role as making sure this takes place within a clear framework and is as transparent and consistent as possible. In this study setting is therefore considered with this document in mind while addressing how it contributes to the significance and understanding of the various heritage assets in question.

The Station is one of a group of buildings with strong associations with the birth of the railways and these provide some elements of the building's setting and so this is explored in more detail below.

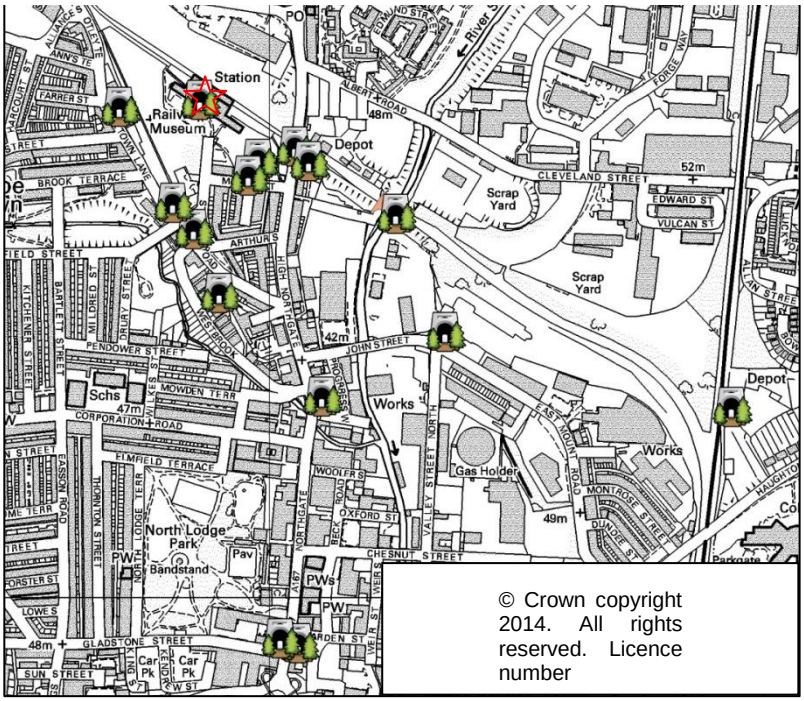


Figure 2. The distribution of surviving railway related heritage assets close to the Station (marked with a red star)

Brief History of the Station

On the 27th September 1825, the Stockton & Darlington Railway opened for traffic. This was the culmination of several years' work creating the company and setting out the line which would link the towns of Stockton and Darlington as well as the mines it was designed to serve. Perhaps it was the connection between these two towns that meant from its earliest days, the trains were used by passenger traffic, although no such thing as a railway station had yet been invented. Instead passengers hopped on and off at taverns, much as they had been accustomed to doing with coach journeys. In 1827 works started on the Railway Tavern on North Road to provide accommodation for railway travellers (Fawcett 2001, 17). From the outset, the line looped around the north side of Darlington and connected with a branch line that ran alongside Northgate from a coal yard (Clarke 2006, 5). The branch line and the North Road formed a triangle of land that would become the centre of the Stockton & Darlington Railway company's developments and even today, a number of these

pioneering railway buildings still survive. Unfortunately, the first station to be built in Darlington does not survive. This was designed as a goods warehouse and was located on the east side of the North Road level crossing. That first station had been completed in 1827 and its loading bays were let to individual carriers at varying rates[2]; this station was operated by the carriers themselves, but it proved to be less popular than anticipated by the S&DR and so by 1830 the ground floor was partially converted into two cottages (Fawcett 2001, 17). It was subsequently remodelled as a dedicated passenger station, dwelling house and shop in 1833 (ibid) with additional cottages being created from bays in 1835 and 1843 (ibid, 18). The residents in these cottages were railway staff and their families according to the 1841 census. This building was demolished in 1864, although fragments of it may survive on the edge of the live railway line adjacent.

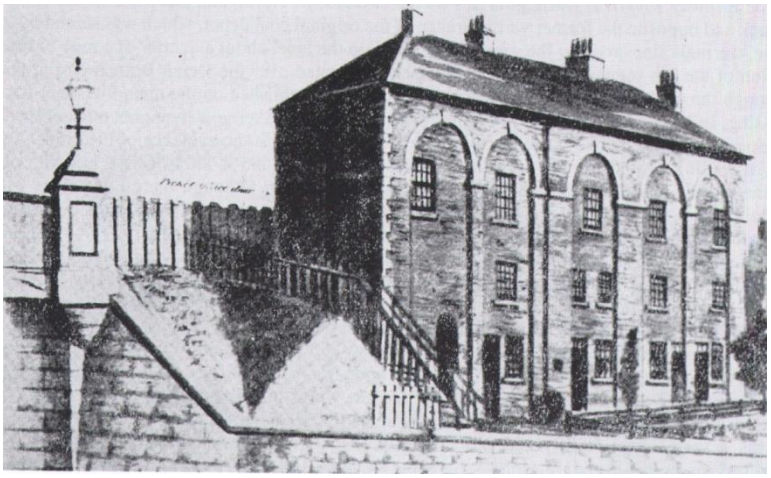


Plate 2. The first goods station sometime after 1856, having been through a number of subsequent uses including passenger station, offices and cottages (from Fawcett 2001, 18 plate 1.11).

A new Merchandise Station was built on farmland on the opposite side of North Road in1833 (Fawcett 2001, 19) on a much more spacious site; indeed it was the first railway building to be constructed on this side of North Road and would form the focus of considerable railway development by the S&DR. Kitching's ironmongery and foundry had located here too in 1831 and their decision to move here must have been linked to the potential future work that the new railway would command and the proximity of transport links for export. Indeed their foundry was to become the locomotive works for the S&DR.

It was an interesting time for the S&DR; the original goods station had not been overwhelmed with business, but the recognition that locomotive engines could move far more goods around the country than horses ever could had culminated in the decision to use no more horses (apart from on the occasional minor branch line) from 1833. This would have reflected a growing public appreciation of the efficiency of locomotive power and increased customer demand for passenger traffic as well as goods traffic. As a result of this increase in demand, the new Merchandise Station was doubled in size between 1839-40 and offices built on McNay Street for the Goods Agent and his staff (Clarke 2006, 6).

By 1840 the passenger station on Northgate was considered inadequate and unsafe (although railway staff were still living there) and the emergence of the Great North of England Railway had presented an opportunity to build a joint station worthy of Darlington.

[2] Fawcett cites PRO 667/ 31

However negotiations broke down over the siting of this station and so Darlington was to have two; one at Bank Top for the GNER and one adjacent to the Merchandise Station at North Road for the S&DR, both linked much later (1887) by connecting lines (Fawcett 2001, 116). John Harris, the S&D resident engineer from 1836 to 1847, was instructed to design a new station and contracts were let in September 1841 for its construction; completion probably being around April 1842 (ibid). This is the building that is the subject of this report.

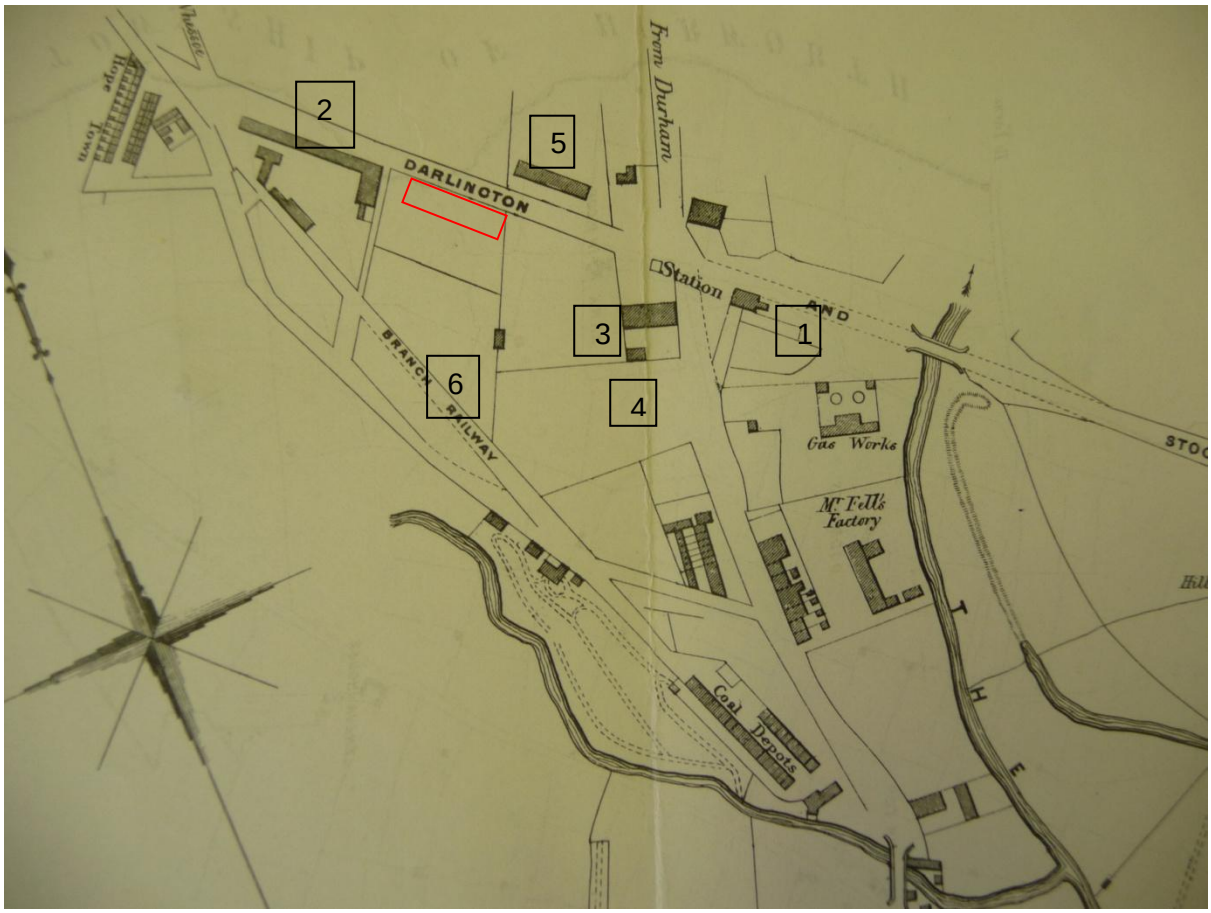


Figure 3. Extract from Thomas Dixon's Plan of the Town of Darlington 1840 before the station was built (approximate location of the station built two years later shown in red). The old station (1) was still on the east side of North Road and the S&DR Goods Shed (3) and Agent's Offices (4) were complete. Kitching's Foundry (2) already covered a substantial area. The GNE Goods Station was already complete, agreement only having been reached to build it in May 1840 (5).The small building along the field boundary appears to be a field barn, but there is no evidence yet of the lime depot which was shown on plans dating to 1847 (6).

The new passenger station was approached along McNay Street, named after the S&DR's Engineer and Secretary Thomas McNay. It consisted of a spacious train shed, roofed with timber queen post trusses and fronted with a single storey, plain classical Italianate facade built of sandstone rubble and covered by render. Based on Board minutes, it probably had an atypical layout for the S&DR of two narrow platforms separated by three tracks; the middle line being used as a carriage siding (Fawcett 2001, 116.)

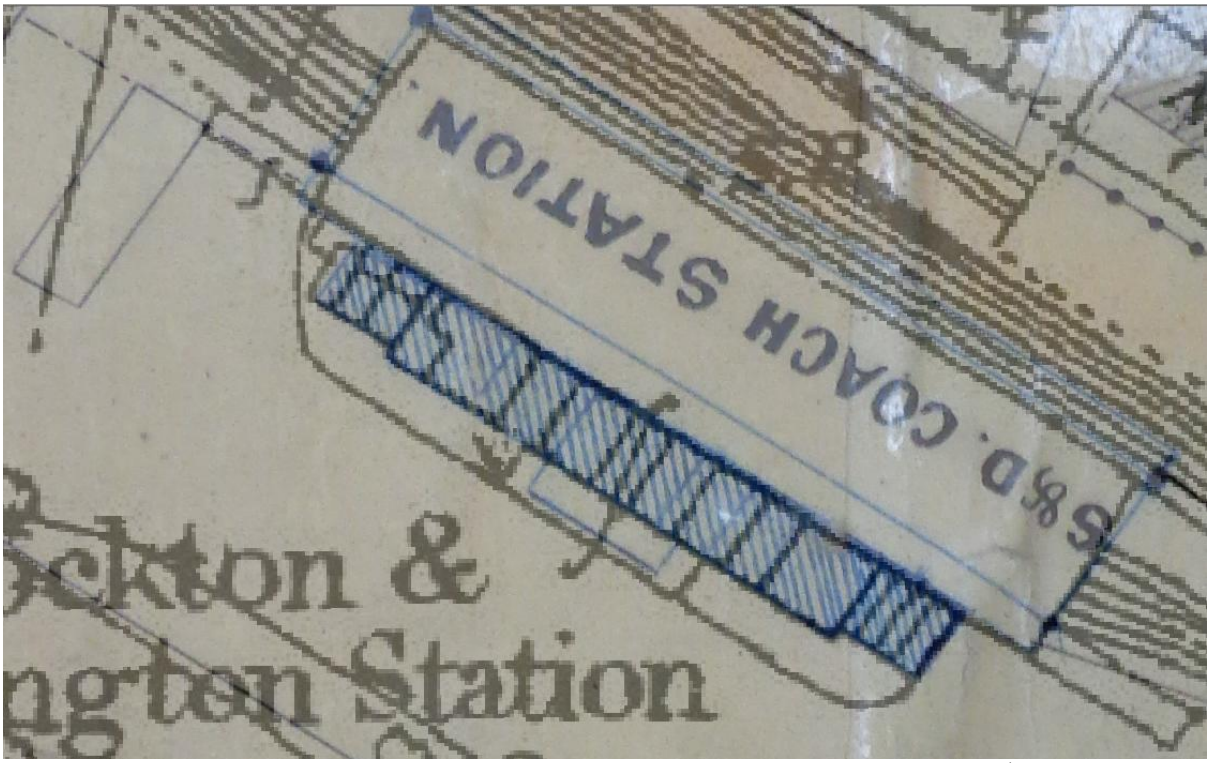


Figure 2. Joseph Sowerby's plan of Darlington dating to 1847 (in blue) overlaid on to the OS 1st ed map surveyed in 1855 (in black). When compared there is very little difference between the layout of 1847 and 1855 despite recorded extensions of 1853. There are three possible reasons for this. 1) The works proposed in 1853 didn't actually take place until after 1855. 2) The alterations were to the platform and train shed but not the offices (the mapping supports this). 3) The plan of the station was added on to Sowerby's map at a later date which would explain why it is drawn in a different colour.

The first map of the station was Joseph Sowerby's Plan of 1847 (see fig 2) which showed the building with its portico and end bays slightly set back. Modest extensions were designed by Joseph Sparkes in 1853 and constructed by John Harris (ibid). These were the first of a series of alterations that are now difficult to unpick due to conflicting mapping evidence and a lack of visible archaeological evidence in the building fabric. The first extensions of 1853 included lengthening the 'departure platform'[3] at both ends suggesting that the train shed must have been lengthened too. This provided an opportunity to add rusticated sandstone piers on the end walls; a treatment also found in Sparke's nearby carriage workshops (Fawcett 2001, 116). The 1853 piers are easy to identify at the west end. However at the east end of the platform, the most westerly pier (and therefore the earliest) is now partially obscured by the attendant's kiosk in the Victorian toilets (G23). However the pier shown on the OS map of 1855 which is presumably the 1853 one is much further east. Could the pier visible in the toilets actually be the extent of the 1842 building? That would place the extent of the 1842 station a little further east than is marked by a plaque on the wall on the platform.

[3] The platform nearest the offices

Plate 1. A section of rusticated pier surviving above the attendant's kiosk in the toilets. This is further west than the 1853 piers marked on the OS plan of 1855 so may represent the extent of the 1842 station

When the survey took place for the Ordnance Survey 1st edition 25 inch map in 1855 (see fig 5), the station consisted of two platforms and a central siding which joined a further line east of the station which approached the Goods Station from the north with additional sidings to its west. The mapping also showed the extended platforms with lean to sheds supported on columns. The easternmost building was the men's toilets which appeared to be separate from the main station range, but the colour version of the same map suggests that they may have been linked at least by the train shed roof.

The Darlington & Barnard Castle Railway opened in 1856 necessitating further platforms at the station; but space was constricted by the GNE, now the NER Goods Station on the north side of the line built in 1840 on leased S&DR land (Fawcett 2001, 116). Only three tracks existed between the two buildings, but the NER opened a new goods station at Bank Top and sold the old goods station north of the line to the S&DR in 1857. This provided an opportunity to increase the lines northwards, but instead the S&DR increased the length of the main platform and office ranges and terminated the sheds with new rusticated stone piers to match the earlier 1853 ones. Again, the 1856-7 piers still survive at the west end, but the status of the piers at the east end is more confused and it is possible that the 1856-7 set are missing as a result of later extensions.

An interim solution to lack of space was provided by taking out a carriage siding and creating an island platform, separated by only a single track from the main platform (Fawcett 2001, 116). As a result there was insufficient space to store carriages over night. This in turn was resolved by building a three road carriage shed on to the rear of the station in 1860-1 (Fawcett 2001, 116); this additional shed (which is now used by the Bishop Auckland branch line) was roofed with a smaller edition of the main train shed.

Figure 4. The S&DR station shown on the 1st ed OS map of the 1856 (surveyed 1855) on the south side of the tracks with the North Eastern on the north side. The Goods Station (no.3) and Offices (no.4) on McNay Street are also shown. The original (and first) station can be seen on the east side of North Road (no.1) but is not annotated, presumably because it was now used as cottages for railway staff and their families. Numbering refers to the order of the main railway buildings as constructed. Darlington (North Road) Station is no.6

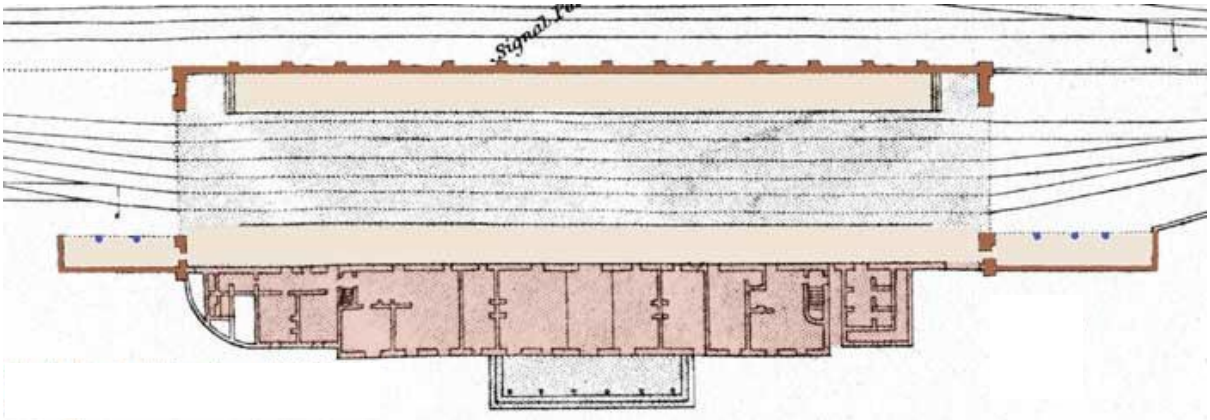


Figure 5. Detail of the 1st ed OS map 25 inch surveyed in 1855 and showing the layout of the station after the extensions of 1853 but before the additional five rooms on the east side and the offices behind the lean to sheds. The 1853 set of rusticated sandstone piers by Joseph Sparkes are shown. The buildings at the west end behind the curved enclosure consisted of domestic accommodation and a yard for railway staff, probably the family who ran the refreshment's room referred to in the 1851 census (see information on individual rooms below).

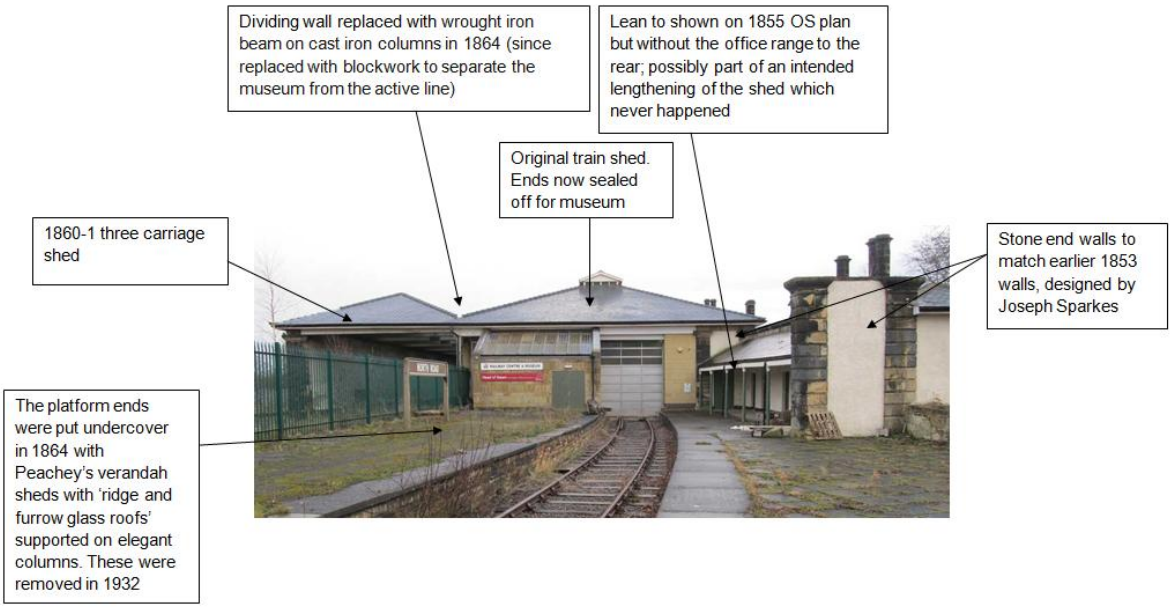


Plate 3. View from the west in 2011. The original train shed houses the museum while the 1861 roof on the left spans the line to Bishop Auckland. The lean to sheds added before 1855 can be seen on the right. Their position suggests that the main shed was due to be lengthened in this direction too, but this never happened. The stone masonry walls at the end of the sheds were added to match the end walls of the earlier shed (still partially visible)[4]

A future amalgamation with the NER was already predicted with a likely expansion of the station at the same time (Fawcett 2001, 116). The amalgamation took place in 1863 and further expansion in 1864, possibly under the influence of T.E. Harrison, the N.E.R's engineer; this is also the date of the first detailed ground plan of the station with room functions annotated. His influence may have resulted in the use of his favourite scheme of a single through platform with bays set into each end.[5] The wall between the two carriage sheds was replaced by a wrought iron beam on cast iron columns[6] and the island platform was replaced by a much larger one. Initially this was connected to the main platform to create a circulating area, leaving one through platform and two bays. Later (1893) the NER linked the two bays and provided the present footbridge (ibid).

The 1864 alterations were carried out under the supervision of William Peachey who designed glazed veranda roofs supported on iron columns for the island platform either end of the train shed, but these were removed in 1932 (Fawcett 2001, 116). This was also the last phase of building design to incorporate separate class based entrances for passengers with a first class entrance on the west side of the portico and second and third class entrances to the east side of the portico. Later alterations were to dismiss this class based separation for the entrance, but retain it for waiting rooms and toilets. This change probably had more to do with increasing traffic than a greater egalitarian approach to travel.

[4] Original photo taken from http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm taken by Bill Fawcett. Accessed 13.10.14 and annotated
[5] ibid
[6] Since replaced with blockwork to separate the museum from the functioning branch line

Room no.	Function in 1864	Room no.	Function in 1864
1	Gentlemen	12	Booking Office
2	Engineers	13	2nd and 3rd Class Entrance
3	Police Superintendent	14	Exit
4	Porter's Room	15	Parcels Office
5	Lamp Room	16	General Waiting Room
6	Private Room	17	Toilets
7	Refreshment Room	18	Goods Audit Office
8	Ladies' 1st Class	19	Passenger Audit Office
9	Gents' 1st Class	20	Manager's Clerk's Office
10	1st Class Entrance	21	Manager's Assistant
11	Telegraph Office	22	Manager

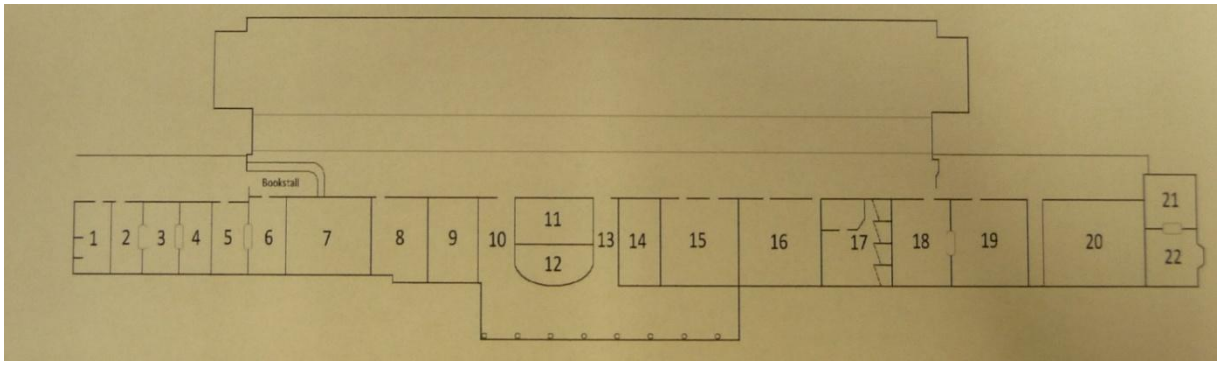


Figure 6. Revised and simplified 1864 ground plan from Chester 2010 which showed proposed alterations. However the date of these alterations varies and in some cases are as late as the 1920s and so should be treated with caution. The original plans are also an interesting record of the 'as existing' layout and function of rooms prior to the alterations.

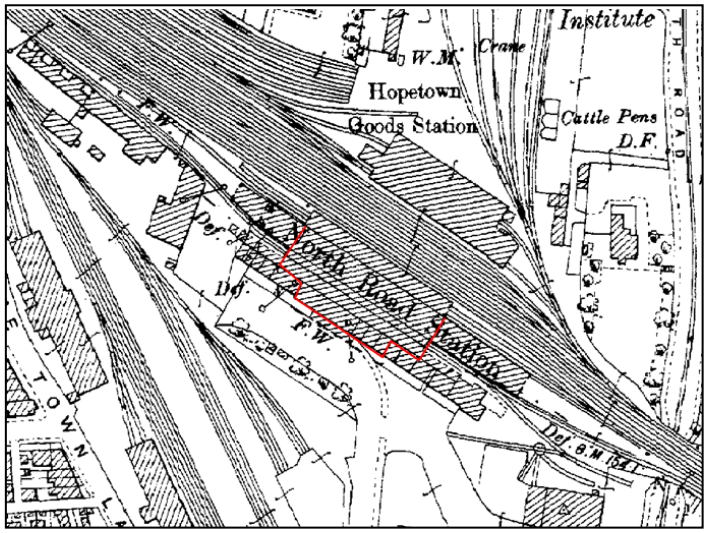


Figure 8. OS 2nd ed 25 inch dating to 1897 showing a much extended station. The approximate extent of the 1842 station is shown in red.

The NER made a few more alterations after 1864. A further eastwards extension created more room for the yard master (Chester 2010, 5) in 1872 and towards the end of the 19th century, part of Kitching's Foundry was demolished to create more space for sidings (ibid); some of the structure was still visible on photographs until 1975.

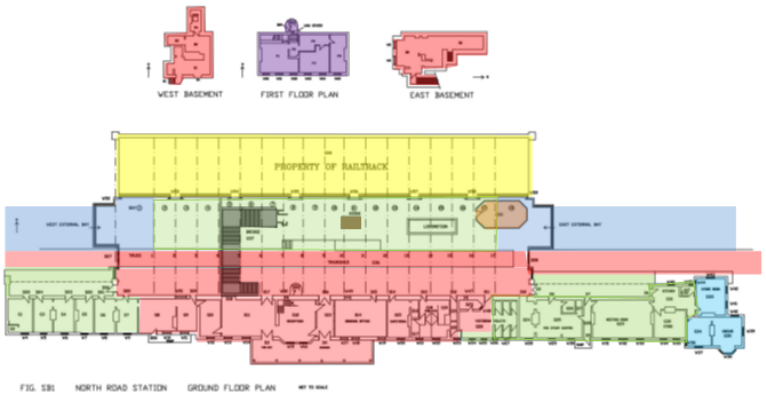


Figure 3. Conjectured phasing of the station based on first construction – individual rooms and spaces went on to be altered after these dates.

1842	Red
1853-7	Green
1860	Yellow
1864-5	Pale blue
1872	Turquoise Blue
1876	Purple
1893	Black
1897	Orange
1897-1925	Brown

One of the most visible additions to the station was its upper floor. This was added in 1876 (ibid) to house new telegraph equipment; it therefore follows that the spiral stair leading to the upper floor must have been added at this time too. In 1890 the station was renovated to try to make it more attractive to passengers.[7] This was part of a fight to retain the station which had increasingly been under threat of closure since the opening of the new permanent train station at Bank Top in 1887. The two bays were linked to create a further through line, spanned by the present wooden footbridge in 1893 (Chester 2010, 5). The creation of the museum reversed the linking of the two bays, but the footbridge remains an important part of the display and the movement of visitors around the site. In 1897 a waiting room was added to the island platform and possibly about the same time, a timber bookstall was also added here for the use of passengers. Other internal alterations were made to offices, toilets and parcel rooms, as part on ongoing adaptations to passenger demands and changing technology, but increasingly the station was looking threatened.

Further customer orientated alterations were made in 1920. A waiting room was installed in place of the Station Master's office and ticket barriers were installed at the island platform end of the footbridge.

[7] http://www.disused-stations.org.uk/d/darlington_north_road/. Accessed 13.10.14

The investment in Bank Top Station in 1887 was always going to divert traffic from North Road, but the station managed to hold its own for a time. The North Eastern Railway became part of London & North Eastern Railway in 1922 and rumours were circulating about a possible closure in 1930. Money saving was important and William Peachey's glazed veranda roofs on the island platform were removed rather than repaired in 1932 as rail travel declined in favour of the car (Fawcett 2001, 116). Beeching hovered ominously in 1963, and the closure of other lines, in particular the Middleton in Teesdale one, meant a reduction in traffic. The station was beginning to look uncared for and was operating a reduced schedule when in 1964 it was closed to passengers with complete closure the following year. Decay rapidly set in, hastened by vandalism.

The importance of the station was recognised by a number of local people, the Borough Council, museum and tourist board staff who, witnessing the neglect over the last ten years, grouped together to rescue the station and create a museum, and rescue its associated Goods Shed and Carriage Works, all in the nick of time before 1975 and the 150 year commemorations of the start of the S&DR. The change of use, restored many of the stations features and retained later additions, but a few alterations had to be made including the erection of a block work dividing wall between the main train shed which would now be the museum and the active branch line using the smaller 1861 shed. The ends of the train shed also had to be closed, and the bayed arrangement of the platforms was reversed to what it was when installed in 1864 under Harrison's influence.

If it hadn't been for the vision of the station's rescuers, the station might no longer exist, however the works were carried out without archaeological recording and this has meant that the reasons behind the nature of the rescue in individual rooms is not clear and the significance of the room layout and fabric is not always clearly understood. Internally, much of the old plasterwork had to be removed, but it was replaced with modern plaster and hard board lining which masks earlier alterations. Neither is it clear where old doors and fixtures were reused and rescued or where new ones were bought in for the restoration. Ventilators were not restored and externally some vents were cemented over. This combined with the use of cementitious materials externally has left a legacy of damp and peeling roughcast and paintwork which now urgently needs addressing.

The Restoration....

Plate 2. The station during restoration works in 1974. Photo: courtesy of the Centre for Local Studies at Darlington Library.

Plate 3. The station nearing the end of its restoration in 1975. Photo: courtesy of the Centre for Local Studies at Darlington Library.

Then and now....

Plate 5. North Road Station around the time of its closure and before reopening as a museum in 1975

Plate 4. North Road Station (Head of Steam Museum) in 2014

Statement of Significance

The broad divisions of national, regional or locally important convey an indication of overall importance, but such broad divisions need to be refined in order to provide a basis for decisions about intervention and management, not only articulating key values, but relating them to specific elements of the site. Each historic asset has a unique cultural significance derived from a wide range of varying interests and perspectives encompassing not just the physical fabric of the site but also its setting, use, history, traditions, local distinctiveness and community value (Kerr 2000, 4). Successful management or development of a site is based on protecting these various elements, foreseeing any potential conflicts of interest within them, and minimising any potential threats arising in the future.

The following section looks at just what it is that contributes to the unique site significance of the station based on information outlined above. This is to help make informed decisions regarding the future of the building and its setting as outlined in the Historic Environment Planning Practice Guide 2010 (until such times as its replacement is finalised) and the National Planning Policy Framework 2012.

This assessment of significance includes an assessment of the nature, extent and level of significance of the heritage asset and how this helps to understand its importance. The *nature of the heritage asset's significance* is divided into archaeological, architectural, artistic or historic interest (HEPPG 2010, para 12).

Most elements identified on or within the building are assigned their dominant special interest, but some require more thought. For example, modern replacement windows if in an appropriate traditional style are architecturally of considerable significance because they replace windows of exactly the same type and reflect the original window style and may contribute towards the architectural harmony or symmetry of the exteriors. Replacing such modern windows with another style would detract from the architectural significance of the whole elevation. However, as modern reproductions they are less historically or archaeologically significant. For this reason, while many elements are simply highlighted as having archaeological, architectural, historic or artistic interest, some elements need a little more teasing out.

Consideration is also given to the *extent of that interest* (HEPPG 2010 para 55). Not all aspects of a heritage asset are equally significant. For example, a later extension or a later re-arrangement of rooms may detract from the architectural or historic interest of a building, and it is important to know this when making decisions about its future management. This statement of significance helps to distinguish between what should be cherished and what should be changed and can help to inform future management.

The *level of interest* is also important and this is based on to what extent a particular element contributes to the asset's heritage significance. For example a 19th century staircase might make a considerable architectural contribution to the character and significance of a particular Victorian building, but a mid 20th century extension might make a limited or no contribution to significance.

Within this report the following terms are used to define significance and are designed to aid informed conservation and the need to balance heritage significance with the wider public benefit of any forthcoming proposals which is the spirit of the National Planning Policy Framework:

Considerable: *aspects of the site considered as seminal to the architectural, historic, artistic or archaeological interest of the site, the alteration or development of which would destroy or significantly compromise the integrity of the site.*

Some: *aspects that help to define the architectural, historic, artistic or archaeological interest of the site, without which the character and understanding of place would be diminished but not destroyed.*

Limited: *aspects which may contribute to, or complement, the architectural, historic, artistic or archaeological interest of the site, but are not intrinsic to it or may only have a minor connection to it, and the removal or alteration of which may have a degree of impact on the understanding and interpretation of the place.*

Unknown: *aspects where the significance is not clearly understood possibly because it is masked or obscured and where further research may be required to clarify its significance.*

None: *aspects which may make a negative contribution or a neutral contribution where its loss would make no difference to (or indeed might enhance) our understanding and interpretation of the place.*

Having established the nature, level and extent of the asset's significance, it is then possible to recommend suggestions for the future management of the building or any additional development within its setting and to make recommendations for how future development might protect or enhance significance through innovative design. The following section looks at the building's overall special interest and then breaks this down into each elevation and individual rooms. This is designed to inform future decisions regarding which parts of the station are most sensitive to change and should be cherished unaltered, and which parts might be altered if it helps to provide a more sustainable use or enhanced visitor experience for the building into the future.

Architectural interest

The architectural interest of the building is in its Italianate form which was popular in the pioneering days of the railway. The architectural interest of each elevation and room is considered in more detail below, but collectively it represents a good example of an early, simple railway station, which despite several alterations, has retained a harmonised design that references this original form, assisted by the use of rough casting to hide phases of extension. The part of the station that best reflects this is the principal south elevation, although the style continues to the east and parts of the north. The north elevation has a few elements which better reflect later high neo Gothic styles of architecture; these are mostly in the extensions built on the east side between 1855 and 1872. The architectural interest extends to the train shed to the rear which is original, but extended; however it retains its hefty timber queen post trusses – probably now a relative rarity in the country. No train stations from the pioneering phases of the railways survive intact in their original form. It was inevitable that a new building type would go through a series of adaptations and alterations

until a layout was found to be suitable, only for technological advances and shifts in popularity of the train as a mode of transport, requiring further alterations. However, because this station was under-invested from the late 19th century onwards due to the popularity of Bank Top Station, the extent of architectural alterations is less than in most surviving stations and this contributes towards its **considerable architectural interest**. However an assessment of the individual rooms (see below) suggests that the predominant architectural character of the station interiors is of the late 19th century rather than 1842.

The layout of the rooms internally is of **some architectural interest**, although some layouts are more intact than others and this is explored in more detail below. There have been considerable alterations to the configuration of the original rooms with walls being knocked down and rebuilt in new locations and uses altering as changing circumstances required. This adds to the archaeological and historic interest of the building, but not to the architectural interest. However the later additions, such as the east range built in 1872, is less altered and retains more of its original room proportions. The survival of the late 19th century interiors in the entrance hall, booking office, and Gentlemen's toilets is also of significance. Outside these rooms, there is as a consequence some scope to continue the tradition of alteration within certain limitations in order to ensure that the future of the station as a whole is more secure.

Historic interest

The station is of **considerable historic interest**. This is because of its role in the pioneering days of the railway and the transition to the heroic age (English Heritage 2011). It is because it was sufficiently early in station design to still reflect a changing environment that rapidly had to adapt to keep up with changing technology and customer expectations. Its architectural form also reflected the early classical stations rather than the later Gothic revival ones. It is because there is relatively good historic documentation for the site, but much of it is confusing and it is because of the notable individuals that are associated with it.

When the Stockton & Darlington Railway opened for business on the 27th September 1825, the face of the world was about to change as a direct result. It was significant that the route chosen for the railway did not take minerals straight from the point of extraction to the nearest harbour, but diverted via Stockton and Darlington (albeit just a mile north of Darlington's town centre) with their growing industries and future source of passenger traffic and local markets. This was to set the line apart from other mineral's waggonways and railways and led to the creation of the first Merchandising Station in 1827 which then became a passenger station, replaced by North Road Station in 1842. The Station, along with the other surviving railway structures is therefore part of this historically significant world changing event and is therefore of **considerable historic interest**. Indeed the site of the station even had a role to play on the inaugural run on that Tuesday on the 27th September 1825. The remaining thirty four vehicles (one had earlier derailed resulting in the world's first recorded public railway accident) approached Darlington beyond the coal depot near where North Road Station now stands so that the rear six wagons could be unhitched and drawn by horses to the branch terminus alongside the Great North Road turnpike and coals distributed to the poor. It was also here that Locomotion's tender was restocked with fuel and water before continuing the second stage of its journey to Stockton at 12.38pm, crossing the Skerne Bridge (Wall 2001, 45-6).

The matter of exactly what the station represents historically is a little more tortured. It is not the earliest station in the world. That was demolished on North Road in 1864 (Fawcett 2001, 18) and was not constructed as a passenger station but a railway warehouse. The earliest surviving purpose built railway station is the former Liverpool Road Railway station (and station master's house) in Manchester, of 1830 (listed Grade I), designed by George Stephenson. The first passenger tickets to fare paying passengers were issued shortly after 10 October 1825 in Commercial Street in Darlington. Prior to that tickets for the grand opening had been issued freely from 9 High Row which was the company offices in Darlington and so strictly speaking the first railway ticket office in the world (Wall 2001, 87-8).

The station building however is much later and is the second ticket issuing station in Darlington, but the first purpose built one. It represents the changing and adapting process in managing the issuing of tickets and postage of parcels. From those early days where tickets were issued either via agents or were purchased on board, to the gradual introduction of a class based system strictly controlled through a ticket office, North Road station offers an insight into how this process changed from 1842 until the middle of the 20th century. These changes are reflected in the architecture of the entrances and in the provision of customer services such as class based waiting rooms and toilets.

In terms of customer services, it has been suggested that North Road was the location of the first station refreshment's room which already existed by 1845 according to a July timetable (Wall 2001, 95). However in 1833 Mary Simpson was paid to clean and maintain the fire in the waiting room at the first station across North Road and reference was also made to a shop (Fawcett 2001, 18) which begs the question whether this also functioned as a refreshment's room. The census return of 1841[8] makes no reference to anyone living at the station cottage employed to run refreshments, but instead the inhabitants consisted of clerks, porters, a railway inspector and their families. Ten years later the 1851 census found Lucy Milner living at North Road Station (then confusingly called Stockton Station) and she was managing the refreshment's room and so this supports North Road Station's claim to having the first railway station refreshment's room in the world. The location of this room cannot be known for certain but was likely to be located in what is now the gift shop and consisted of a long counter, curved at the end along what was a west wall, but is now demolished (see description for room G11 in Appendix B). The presence of the census returns and the additional light they can throw on the history of the station and the people who worked there enhances the historic interest of the building.

It was at this station that the S&DR first introduced a luggage allowance out of all the stations in the world. In 1846 the luggage allowance was up to 100lb (not merchandise) which was increased to 112lb in the following year. Dogs were charged 1*s* regardless of how far they travelled. In 1849, parliamentary sanction was given for free passenger luggage in the S&DR (Consolidation) Act with an increased allowance of 150lb for first class but remaining at 100lb for second and third class travellers (Wall 2001, 95).

[8] Copies of the census returns are held in the Ken Hoole Study Centre at the museum

The layout of the rooms provides an insight into the separation of classes and the perks of being 1st class with a comfortable waiting room near the entrance,[9] while in 1872 the general waiting room was at the east end of the platform beyond the shelter offered by the train shed, representing the management of people so that 1st class passengers did not need to mix too much with second and third classes. However the arrangement of rooms also represented national changes in legislation and social convention. For example, third class standards were raised by The Midland and by 1874, second class was virtually phased out as a result. But at small stations like North Road there was a separation of 1st class from 1842, but other waiting rooms were referred to as 'general' waiting rooms and the other entrance was shared by 1st and 2nd class, suggesting that within small spaces, the division between second and third class could be blurred.

The distribution of toilets and the presence or absence of toilets for ladies is also of historic interest. Toilets for men were provided from at least the 1850s (and possibly earlier) and the fine Victorian urinals still on site were designed by George Jennings; a significant figure in the advancement of plumbing and public toilets. Ladies fared less well and the long queue out of doors must have been a familiar sight. First class ladies were provided with one waiting room with no W.C (G15) prior to 1864 and there was a General Waiting Room with no toilet in what is now ironically the public toilets. The men's toilets of the 1850s (if not before), provided four cubicles and four urinals along the west wall and later went on to be extended to provide more cubicles and one cubicle for ladies. The general lack of provision of toilets for ladies in Victorian times ensured that women were not able to leave the home for very long.

The large number of waiting rooms (at various times), the provision of refreshments (1845), a book stall (1864) and left luggage (1876 at the latest) all suggest that there was an expectation that passengers might spend some time at the station; whether that was due to an infrequent service (unlikely) or an acknowledgement that the travel was an end in itself, is unclear.

The architecture of the building is also of historic interest because it tells us about the hierarchy of professions within station life. The Station Manager had a room with an east facing bay window from 1864 (we do not know where his office was before that date). When the station was extended eastwards in 1872, his new office was provided with a south facing bay window, a fine marble fireplace and deeply moulded coving a picture rail and access to his office was via his assistant (who also had an external door) who could filter out visitors. There were seven grades of station staff with managerial at the top, clerical below, then supervisory, skilled operating, unskilled, artificers, and miscellaneous (Chester 2010, quoting Kingsford 1970, 1). An office for the Station Master does not appear on the plans until 1908 and when it does appear, his office is in a central position representing the controlling hub of the station. However the census return for 1851 described George Stephenson[10] originally from Alnwick as the Station Master and he lived at Railway Cottage with his family. Therefore the post did exist, but the location of his office from 1842 is less clear.

[9] In 1864 1st class was immediately adjacent to the entrance but by 1872 it had shifted westwards but still relatively close to the entrance

[10] No, not that George Stephenson!

The station also has a role to play in the amalgamation of the NER and the S&DR as it was here that the newly formed Darlington Committee met between 1863 (or possibly 1861) and 1876 which controlled what had been the S&DR routes, but now formed part of the NER (Wall 2001, 152-3).

The historic documentation associated with the station is confusing and of variable reliability. Sadly there is nothing to show the configuration of rooms in 1842 and it is possible that such early plans were destroyed a long time ago. Excluding the OS mapping of 1855 and Sowerby's town plan of 1847, both of which are remarkably detailed, the earliest plans date to the 1864 period of alterations motivated by the amalgamation of the S&DR with the NER. They show alterations which were proposed and some that never took place and much later alterations that did (in 1872 for example). They also show existing rooms that there is no longer any evidence for. These early layouts do confirm the layouts shown on the 1855 OS plans however and so they can be considered to be a reasonably reliable representation of the station prior to 1864. Other undated plans, but possibly a little after 1879 show proposals to the booking office, that were still being presented as proposals in 1908 when they were eventually carried out. A number of the plans are undated and so provide no fixed point in time from which to even establish a relative chronology. The documentation is therefore confusing and so there is a greater need to rely on archaeological evidence, but this too is limited because of unrecorded phases of work which mask earlier alterations. There are Board minutes in the Public Records Office (PRO RAIL 667) which may throw more light on the decisions that the S&DR Board made in relation to proposed extensions to the station. These have been explored by Fawcett (2001) and his findings published, but they may merit further examination, particularly if detailed works are proposed to the buildings.

The station also has historic associations with notable individuals from the pioneering days of the railways which contribute towards its historic interest.

John Harris (1812-1869)

John Harris took up his duties with the S&DR in 1836 and remained resident engineer until 1847. After completing his term of pupilage with Thomas Storey, he became Engineer to the Stockton and Darlington Railway Company, and was engaged both in the maintenance of the permanent way and works of that line, and in the construction of new works and branches connected to it. He was one of the earliest to recommend and adopt wooden sleepers for railways in preference to stone blocks, which at that time (1839) were commonly used (ICE 1871 obituary). His duties as resident engineer included responsibility for all new works on the railway whether civil engineering or buildings. Harris was responsible for S&D buildings until the summer of 1844 during which time he extended the Goods Shed in what must have been one of his first jobs as resident engineer and he designed the first proper station for Middlesbrough and the nucleus of the present North Road station (Fawcett 2001, 115). In the year that North Road Station opened, he was also Assistant Engineer on the construction of Middlesbrough Dock and he supervised the construction of the Shildon Tunnel (ibid). Given the extent of his responsibilities it does beg the question to what extent his role at North Road Station was 'hands on'. However, his association with the station, as its first designer and the person who set out the Italianate style which others would follow, is therefore of **considerable historic interest**.

'*He was of an open, genial disposition, and was universally respected by those under him.*' (ICE 1871 obituary)

Joseph Sparkes (1817-55)

JOSEPH SPARKES, Architect and Builder, Darlington, has a Vacancy, in his OFFICE, for a well-educated Youth, as an APPRENTICE. Good hand-writing, and a taste for Mechanical and Architectural Drawing desirable. A Friend preferred.
Darlington, 4th Month, 1853.

Plate 5. Extract from The British Friend, 5th month 1853, p130. Presumably the successful candidate would work on the plans for North Road Station.

Sparkes was a local architect and a Quaker who was responsible for the alterations of North Road Station dating to 1853, with Harris as contractor. He also designed a number of other local buildings including the Mechanics' Institute in Darlington in 1854. Sparkes and Harris lengthened the departure platform at both ends and may have also lengthened the train shed at the same time. The ends of the train shed walls were fitted with rusticated stone piers which Sparkes had also designed at the nearby carriage workshops (Fawcett 2001, 116). These in turn were copied a few years later for an additional set to terminate yet another extension. However an earlier sandstone pier exists which seems to predate the other ones suggesting that the design may have originated with the 1842 building and that would be to the credit of Harris. Nevertheless as the designer of the first major extension to the station his association is of **some historic interest.**

William Peachey[11]

Peachey started to work for the S&DR about 1858 and his role started at a relatively junior level. Unlike many other S&DR appointments, he was not a Quaker, but a Baptist and this may have resulted in him obtaining fewer commissions from the S&DR and certainly fewer private commissions from the Directors. He was referred to as the S&DR's architect in 1862 and briefly an architect for the NER after the amalgamation and in both capacities he made a number of significant alterations to North Road Station. His main contribution to the station was the alterations after the amalgamation with the NER and it is his set of plans which are the earliest to survive dating to 1864. He designed glazed verandah roofs to extend the shelter of the island platform and he extended the island platform. He altered the configuration of many rooms and supervised the construction of the first floor in 1876 before moving to York.[12] He was responsible for a variety of buildings from further afield and was happy to produce buildings to the classical Italianate style such as Saltburn Station or Grange Road Chapel (1870-1) in Darlington or the neo Gothic such as Middlesbrough Station, but his true love appears to have been for the neo Gothic.[13] His neo Gothic tendencies were restrained however at the station where the architectural character had already been established in the

[11] Image from http://www.railwayarchitecture.org.uk/People/architects/William%20Peachey/William%20Peachey.htm [accessed 16.11.14]

[12] http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm [accessed 16.11.14]

[13] http://www.railwayarchitecture.org.uk/People/architects/William%20Peachey/William%20Peachey.htm [accessed 16.11.14]

Italianate style. However there are a few flourishes of large doorways with deep roll moulding, but these appear to pre-date his appointment suggesting that he was not responsible for them. His association with the station building is therefore of **considerable historic interest** because much of his designs provide the present day character of the station.

Archaeological interest

Rail transport underwent a series of changes in the first few decades after 1825 and so the station was rapidly altered and expanded particularly between its construction in 1842 until 1864. These and subsequent modifications should survive in part as archaeological evidence, in the fabric of the building and presumably in the buried remains of the rail network and iron foundry buildings across the site. The site is therefore of **considerable archaeological interest.** However the use of dry lining and replastering in room interiors has resulted in a very effective masking of this evidence and has rendered it inaccessible. Externally, the render was removed and renewed in 1974 and this too masks changes, although with the eye of faith, there are some feint traces of phasing at the end of the 1842 line on the south elevation, east end. It is therefore all the more important that future alterations are archaeologically recorded, especially if they involve the removal of plasterwork or render or ground disturbance.

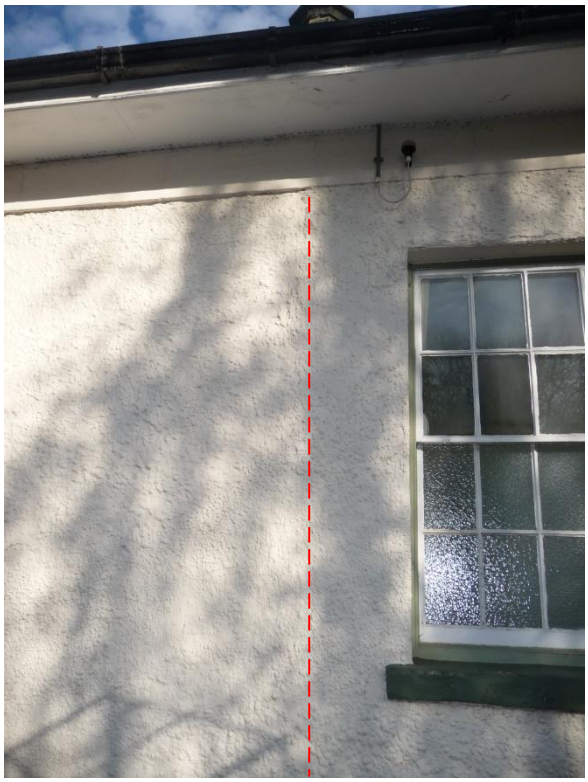


Plate 6. A feint line down the renewed pebble dash may mark the extent of the 1842 station (highlighted in red)

There are no accurate plans or elevations of the station today. There are a few historic plans and there are plans dating to 2004. The 2004 plans are not accurate and make basic mistakes such as the wrong number of pillars on the portico. Alterations have also been made to the building since it was surveyed in 2004 and so the plans are out of date. Accurate plans are essential for interpreting the historic plans and for understanding the evolution of the building. They are also essential for designing future alterations. Accurate

plans should be commissioned from archaeological surveyors as part of ongoing management and to better understand the evolution of internal spaces.

The land around the station is also of **considerable archaeological interest**. The site of Kitching's Foundry, the first development of this site, is undeveloped and could be the focus of excavation. Such excavations would be necessary should this area be developed in the future and would need to be carried out before design works progressed. Any development in this area could also combine innovative new materials with historic references to the design of Kitching's foundry. Without development, a community excavation run as part of museum activities would benefit the museum and our understanding of the site.

Artistic interest

Many railway structures have attracted the attention of railway enthusiasts and artists alike, and so there are some historic photographs of the station. However there is surprisingly little for such an important building, possibly because the star attraction was often the locomotives and also because the station is hidden from street view by trees which appear to have formed part of the original setting of the station. Internally the most often photographed features appear to be the spiral staircase and footbridge, but as they are located in a central position it is hardly surprising. The station is currently therefore only of **limited artistic interest.**

THE EXTERNAL ELEVATIONS

South elevation (principal elevation)

This elevation is the most significant of the station and the one that presented the most public face to the wider area. It is here that care was taken to present a unified façade and landscaping was chosen to show the building off to advantage.

Although the building has been extended on a number of occasions, it presents a harmonised facade with its roots in classical styles of architecture popular in Georgian periods. It has a long single storeyed front with a two storey 6-window centre with a loggia whose 7 [14] cast iron columns to the front support a bracketed timber cornice. The harmonisation of the elevation is assisted by the use of roughcast which masks the different phases of construction, but much of this is a replacement dating to 1974. Earlier roughcasting was removed in the 1974 restoration to reveal that this elevation is constructed of brick at first floor level, but lower levels are less clear, being sandstone rubble (Fawcett 2001, 116) patched with brickwork. The whole frontage is also drawn together by a stylobate around its base. This has been picked out in a different colour of paint which while being visually attractive is causing serious damage to the sandstone beneath by sealing in moisture. In some places, especially towards the east, the sandstone almost entirely consists of sand and no stone – a poor foundation for a building.

[14] There are six at the front of the loggia on the modern plans, 8 on the 1864 plans; 7 on the 1872 plans and 6 on 1855 OS 1st ed

Plate 7. Photo of Brian Wastell's Grandfather leaving work at North Road Station c.1910. Note the decorative vent flues and street lamps. The rough cast appears to be quite a dark colour as opposed to the white today. The flower beds extend up to the portico so the extended ramp that runs along the front elevation on the east side must post-date this photograph. The low level planting also allows the facade to be better appreciated. Towards the back, the train shed roof can be seen. (Photo courtesy of Brian Wastell and made available by Barrie Lamb)

Although this facade represents several phases of extension, each architect and builder has chosen (or been instructed to by the Board)[15] to use the multi pane sliding sash as the window opening style despite that fact that this style was no longer widely used after the 1860s. This added to the harmonised appearance and offers a reference for future alterations – if they are to be in keeping, they need to reflect the intended design.

However there are irregularities. The long, single-storey side wings of differing length and different window styles at first floor level, the men's toilets and two additional entrances at the east and west ends, do suggest a gradual evolution of the building as it adapted to changing circumstances. The west door was a 1930s type by the time of the restoration and not in keeping with the character of the rest of the building. The replacement four panel door is a better example because it reflects the style of doors used in much of the station interiors. So while the majority of openings are regular and matching, the presence of a few dissenters resulting from a need to adapt to changing circumstances, does allow for the possibility that some further modest and carefully designed alterations are possible.

The roofs are now slated with eaves soffits and chimney stacks of conjoined hexagonal ashlar shafts at the ends of the centre block; and similar paired or single shafts to the wings. These create features of interest to counter the relatively plain facade. At least two prominent chimneys must have existed in the central section of the building from the outset

15 http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm [accessed 10.11.14]

to service the two large fireplaces in the central room range shown on the OS 1855 map. Pre-restoration photos show the roofs on either side of the loggia as having roof lights and plans of 1876 also suggest that the lead on the loggia roof was renewed then. The first storey is an 1876 addition, but the chimneys may have been rebuilt from the earlier single storey building. It is clear from the plans that earlier builders and architects favoured reusing materials and features wherever possible and furnishings were often 'refixed' in new rooms rather than new furnishings acquired for new rooms. Evidence on site today also shows that windows were repaired and new glazing bars made rather than the wholesale commissioning of new windows – this still reflects good conservation philosophy today.

The original building of 1842 appears to have consisted of the central portion with the loggia and four bays on the west and four on the east (although half a bay was under the portico). End bays were slightly stepped back to create a symmetrical appearance to the front elevation; the east end bay was the first men's' toilets, often referred to as being outside the station, but the coloured OS map shades the whole building to suggest that there was a roof over the small corridor between the toilets and the rest of the building.

Plate 8. The front elevation during restoration works 1973-4. The upper floors are of brick but the lower ones appear to have been patched in brick, but may have been sandstone rubble originally (photo: courtesy of the Centre for Local Studies at Darlington Library 1761a)

Sowerby's plan (see fig 2) of 1847 shows no bayed window at the front and neither does the 1855 OS plan suggesting that it is a later addition. Interestingly it does not show a separate outside men's toilet block either. The loggia is original and is supported with fine metal pillars topped with simple bowls. The back pillars are slightly embedded in the roughcast, perhaps they were originally more prominent and the roughcast thinner.

The south elevation is also the location of the original landscaping to the front of the station and the intended approach from McNay Street. The earliest maps and all subsequent historic photos show tree planting to the front and tree planting remains to this day. This means that intended views of the station were not from a distance, but channelled from the approach to the SE. Opposite the portico there was a fine Victorian brick and stone drinking

fountain shown on OS maps of 1897 but not before. Locomotion was sited beside it on a magnificent stone mount from as early as 1857.

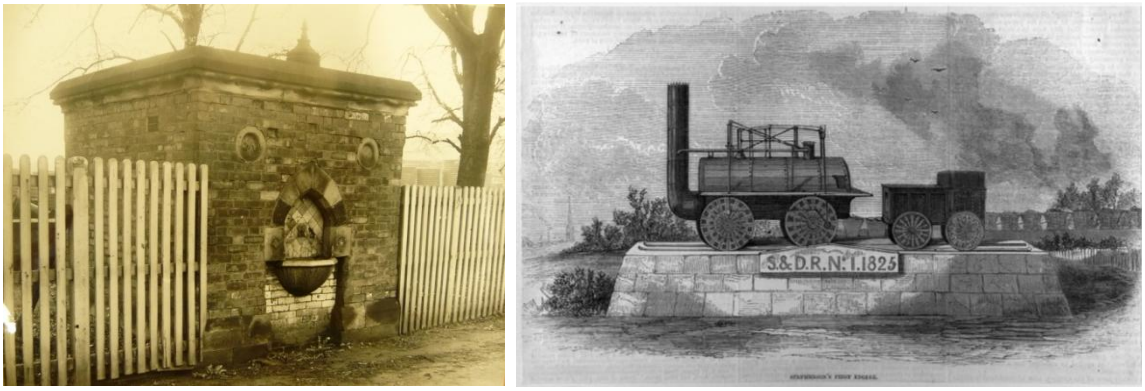


Plate 9. Left: Drinking fountain located outside the portico but now demolished (Ken Hoole Collection 1948) and Locomotion on the plinth opposite the station frontage from 1857 to 1892 (image from 'Histories of Northumberland, Durham, and Newcastle-upon-Tyne, by Mackenzie and Dent', extra-illus. set dated 1872).

Photographs from the mid 20th century show painted picket fencing around flower beds in front of the south elevation (see plates 2 and 5), but earlier photographs from the turn of the century (see plate 7) show post and wire or net fencing enclosing flower beds which extended all the way to the portico. The extended ramp on the east side of the principal elevation is therefore relatively recent and of less significance. The low level planting allowed a better appreciation of the facade than the present rather unkempt planting.

Views between the Goods Station to the SE and the passenger station would have been important for day to day management and increasingly throughout the 19th and 20th centuries the views from the station were industrialised.

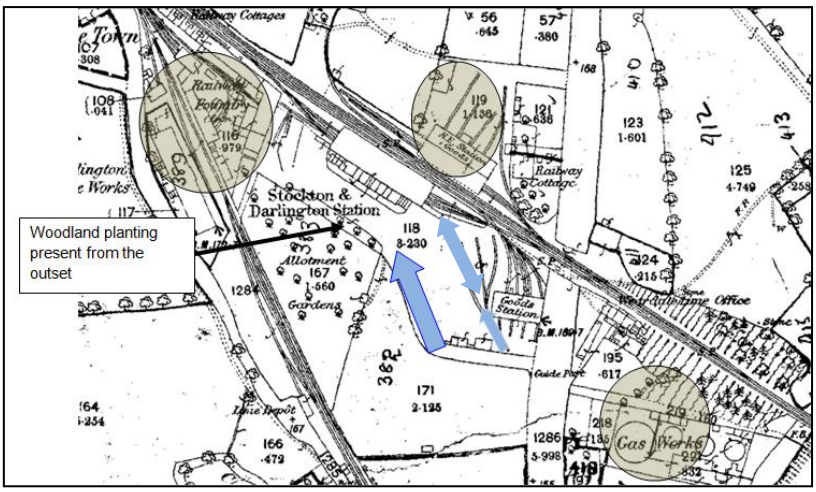
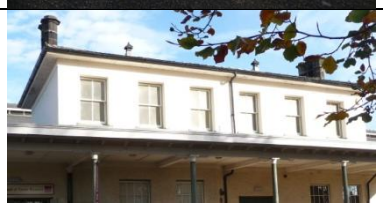
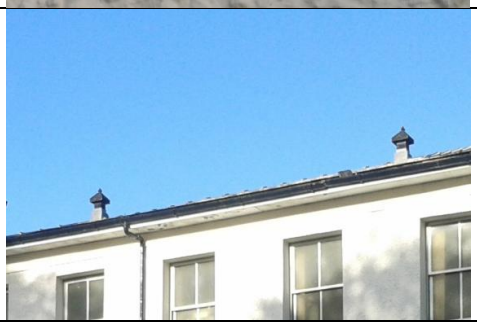
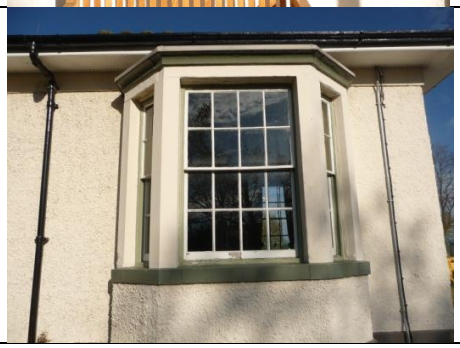


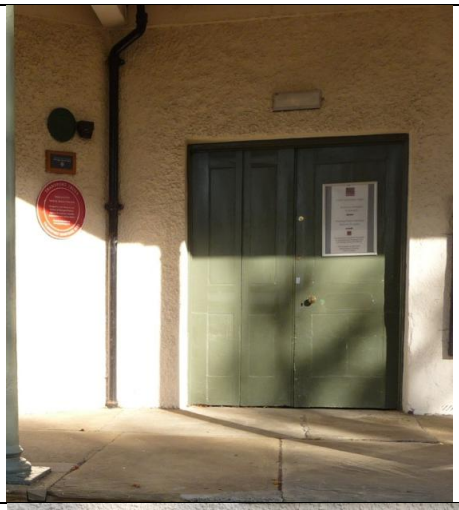
Figure 4. The setting of the station in 1855. Views towards the station facade were restricted by the woodland planting to the front and so key views (blue arrows) were intended only from the main approach. Narrow glimpses may have been possible across the rails between the Goods Shed and the Goods Offices. Intervisibility between the Goods Shed and the station would also have been important for day to day management. The burgeoning railway infrastructure was still sitting within a post-medieval enclosed agricultural landscape but pockets of industrial character (shaded brown) were appearing around the site.

Features which contribute towards significance	Nature, level and extent of interest	Image or note

Portico, steps and pillars, wooden corbelling, fascia,	**Considerable architectural interest.** Leadwork to roof replaced. New paving and added materials to steps and portico surface	
Cast iron rainwater goods	Some may be replacements, but necessary to preserve historic character – **some architectural interest**	
Ramp to east	**Limited historic interest**. A relatively late addition of the 20th century to help improve accessibility.	
First storey	**Some architectural interest; considerable historic interest** as an example of changes brought about by the telegraph system**, considerable archaeological interest** as example of station adapting to change	
Central 1842 block	**Considerable architectural interest** as it represents the early styles of the first railway stations in the world; **considerable archaeological interest** because the changes brought about to this portion will have left evidence beneath the modern render and plaster; **considerable historic interest** because of its associations with the pioneering and heroic days of the railway	
East end 1872	**Considerable historic interest** as it represents the changing needs of the station to manage goods; **some architectural interest** because the contractors designed additional offices to reflect the character of the original building.	

Toilet windows	**Negative feature** as spoils the harmony of the window style elsewhere on the south elevation, however may be necessary to preserve toilet interiors	
Door to G8	Modern replacement of **limited architectural interest** because it is a four panel door which reflect the historic character of the rest of the building	
S&DR ceramic wall plaque	**Considerable historic interest** – standard plaque used on all S&DR properties in the 1850s with a rental value. The letter relates to the line and the number to the property. Very few survive.	
Vents to base and eaves of building and flues to roof	**Some architectural interest** as important to ensure breathability of interiors and flues to roof were attractive additions which added interest to the roofscape	

Chimneys	**Considerable architectural interest** because of the contribution they make towards the roofscape	
Multi pane sashes – mostly 8/8, some 4/4	**Considerable architectural interest** because they reflect the fashions of 1842 and because their continual use ensures that the facade is presented as a single design despite evolving over many decades. Most appear to be original with delicate glazing bars despite being in poor condition by 1974.	
Bay window to front	**Some architectural, interest** because it introduces some Victorian interest to the elevation; **some historic interest** as it reflects changes to the layout to improve booking services	
Bay window on east side of 1872	**Some architectural interest** because it introduces some Victorian interest to the elevation; **some historic interest** as it reflects changes to the layout to accommodate improved goods services and because it reflects the status of the yard manager. **Some archaeological interest** because it was reused from G30.	

Large entrance doors	**Considerable architectural, archaeological and historic interest** as they may be original and provide evidence for how the station was used and travellers segregated	
Stylobate	Pulls together the building so that it reads as one build – a typical classical approach to building. **Considerable architectural interest**	
Evidence for earlier fittings on stylobate and in rough cast	Limited archaeological interest – grooves for former drain pipes. Feint evidence of patching of rough cast	
Door and doorway with lintel above and steps to porter's mess	**Some historic interest** because of its associations with the ghost story, **considerable archaeological interest** because it appears to have original door (not railings) and leads to the basement which is one of the least altered areas of the original building	

Porch over door into G28 (east end)	Original porch into G28 of **some historic interest** because it provided a link between yard staff and yard offices without the need to take a longer route around the building	
Door into G28 (east end)	Six panels reflecting popular type of door in later extensions to the station – possible a replacement – **limited architectural interest**	See above
Views from the approach	**Considerable architectural interest,** but limited to drive	
Intervisibility with Goods Shed	**Considerable historic interest;** helps to understand relationship between the management of goods traffic and the station yard master	

Landscaping to front	**Limited architectural interest** – is part of integral design, but currently allowed to grow too high and obscures the station buildings	
Tree planting to front	**Some architectural interest** – is part of integral design, but no trees appear to be old enough to be original	
Railings at east end	Modern railings in a style that reflects the historic character of the interiors. Offers a more attractive security option than adjacent security fencing. **Limited architectural interest**	
Replica Locomotion	**Some historic interest** as it recognises its importance to railway history and the origins of the S&DR. It creates a welcome feature that sets out the purpose of the museum and historic interest of the station	

Visibility of train shed to rear	**Considerable architectural interest** as it reflects the purpose of the station building and was always visible to the rear.	
Architectural fragments to frontage	**Limited archaeological interest.** Ex situ fragments which can help to throw light on earlier building remains, but not labelled and so significance not easily understood by visitors. Some fragments in a neo Gothic style may be from the now demolished prudential building on High Row (Barrie Lamb pers comm.)	

Opportunities and threats to the south elevation

This is the public face of the station and so is highly sensitive to change. However that does not preclude any change. The station today is a result of a number of modifications designed to help the building adapt to future change. It is clear that the windows must always be multi pane sliding sashes and that the great majority of them should be 8/8. The tradition of repair rather than replace should continue. Doors have been inserted in the past. It is not impossible that additional doors could be inserted where there is presently a window, but it would need to reflect the historic character of the building, be sensitively located and numbers should be kept to a minimum. Such alterations would only be acceptable where there was a clear benefit to the building which would help to make it more sustainable and should avoid the main double door entrance areas.

The landscaping provides an opportunity to enhance significance. The shrubbery in front of the east and west ends is now sufficiently tall to obscure views of the facade and would benefit from pruning. The small area of woodland in front of the station is part of the original landscaping scheme and should be retained, although individual trees can be replaced as necessary and features added in the spirit of the earlier drinking fountain and Locomotion.

The facade is suffering from a little neglect and some significant damage caused by the use of inappropriate modern materials and this needs to be addressed urgently. The stylobate has been painted with modern non breathable paint (some of it may also have a cement coating). This has trapped moisture behind it and has resulted in the decay of the sandstone. The decay is now so advanced especially towards the east end that the stone will probably need replacing.

The roughcast is made of concrete in places. Where the concrete has cracked, rainwater has entered behind and become trapped behind the rough cast. Over time it has expanded

and contracted and the rough cast has bubbled and the paintwork fallen off. This will need to be addressed urgently if the stone and brickwork beneath is not to be damaged beyond repair. Professional advice should be sought but is likely to result in the need to remove all cementitious materials and replace them with a lime render that allows the building to breathe and moisture escape into the open. Even if this is carried out, regular maintenance will be required and there is currently evidence that this is not taking place as vegetation is now growing out of gutters; this should be removed before it damages them and replacement costs escalate.

Air vents at ground and eaves level are painted or cemented over and this is also reducing breathability of the interiors which are suffering from some damp and bubbling plasterwork.

Plate 10. Left: Cracks in cementitious render are caused by lack of breathable materials and lack of maintenance. Such damage leads to damp internally and damage to stone or brickwork beneath. Centre: non breathable paintwork and cementitious coatings to the stylobate have resulted in decaying stonework behind. In this instance an air vent has also been cemented over. Right: vegetation is growing out of gutters which needs to be cleared before resulting in expensive damage and further water ingress

The approach to the station could also be enhanced. The security fencing may be necessary but is unattractive and a site of this significance deserves better. The railings outside the east end of the station offer an alternative boundary feature and reflect the use of ornamental railings by the NER inside the building. A more permanent presence on the site would help to reduce vandalism and would increase security.

The setting of the station has altered over the years and at its earliest consisted of a combination of the earlier agricultural landscape combined with pockets of industrialisation and growing numbers of workers' housing. This means that the character of development in the area can be a combination of land uses in the future without detriment to the setting, however some principles should be established.

- Views to the station from the approach should remain uncluttered
- Intervisibility between the station and the Goods Shed and Goods Agent's offices should remain
- The land to the south should be available as green space, but can be developed for activities that will add value to a visit to the station.
- No nearby development should dominate the existing station and train shed
- Any development on the site of Kitching's Foundry should be preceded by archaeological evaluation and heritage assessment which should inform the design and location and any appropriate mitigation

East Elevation

This elevation is a product of the 1872 extension to the station to provide improved offices for the goods yard staff. It is also the east end of the two train sheds terminated with the 1853 rusticated sandstone piers and platforms running through. Photos of 1925 show that the train shed extended much further east at that time, but had been shortened again by the 1960s. There is no evidence on the current platform surface of any of the columns that supported the extended roof as the platform appears to have been resurfaced. The train shed roofs have been reroofed, the ends blocked off and security fencing placed along the platform to prevent museum visitors straying on to the active line. Some paving has been added to the east end of the island platform, but the brick base appears to be early.

Then and now...

Plate 11. Photo of the east end with a much extended train shed supported on iron columns. This extended shed was designed by Peachey in 1864 and demolished in 1932[16]

Plate 12. East elevation c.1969 (Centre for Local Studies at Darlington Library)

16

http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm [accessed 12.11.14]

Plate 13. East elevation during restoration 1974 (Beamish Living Museum of the North)

Plate 14. East elevation in 2014

The setting of this area has traditionally been based on industrial activities, engineering and movement of goods on rail. It has always been a working environment that was watched over by the yard manager prior to 1872 who had a bay window facing across the goods yard.

Features which contribute towards significance	Nature, level and extent of interest	Image or note
Rusticated stone piers to train shed of 1853-6	**Considerable architectural and some historic interest**	

Island platform 1857 onwards	**Some archaeological interest, limited architectural interest –** brickwork appears early, but island platform was extended and widened. The surface is renewed	
Main train shed roof with glazing product of extensions of 1853 but with replacement materials	**Considerable historic and some architectural interest**	
1860 train shed	**Considerable historic interest and some architectural interest**	
Security fencing and temporary security barriers	**Negative features**	
8/8 pane sliding sashes 1872	**Considerable architectural interest**	
Welsh slate roof	**Some architectural interest**	See above
Cast iron rainwater goods 1872 and replacements 1974	**Considerable architectural interest**	

Stylobate 1872	**Considerable architectural interest** for the unifying effect on the building, but in poor condition	
Chimneys 1872 (and earlier in distance)	**Considerable architectural interest** for the contribution they make to the roofscape	
Intervisibility with goods shed and offices	**Considerable historic interest;** helps to understand relationship between the management of goods traffic and the station yard master	
Industrial, engineering, rail uses to surroundings	**Some historic interest**	 Photo: Beamish Living Museum of the North

Opportunities and threats

This part of the station is under-used due to restricted access from the Goods Yard. It has the potential to be better used particularly if advantage is taken of the Goods Shed and the Goods Yard. Although the station elevation is largely as it was set out in 1872, it is less sensitive to the possibility of creating a direct access from the Goods Yard if that helps to make the use of the building more sustainable. The same principles apply as to the south elevation regarding sensitivity to the design of any alterations to windows to form doors or for window replacements.

While the station is undoubtedly in better condition that it was in 1973, the solid end walls and green security fencing make it difficult to appreciate the running of the station and less visually obstructive methods of exclusion would enhance the appearance of the station.

The stylobate has been painted with modern non breathable paint (some of it may also have a cement coating). This has trapped moisture behind it and has resulted in the decay of the sandstone. The decay is now so advanced that the stone will probably need replacing. The roughcast is also cracked and this will need to be addressed urgently if the stone and brickwork beneath is not to be damaged beyond repair. Professional advice should be sought but is likely to result in the need to remove all cementitious materials and replace

them with a lime render that allows the building to breathe and moisture escape into the open.

Plate 15. Paint is peeling off the sandstone stylobate and the stone is disintegrating beneath

West elevation

This elevation consists of two sets of rusticated stone pillars as termini to the train shed and the lean to shelters; one set dating to 1853 and the further west set to 1856. The train shed is now blocked so that views along the line are no longer possible. The south platform (and south rails) and island platform are both accessible from here but signs prohibit public access. Green security fencing prevents anyone walking across to the active part of the original railway line. The end of the west range of buildings terminates in low stone walls which may be the remains of ash sheds. The only evidence of the timekeeper's hut is scarring on the end pier. A low stone wall that leads up to the ash shed foundations is visible on late 19th century maps (OS 2nd ed). A number of architectural fragments including stone sleepers lie around the site but are all *ex-situ* and there is to label to explain where they are from. Some may originate from the demolished Prudential building from High Row in the town centre (Barrie Lamb pers comm).

Plate 16. Looking towards the train shed from the west c.1908. Peachey's verandas are still in place in this photo but were removed in 1932. The small building adjacent to the rusticated stone pillars was the timekeeper's hut. This has also been demolished.

Then and Now...

Plate 17. Photo depicts the same surface materials used on the platform today.

Plate 18. The same view in 2014. The platforms are intact, the renewed shed roofs appear to be in good condition, but the blocking to the train shed has lost any visual permeability that the original train shed had

Plate 19. This photo was taken in 1975. The stone building on the right looks like the remains of Kitching's Iron Foundry which tragically appears to have been demolished after 1975. This building was largely intact ten years earlier (based on historic photos not reproduced)[17]

[17] These can be seen at http://www.disused-stations.org.uk/d/darlington_north_road/index10.shtml [accessed 11.11.14]

Features which contribute towards significance	Nature, level and extent of interest	Image or note
Rusticated stone pillars to train shed of 1853	**Considerable architectural and some historic interest**	
Rusticated stone pillars to end of lean to -1856	**Considerable architectural and some historic interest**	
Low stone wall	**Some archaeological interest** possibly remains of ash house	
Site of Kitching's Foundry building	**Some archaeological interest**	No image
Architectural fragments and stone sleepers	**Limited archaeological interest**	

Island platform	**Some historic interest, limited archaeological interest**	
South platform	Extended area dates to 1856 – **some historic interest, limited archaeological interest**	
Main train shed elevation	**Limited architectural interest** because of modern blocking, but renewed roof in good condition and easily appreciated from this vantage	
1860 train shed elevation	**Some historic and architectural interest**	
Chimneys	As with all but the north elevation, views of the hexagonal chimneys make a significant contribution to the roofscape and are of **considerable architectural interest**	

Opportunities and threats

This is an under-used part of the station which while having no public access has no security either. The lack of public access means that there is no opportunity to explore the architectural fragments around the site and no interpretation is provided.

Plate 20. Scarring on the sandstone pier marks where the timekeepers hut stood. The stone foundations are what is left of the ashes store.

It is archaeologically interesting because it was here that Kitching's Foundry met with the station and a number of smaller outbuildings have been demolished but may have remains surviving below ground and as foundations. Any changes that require ground disturbance in this area should be accompanied by archaeological excavation. It is also a possible site for a community excavation which could be operated by the museum.

The elevations here have little in the way of architectural detailing; the most significant elements are the rusticated piers that terminated the sheds at two points. The platforms appear to be original in terms of their construction and materials. The most obvious change to the site is the blocking of the train shed to form an enclosed museum. The solid form of this blocking prevents visual permeability which was of course a distinctive aspect to the original train shed. It would be an enhancement of the shed's significance if the shed ends were replaced with modern visually permeable materials.

North elevation

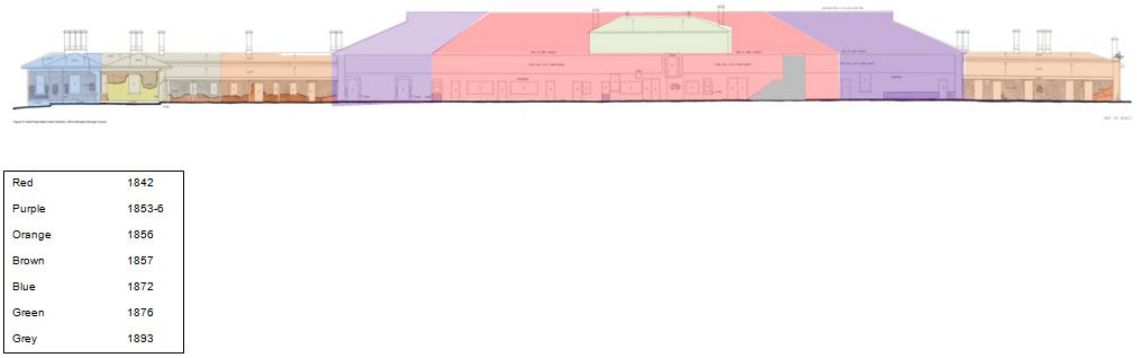


Figure 5. Conjectured phasing of the north elevation

This elevation runs east west and includes the offices, toilets and waiting rooms etc that face on to the platform as well as the lean-to sheds on either end. It is not possible to view this elevation in its entirety due to the ends of the train shed being blocked.

The central section is much altered as with each room reconfiguration there was often an alteration to the location of windows and doors facing the platform. There are some broad characteristics however. Most of the rooms consist of four panel doors facing the platform. Central doors tend to be larger (double doors) because they were associated with the movement of passengers and luggage through the station. A few east doors are grander 6 panel doors with large ashlar surrounds and moulded lintels and these seem to occur in the 1853-6 phases – one for the men's toilets (with a matching window for the attendant's kiosk) and one for the Good's Audit Office. The doorway out to the east lean-to is also rather grand with flourishes at the shoulders and must date to 1853 when the rusticated pillars were added which it forms a part of. The door into the footbridge from G11 is a functional rolling shutter, now blocked on the other side.

Plate 21. Doors and doorways that face the platform

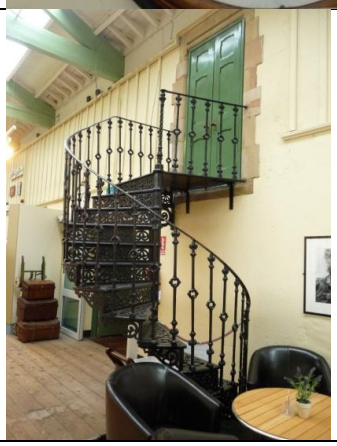
Windows are mainly multi pane sliding sashes, but there are exceptions. A few small windows exist; one in the men's toilets (G23) and one, now blocked by a staircase, in G12. This elevation is less harmonious and coherent than the south one although the lean to sheds are as built with regular openings.

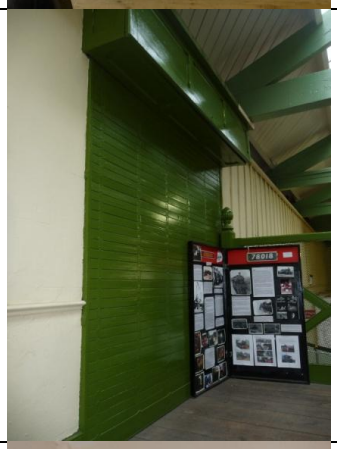
The ground floor is in rendered ashlar but the upper floors, added in 1876, appear to have been clad in timber. Linking them both is the most eye catching feature and the one which causes much frustration amongst visiting children who want to climb it - the spiral staircase. This ornate ironwork is a delightful piece of craftsmanship that adds interest to the present day elevation. Another feature of considerable historic interest is the clock. Time keeping was vital to the successful running of the station and this two faced clock has been cut into the boarding above the ground floor. This suggests that it is not original, but post dates the second storey of 1876 and is certainly on plans of 1908.

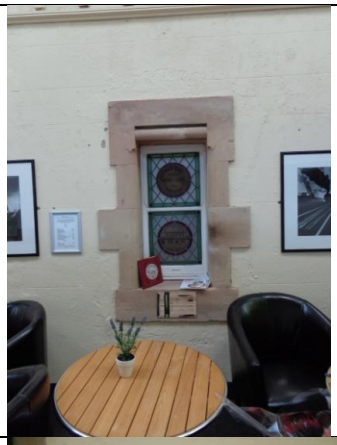
Plate 22. Train shed interior with the north elevation on the left looking towards the ticket office entrance and clock and spiral staircase dating to 1876 when the upper floor was added. The upper floor appears to be clad in timber.

Plate 23. Photo dating to 1925 showing the north elevation covered in adverts and a large sign above the stair door for Refreshments. Signs at right angles to the doors displayed the functions of each room – much as they do today in the museum.

Plate 24. The derelict station in 1968 facing the north elevation on the east side with (left to right) rooms G24, G22 and the attendant's kiosk window and G21 into the cellar. Railings were added by the NER (Fawcett 2001, 133)

Features which contribute towards significance	Nature, level and extent of interest	Image or note
Clock	**Considerable historic interest**	
Spiral staircase	**Considerable architectural interest.** Presumably commissioned by Renshaw and Walker as they built the first floor. May have also been overseen by William Peachey. Regularly features in historic photographs so **limited artistic interest**	

Four panel doors	**Considerable architectural interest.** Helps to retain a unified style to the elevation, but some are likely to be modern replacements		
Six panel doors in large ashlar surrounds	**Considerable architectural interest.** Creates a distinctive character area of possibly 1853-7 alterations		
Roller shutters to footbridge	**Some historic interest.** Helps to reconstruct station activities		
Multi pane sliding sashes and shutters	**Limited architectural interest and some archaeological interest** – some are hidden behind displays or are replacements, so few make a positive contribution to this elevation.		

Smaller windows in sandstone surrounds with roll moulding	Possibly later insertions of 1853-7 – adds interest to facade and helps to reconstruct phasing so **some architectural and archaeological interest**	
Evidence of former openings	**Limited archaeological interest**	
Distinction between materials used on ground floor and upper floor	**Considerable architectural interest –** reflects historic images	
Lean to sheds with lotus leaf pillars	**Considerable architectural interest.** Seen on 1855 OS map, but without buildings to rear.	
Stained glass commemoration window	**Some historic interest**	

Opportunities and threats

This elevation is less coherent than other elevations largely as a result of changing configurations of rooms over the centuries. There are few unifying factors such as rows of the same window type. This means that it is less sensitive to future change. However there are key elements which should be retained such as the spiral staircase, clock, different materials between floors and evidence of openings such as that used to access the footbridge. There is some scope to re-open old doorways or move existing ones, but this needs to be informed by the significance of the room interiors and doorways should always reflect the style used elsewhere, namely four panel doors in the east and central areas and the larger 6 panel doors where appropriate. New door openings should be avoided in the central lobby area where there are currently wide double doors to manage passenger movement. There is a long tradition of fixtures and fittings being reused rather than replaced and this should be respected in any future alterations.

The significance of the interiors – summary

The majority of station offices, storage and ticketing is based in ground floor rooms. These have altered their configuration on a number of occasions in order to improve the station facilities, or keep up with technological changes. Throughout, plastering appears to be of modern materials, four panel doors (and a few six panel ones) face on to the station platform and most rooms have a small attic opening. All retain traditional window styles, usually 8/8 pane sliding sashes although many are blocked internally and most have had glazing bars replaced at some time. Photographs dating to 1974 (plate 8) show a number of broken windows, so the glass in most cases will also be replaced.

There are some distinctive features: the older parts of the station retain window shutters and those at the east end have adaptations to allow the base to be pulled up to form a counter and must relate to the management of the goods' yard. Bay windows are high status and so survive in the first ticket office and on the replacement 1872 Manager's Office (G35; replacing his earlier office at G30 which had an east facing bay), but the principal bay on the station frontage is not original and was added after 1864.

The most ornate fireplaces are of course associated with high status rooms, but engineering and assistant managerial staff could still expect a decent functional fireplace of brick. However it is likely that some fireplaces may have been imported during the 1974 restoration (in room G9 for example?) and so caution is expressed in extrapolating too much significance between fireplace types.

Generous coving and picture rails are associated with high status areas or managerial staff. While there is some flexibility in room configuration (the rooms have constantly been adapted in terms of size, location and function), it is important that these small architectural features are retained to help interpret the functions of the rooms. New replacement Victorian decorative features should only be introduced where there is evidence for their former existence.

Changes internally should also consider the impact on the external appearance, particularly to the sensitive south elevation. Symmetry and harmony should be retained; it is clear that

post 1842 changes to the building respected its classical design and so even when multi pane sashes were no longer widely used, subsequent modifications continued to use them in order to present a unified frontage. There is evidence that a number of windows have renewed glazing bars rather than wholesale replacement which is yet another principle which should be adhered to. The exception to this was the 1876 first floor, where being visually separated from the ground floor by the portico, managed to retain a sense of symmetry despite using 2/2 sliding sashes more popular throughout later Victorian times. The plans from 1864 onwards also make it clear that fixtures and fittings, even windows, were reused and this remains good conservation philosophy.

There is water damage especially to the west rooms where persistent theft of roofing materials is resulting in water ingress, damage to plasterwork and potential damage to accessions being stored there. This is exacerbated by the blocking of vents, the loss of functioning ventilators to rooms (including the highly ornamental flues which added to the rich roofscape) and the use of modern non-breathable materials externally which are giving rise to damp problems internally and the loss of stone externally. This needs addressing urgently.

Individual rooms are considered in more detail in Appendix B, but some generalisations can be set out as character areas.

The west lean to offices (yellow)
The lean to sheds date to 1853 but the offices behind are 1855-7. They are regularly set out rooms of similar sizes and most had functions associated with engineering staff. While their room proportions are largely intact, only a couple retain fireplaces. All have 8/8 sliding sash windows and four panel doors from the platform. There are few other heritage features of note. They are reasonably flexible spaces but room proportions should ideally be retained as there are few rooms in the station which have not been altered. However dividing walls could be punctured, or partially glazed if a greater sense of space is required. Any alterations should be recorded. Water penetration is a problem leading to damage of accessions and plasterwork cracking.

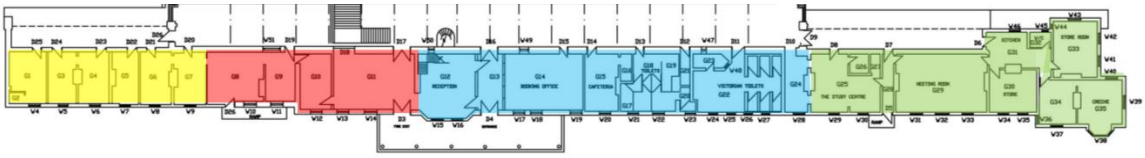


Figure 6. Room interiors - character areas

Much altered former domestic and customer areas - red

These areas originated as staff domestic accommodation but went through radical structural alterations in 1864. Rooms range in date from 1842-1853. Room proportions are not original. Heritage features tend to be windows with shutters and doors and occasional fireplaces. These rooms are likely to be rich in archaeological information but this is currently hidden behind modern plasterboard or plaster skimming. Combining archaeological and historic

evidence should help to enrich our understanding of the early station and evolving customer services. All works must be recorded archaeologically.

Booking, waiting and queuing for the toilet - blue

These rooms range in date from 1842 to 1853 and are also altered. However these alterations are relatively well documented in the historic plans and record the changing provision in relation to buying tickets, sending parcels or travelling services. The character of these rooms is predominantly late 19th to early 20th century and includes a good survival of Victorian and Edwardian fixtures and fittings. Windows have shutters with bars and are mostly 8/8 sliding sashes with some replacement glazing bars, but most windows are blocked facing the platform. Large double doors were for managing the movement of travellers in the booking area and highly moulded six panel doors were used in the 1850s extensions. Otherwise four panel doors were used.

Some rooms are highly sensitive to change because of the good survival of fixtures and fittings, but they are also in danger of becoming so cluttered with displays that the fixtures can no longer be appreciated. The current toilet block has too many partitions and an inappropriate composite door. Scope for alteration of room configuration is limited, but better use of space is possible. Alterations should be recorded archaeologically and any windows in poor condition should be repaired rather than replaced.

Goods Management – green

These rooms reflect the requirements of managing the goods yard with distinctive window types that are set within shallow architraves and have top lifting shutters rather than the earlier styles in the other character areas. Good visual links with the goods yard is important as well as easy access from the goods yard. The range consists of some altered spaces and less altered ones but there is scope for some alterations or additional external access points to the goods yard. Alterations should be recorded archaeologically and any windows in poor condition should be repaired rather than replaced.

First floor

This under-used space is in poor condition and the partitions should be removed to restore the room proportions (they are in poor condition). Additional stair hand rails in the first storey would be acceptable to help bring the spiral staircase back into use. The modern staircase could be altered to make it less visually obtrusive and to control the noise from the museum. The cupboard at the top of the stairs may be significant – it had a wash basin inside in 1876 and if this survives it should be retained. Ventilators are blocked and the rooms are suffering from damp and water penetration. The room currently has no access to washing up facilities but is used as a staff room. Sensitive introduction of services would not result in harm, but the fireplace and 2/2 sliding sash windows should be retained.

Basements

The west basement is an under used resource of considerable archaeological and historic interest. It represents one of the least altered areas of the 1842 building. It is possible to reconstruct the ghost story with the remaining historic features. Work to make the room safe would allow supervised access from the outside again in order to explore the porter's cellar and retell the ghostly tale.

The east basement is in poor condition and is suffering from water penetration some of which may be foul water from the toilets. Advice from a structural engineer is required. The room has considerable archaeological interest and any works should be recorded archaeologically. Better ventilation is required as well as an exploration of the source of the water. The use of the room for plant and a boiler seems reasonable, but steps need to be taken to make sure it is safe. Not all of the basement was accessed as there is an asbestos hazard.

Train shed (south) and platforms

At the outset, North Road station comprised a pair of through platforms covered by a single-span train shed, with hefty timber queen-post trusses (still *in situ*), fronted by a one-storey office building. The platforms were quite narrow and flanked three tracks, the middle one being used as a carriage siding. The platforms have been extensively re-arranged since that date. At the end of 1853 work began on lengthening the main (south) platform and the trainshed. This was supervised by a local architect Joseph Sparkes (1817-55), who terminated the extension with the present rusticated piers (in situ). Short lean-to roofs must have been added shortly afterwards because they were shown on the 1855 OS map along with an additional set of rusticated piers. This suggested that there was an intention to allow for a further lengthening of the shed roof in due course, but this never happened (Fawcett 2001, 116). However an additional island platform was created in 1857, separated by only a single track from the main platform. This was replaced by a larger island platform[18] in 1864 which was connected to the main platform to create a circulating area, leaving one through platform and two bays. Later the NER linked the two bays and provided the wooden footbridge and in 1974 when converted into a museum the earlier arrangement of bays was restored (ibid) and the footbridge conserved. In 1860 works were planned to build another train shed on to the rear of the station. This necessitated taking down the back stone wall and lamps and replacing it with cast iron columns to support a new wrought iron beam instead.[19] With the restoration of 1974 a wall was put back on the site of the original 1842 wall and the columns removed. This means that although the present day wall is of no heritage interest, the ground upon which it stands is of archaeological interest.

Plate 25. The original 1842 Queen post trusses

[18] It is not clear if the existing one was just extended

[19] http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm [accessed 13.10.14]

In 1864 William Peachey supervised the alterations to the station and he designed glazed verandah roofs for the island platform which were removed in 1932 (see fig 7 below).

At the time of the restoration in 1973-4 the train shed roof was in perilous condition and made of corrugated sheeting. It is clear from photographs that much of the woodwork supporting the corrugated roof was rotten. However the timber trusses are the same as those erected in 1842 and must be the relatively rare examples.

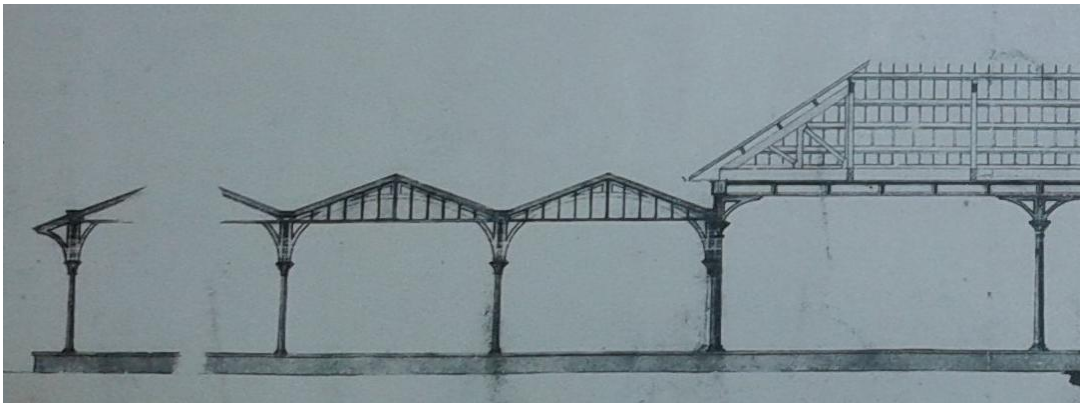
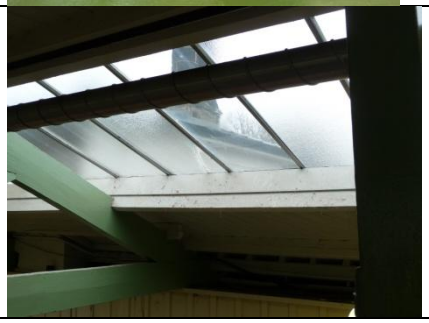


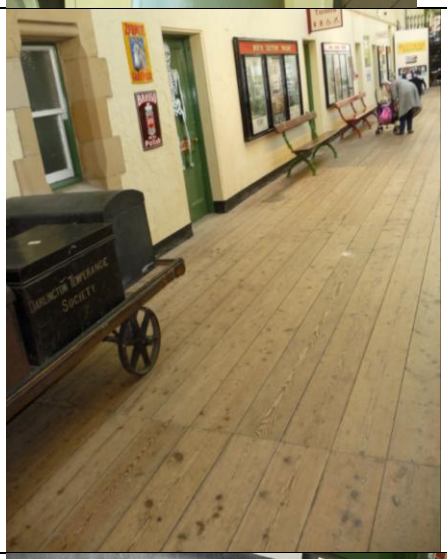
Figure 7. Peachey's cross section of 1864 showing one of the verandahs at the end of the station's train shed. These were removed in 1932

Plate 6. The station interior, looking west, in the early 1970's. By then North Road had been reduced to a halt. We see the wooden footbridge which the NER provided after linking through the two bays to provide another through line; BR had no need of this second line and therefore substituted level access. The footbridge and the kiosk on the right still feature in the present museum[20] as does the clock, the spiral staircase and the railings.

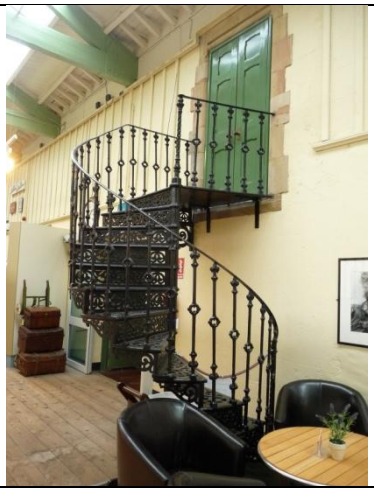
[20] Photo from Wm Fawcett 2011 at http://www.railwayarchitecture.org.uk/Location/Darlington/Darlington%20North%20Road%20Station.htm. [Accessed 13.10.14]

Plate 26. The train shed roof at the join with the upper storey of the station before restoration

Features which contribute towards significance	Nature, level and extent of interest	Image or note
Footbridge (1893)	**Considerable historic and architectural interest**	
Queen post trusses (1842)	**Considerable architectural interest**	
Roofing materials (1974)	**Some architectural interest,** because it reflects what was there before, but not historic	

Cast iron Corinthian columns (1864?)	**Considerable architectural and historic interest**	
'Departure platform'/ south platform (1842 but extended)	Timber surface, patches of repairs apparent. Base of platform in blackened brick. Moderate signs of effervescence – **some archaeological interest**	
Island platform 1857, extended or replaced 1864	Appears to have been resurfaced, lengthened and widened. Modern brickwork has been used – no evidence of soot. Considerable signs of effervescence. **Limited archaeological interest, some historic interest**	
Bays 1864	Modern replacements of historic features – **limited historic interest**	

Iron railings	Railings introduced by NER after 1864. Evidence of railings extending eastwards is of **limited archaeological interest.** Railings as a whole are of **considerable architectural interest.**	
Newspaper kiosk	**Considerable historic interest**	
Waiting room	**Considerable historic interest**	
Tracks	Presumably repaired and replaced over time. **Archaeological interest not certain. Considerable historic interest** as line of original S&DR route	

Spiral staircase	**Considerable architectural interest.** Presumably commissioned by Renshaw and Walker as they built the first floor. May have also been overseen by William Peachey. Regularly features in historic photographs so limited artistic interest	

Opportunities and threats

The station train shed and platforms have been extended and altered and so are not intact 1842 examples, but the collection of fixtures and the surviving fabric is dominated by the 19th century. The need to close the train shed off has required the views along the platform to be terminated and in doing so something of the railway station experience has been lost. The modern doors at the end are uncompromising but necessary, although should funding ever permit a more visually permeable solution then that would enhance the experience.

The display boards are obviously part of the museum experience, but their size means that it is not possible to obtain the sort of views down the platform that would have been possible in the 19th century. It is almost impossible to revisit popular historic viewing points along the station because of the display boards and in some places, the character of the space has moved too far towards being a museum display (and not always on a railway theme) and so the railway heritage is more difficult to visually appreciate.

The modern wall that divides the original train shed replaces open space with supporting columns inserted in 1860. This in turn replaced a solid wall from 1842. The restoration resulted in a return of a modern wall to prevent museum visitors wandering on to an active line. The wall offers useful display space but is a neutral feature. However should funding be available in future, consideration might be given to having a wall with greater visual permeability so that real trains can be observed using the adjacent line, which is after all part of the S&DR's original route.

Plate 27. Train shed interior looking east in 1973. This shows how the train shed has come a long way since the station closed. The footbridge looks like it needs support and in the distance is the waiting room and the NER railings

Most children like to climb on board the trains, but here they are not permitted and signs ask visitors not to climb on the 'displays'. Children (and adults) also like to climb up the spiral stairs. Subject to safety checks, bringing the stairs back into use would not be harmful.

The south platform surface is made of timber and a number of the planks are working loose and creating tripping hazards. The surface on the island platform is of less historic interest as it appears to have been replaced.

Alterations to the platform fabric or train shed walls should be recorded archaeologically.

The extent and significance of the wider setting

North Road Station is part of a complex of railway related heritage assets of **considerable historic interest** on the site chosen by the S&DR to locate its business offices and sidings adjacent to North Road; the historic north-south route that linked London and Edinburgh. In 1831 Alfred Kitching[21] set up a new ironmongery and foundry business opposite the existing station and this sparked further development around the railway (Cookson 2003, 67). The key buildings associated with this embryonic, and at times, experimental phase of railway development, were located in this part of Darlington and include (in addition to the station) the Goods Shed, the Goods Agent's Offices, The Lime Cells, The Hopetown Carriage Works, Skerne Bridge, the cast iron bridge over North Road, the fragmentary remains of the first station and the coal drops associated with the depot. The large open green space between the station and the Hopetown Carriageworks built in 1853 was allotments in the 1850s reflecting their current use as green space (and disguising its former use as a locomotive scrap yard). Collectively these designated and non designated buildings and structures form a distinctive character area whose historic associations are with the birth of the railways.

[21] William Kitching was a committee member of the S&DR in 1829 and so the family were clearly well informed regarding the future prospects on North Road

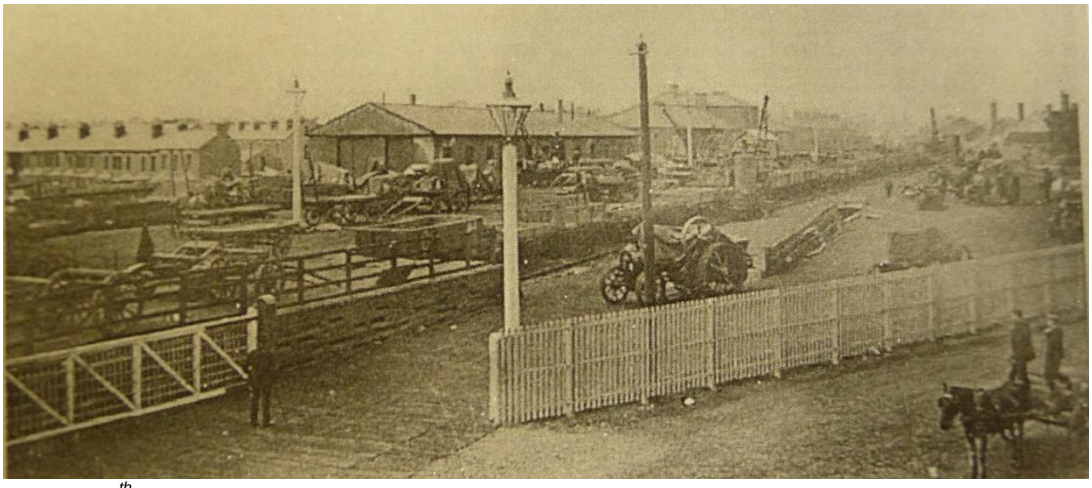


Plate 28. The 19th century setting of the station may have reflected the organised chaos of the goods yard as well as other railway buildings and railway worker's housing.

'Several other large and important industries have however, been developed, the most notable being a very extensive establishment for the construction of locomotives, in connection with the North Eastern Railway Company, of which system this town is the centre. ...The area covered by these works is now 27 acres in extent, and includes boiler-shops, forge, brass-foundry, erecting, copper, tinsmiths', and machine shops, &c....The commercial and manager's offices occupy the building at the entrance from North Road. The order and cleanliness which prevails in a place of such magnitude is very remarkable'. (Whelan & Co 1897, 455)

Intervening development today is restricted to unsightly security fencing and various locomotives awaiting restoration by the DRPS. However aerial photographs from 1945 (see plate 15) show the space between the station and the goods shed to have four large sheds and a smaller building and so the sense of empty space between the goods shed and the station is a recent development. Further, the setting will often have been chaotic, busy, noisy and industrial and not necessarily what visitors look for from a museum visit today.

Plate 8. Hopetown Carriage Repair Shops (left) and the Goods Shed (right)

The setting of the station has consequently evolved from agricultural surroundings with only a few pockets of industrial activity to noisy busy industrial activity and today it is mostly residential and green space with small pockets of industrial activity.

A little further afield are a few more important railway buildings, which could be considered to be part of the station's setting, however any development close to the station is unlikely to have any impact on them. **An engine shed** on the present day east coast mainline dates to 1844 and is listed grade II. **The Railway Tavern** on North Road of 1827 is one of three inns

built by the S&DR primarily for accommodation for passengers and was positioned opposite the coal depot which was served by its own branch line (Fawcett 2001, 17). A little further south on Northgate is **Edward Pease's house** – the founder of the S&DR. The **Stooperdale Offices** in Brinkburn Road and **The Railway Institute** on the corner of North Road and Whessoe Road also have historic associations. There are other smaller details in the area which are reduced sufficiently to be archaeological rather than architectural, such as **coal drops**, a short branch line connecting the station to coal depots by the Cocker Beck, the remains of which can still be discerned around the back of Westbrook villas, evidence of the **branch line** on North Road, the **supermarket clock** rescued from the works offices and the remains of the S&DR **railway works** which were established on Whessoe Road in 1863, but largely demolished after its closure in 1966.

This part of Darlington is therefore of **considerable historic interest** having been chosen as the location for most of the Stockton and Darlington railway's subsequent development in Darlington and all of the key buildings on this site are therefore from the first generation of the Railway Age.

Moving forward.....

There is a particular concentration of important railway heritage buildings in what might be termed the railway triangle. The land between these heritage assets has been through major changes, although for the most part, its use has been railway related since the mid 19th century. A long history of development in this area suggests that future development is not impossible, but it would be important to recognise the considerable historic interest and associations between the different buildings by retaining intervisibility and readability of their historic associations.

- There are also some key views which merit enhancing by framing or retaining open space around them; most importantly views between the station and the goods shed and offices. The mirroring of the station and the carriage works is also important and some intervisibility should remain.

- The buildings which were developed in this triangle were low lying and mostly relatively small scale. The station was single storey for the first forty years of its existence and even when heightened was still relatively low. The carriage works reflect the shape of the station which it faces with long single storey wings and a small central two storey section. The limeworks were of necessity two storeys, but they are small in scale. The goods office is two storeys, in keeping with the scale of 19th century residential development in the area. While there may have been larger sheds on site in the past, the scale of the remaining designated heritage assets is overall low lying, small in scale and in keeping with the scale of domestic and commercial properties in the area. Therefore if future development is to avoid dominating the important heritage assets including the goods shed, it too should be two storeys or less, be relatively small in scale and benefit from occasional interesting architectural features without fussiness or pastiche. It should seek to retain intervisibility between the heritage assets, but this could be done by framing views through new development.

- The land use in the area was agricultural before the S&DR located their railway business here and since then, the area has remained largely in railway use. It would be unreasonable to expect all land to remain in railway use when so much of the railway infrastructure has gone, but future development which would complement the historic setting could include light industrial, small scale commercial, offices, innovative development of products and processes (B1 type developments suitable for a residential area), logistics/export/ import of goods or uses which enhance the appreciation and economic vitality of the international importance of the railway triangle and museum by adding value to the tourism offer of the area, such as a standalone museum cafe (the current one can only be accessed through the museum which limits the visitor numbers and means that it only opens seasonally), shop, restaurant and curators' offices .

The Importance of North Road Station – putting the building in context

The listed status of the building, as grade II*, means that it is a particularly important building of more than special interest; 5.5% of listed buildings in England are Grade II*.[22] North Road Station straddles the pioneering and heroic phase of railway heritage (English Heritage 2011, 3). The contracts to build it were let in 1841 which is considered by English Heritage to be the end of the pioneering phase of railway history, but the station did not open until 1842 which is considered to be the birth of the heroic phase associated with 'railway mania' (ibid). Most pre-1840 buildings will be of international significance as being among the earliest railway structures in the world (ibid, 7). Stations dating to the 1840s are also generally considered to be nationally important, but are often masked by later alterations. North Road station is typical of these early stations, favouring an Italianate style that was popular at that time and pre-dating the high neo Gothic styles favoured by later Victorian examples. However as it was gradually over taken by Bank Top station its extent of alteration is less than a station which remained in active use throughout the 20th century.

The National Heritage List for England includes only three examples of pioneering railway buildings; although the same list mistakenly cites North Road Station as being Georgian. Its date actually places it 4-5 years into Victoria's reign. The former Liverpool Road Railway Station in Manchester and its Station Master's House of 1830 and grade I listed is the other earlier railway station (LB 1291477) and the third example is the former Stables and Forge at Joliffe Yard, London Road North (LB 1260980) which is not a station, but did form the terminus of the Surrey Iron Railway which was a plateway for horse drawn wagons and dating to around 1809. It is indeed a rare and early example of railway construction listed grade II.

However, there are other railway stations that date to the early 1840s which are also listed; indeed the National Heritage List includes 108 stations that date to the 1840s. What makes North Road so important is its associations with the early days of the S&DR, its associations with other railway heritage buildings in Darlington and its associations with the pioneers of the railway.

[22] English Heritage web site http://www.english-heritage.org.uk/caring/listing/listed-buildings/ [accessed 10.06.13]

Conclusion

Although North Road station is altered, it retains its basic Italianate style which represents the early days of train travel. Many of the alterations which have taken place respect what has gone before, so that when the building was extended, windows were mostly chosen to reflect the existing style regardless of the architect's individual preference. The alterations which took place are masked by the use of rough case to the external walls and new plaster or plasterboard to internal walls. This means that the earlier fabric may still survive behind the plaster and rough cast and so is of considerable archaeological interest. Used with the documentary evidence, there is scope to tell the story of how the station adapted to changing circumstances in a rapidly changing technological environment in the 19th century. As an 1840s building, it represents a group that are generally considered to be early and rare enough to be nationally important. However its importance is enhanced by its local context; in particular the survival of the adjacent buildings associated with the pioneering days of the railway such as The Goods Shed, The Goods Agent's Offices of McNay Street, the Lime Cells, Skerne Bridge and the Carriage Workshops – all in themselves nationally important listed or scheduled buildings. Had the first station survived and the Kitching's Foundry, it would not be unreasonable to suppose that this railway triangle would have been made a World Heritage Site some decades ago.

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