



Yorkshire Vernacular Buildings Study Group

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STATION HOUSE - CASTLE HOWARD (REPORT 1667)



AUGUST 2004

Yorkshire Vernacular Buildings Study Group
www.yvbsg.org.uk

North Yorkshire (North Riding)

Modern County (Historic County)

Welburn Civil Parish

(Parish or Township)

Station House

(Name Of Building)

1667

YVBSG Accession Number

SE 7367 6670

(Ordnance Survey Grid Reference)

**The Station House, Castle
Howard Station Road,
WELBURN**

(Address)

YO60 7EW

(Postcode)

Date Of Recording	22 nd February 2004
Name Of Recorders	Dave Crook.

SUMMARY

INFORMATION ATTACHED

Drawings - Block Plan, Ground And First Floor Plan, Elevations.
Photographs (Present And Old).
History.
Building Stone.
Comparison With Other Wayside Stations.
Possible Origins Of Layouts.

BRIEF DESCRIPTION OF BUILDING

This is a building constructed using local stone with a welsh slate roof covering. It has a main two-storey range, a single storey platform range, a two-storey wing attached to the main range and a service yard. It has a polite Italianate façade on the road and railway faces, which are the public faces, finished using high quality stonework. The less public faces are finished using a coarser grained stone.

SUMMARY OF CONCLUSIONS

This building is typical of the wayside stations built during the railway mania of the middle and late 19th Century. Castle Howard Station House is different from the other wayside stations in the way it was finished. This is believed to have been an effort to impress the Earl of Carlisle who used the station as his railhead; the land on which the station stands was originally purchased from the Castle Howard Estate.

The building has been designed to accommodate a number of functions. It provides domestic accommodation for the stationmaster, accommodation for the railway business, provides for the needs of waiting passengers and provided a private waiting room for the Earl of Carlisle.

Station House survives in a condition, which is very close to its 'as-built' form. There have been changes but these have not been so drastic as to obscure the original functions of the various spaces.

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1. INTRODUCTION.

The owner of the Castle Howard Station House asked the Yorkshire Vernacular Building Study Group (YVBSG) to prepare a recording of the building. The building was visited in February 2004 by Dave Crook. A copy of a drawing prepared in 1915 by the North Eastern Railway Company has provided useful information about the layout of the building and the functions of various parts when it acted as a station. This recording presents drawings, description and photographs of the building and features within the building.

The convention used to describe features is to look at the house from the railway track and treat the platform face as the front. A sketch of the convention is given below in Figure 1.

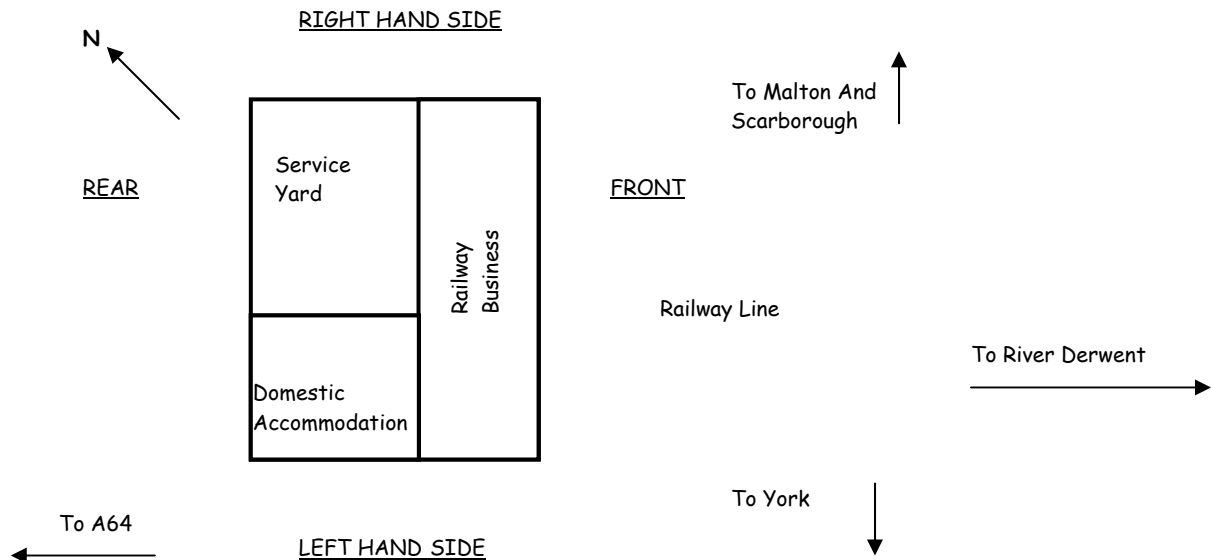


FIGURE 1 - ORIENTATION OF THE BUILDING AND GENERAL LAYOUT

2. BUILDING LOCATION AND GENERAL LAYOUT.

The building is located at Ordnance Survey Grid Reference SE 7367 6670. The property lies in the modern civil parish of Welburn and it is located about seven kilometres south west of Malton. It lies just off the A64 road between York and Malton. It is a former station and as such is aligned to be parallel to the York to Scarborough Railway Line. The railway pursues a curved route in the vicinity of the station as it follows the River Derwent. The front of the building faces approximately south east.

Apart from a modern garage, there are no other buildings in the immediate vicinity of Station House. Originally there was a signal box and platform shelters. The shelters were removed in the early 1960's. The signal box was removed in 1979. There are some buildings on the road leading away from the railway towards the A64 but these are located at about $\frac{1}{4}$ km from the station.

The general plan of the building is given above in Figure 1. A block plan showing the layout during the railway period is attached in Appendix A. The detailed plans are also attached in Appendix A. There is a redraft of the 1915 plan and an updated plan to show the subsequent changes. There is also a plan of the first floor of the two-storey sections and two elevations of the building. Photographs are attached in Appendix B. Old photographs are attached in Appendix C, which include the old signal box just prior to demolition.

Essentially, the whole building can be split into three zones. These are the domestic accommodation, the former railway business and the service yard. The former railway business section can be further subdivided into the stationmaster's office and accommodation for waiting passengers. In Figure 1 above, the stationmaster's office was located on the left hand side of the railway business section.

3. EXTERNAL DESCRIPTION.

Externally the building can be divided into three principal sections. The sections are the main two-storey range, the two-storey wing and the platform range. These are shown below in Figure 2. Also shown in Figure 2 are the three additions to the main two-storey range and the service yard with its outbuildings.

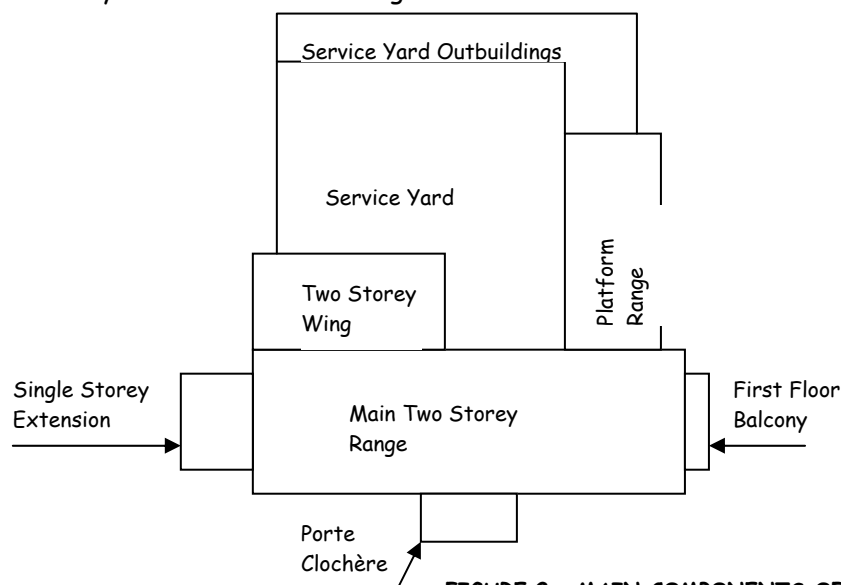


FIGURE 2 - MAIN COMPONENTS OF THE BUILDING

On the left hand side there is a two-storey range. This range has been finished to a high standard using an Italianate style. There is a two-storey porte-clochère near the centre of the elevation and the arrangement of the windows almost provides a balanced façade. On the front, there is a balcony at first floor level supported on four curved brackets; a stone feature projects through the roof above the balcony. At the rear of the two-storey range there is a two-storey wing set parallel to the platform. There is a single storey extension at the rear set in-line with the main two-storey range. The platform range at the front is single storey and is also finished to a high standard except the architectural motifs have been simplified. Finally there is the service yard to the rear including some outbuildings. This section has been executed in a more workmanlike manner, which reflects its lower status.

There are two types of stone visible on the external faces of the building. On the two-storey range, the front and right hand side of the platform range and on the front of the service yard wall, a fine grained stone has been used. The stone has been worked to a high standard of ashlar masonry to produce very thin joints of the order of 5mm in thickness. This stone is believed to originate from the Hildenley Quarry located about five kilometres to the north. A more detailed description of the stone is attached in Appendix D. The other stone is darker and coarse grained and not worked to the same standard. It is coursed and has quoins at the corners. The joints are 15 to 20mm thick and the stones are roughly squared. This stone is believed to originate from the nearby Mount Pleasant Quarry. A similar type of stone can be seen on the buildings at the side of the road leading up to the A64. The walls are of the order of 20" to 25" thick. The roof covering is welsh slate. The roofs have wide overhanging eaves and decorative projecting purlins, ridge-board and common rafters; these items are different inside the roof.

The chimneys are distinctive on the main two-storey range. There are three stacks at the front near the platform and four stacks at the rear. These stacks are distinctive comprising individual square stacks rising above the roofline topped by a splayed section. This is illustrated on the elevations in Appendix A. The platform range has an additional stack at its right hand end but this does not include the top splay.

The elevations attached in Appendix A show two elevations of the building. These are the platform (front) elevation and the left hand side elevation. These show most of the details and are probably the most important elevations.

The left hand side includes the main entrance into the house. This is set near the centre of the elevation and includes a porte-clochère with a bedroom above the entrance. The porte-clochère was originally open but in the late 1990's was enclosed. The bedroom window over the porch has an arch window; the small roof is pitched to offer a small pediment above the main entrance. The porch also features two small arch windows set in the walls on each side of the entrance looking towards and away from the railway line. To the front of the porte-clochère, towards the railway line, there is a window on each floor. Along the whole elevation there is a noticeable plinth increasing in height from rear to front. Near the platform, there is some small infilling of a former post box that was set into the building's wall. At the front of the elevation, the profile of the balcony can be seen set on its curved brackets. There is also a noticeable stringcourse, which runs onto the rear and front elevations. To the rear of the entrance, away from the railway line, there is one window on the first floor but two windows on the ground floor; one of these ground floor windows is very small to try and avoid

upsetting the balanced appearance of the front. At the rear of the elevation is the single storey extension with its pitched roof set in-line with the main two-storey range. It has a single window. On the rear elevation of the single storey extension there is an arched door. There is also a window for the first floor bedroom on the rear elevation of the main two-storey range. The ground on this elevation slopes down towards the railway line. This elevation contains a number of external lights set on ornate ironwork brackets; these are modern additions.

The front elevation has the two-storey main range on the left hand side. There is a window on the ground floor and the balcony on the first floor. There is an entrance into the ground floor room from the platform on the right hand side of the main two-storey range. The openings on the single storey platform range are all arched. There are three windows and one door. Two of the windows light the general waiting room near to the stationmaster's office and the third window is located to the right of the entrance and lights the ladies waiting room. At the end of the platform range, the front wall steps back from the railway line and becomes the perimeter wall for the service yard; this wall contains a single door that leads to the men's toilet. The front elevation features a number of external lights identical to those seen on the left hand side elevation. There are also vents set into the floor immediately outside the platform range wall.

The right hand elevation of the service yard wall is plain. At the front corner, the coarser stone has been tied into the fine-grained stone such the latter forms the quoins. A former window has been blocked up on this elevation.

The rear elevation of the service yard and the two-storey extension are formed of coursed dark brown coarse-grained stone. There is a small window at the right hand end (note the direction convention in Figure 1) of the rear elevation. The wide opening in the centre of the service yard wall was rebuilt in recent years because the former timber lintel had rotted. There is a straight joint at the junction of the service yard wall and the two-storey wing. There are single windows on the ground and first floor of the two-storey wing.

Inside the service yard, a number of items can be seen. Nearly all of the visible masonry of the coarse grained dark brown stone. There is a blocked opening on the rear of the platform range, which corresponds to the former ladies toilet. There is a blocked opening on the front of the two-storey wing corresponding to the location of a former pantry. There is a window to the kitchen on the right hand end that may originally have been horizontal sliding sash. There is a window to the bedroom above on the right hand wall of the two-storey wing. There is a stone faced porch fitted between the wing and the platform range. On the main two-storey range, there is a single large staircase window. The stacks appear to be located in the line of the right hand wall of the main two-storey range. The outbuildings are all lean-to types with their roof slopes into the service yard. They are all made from the coarser stone.

4. INTERNAL DESCRIPTION.

4.1 Domestic Accommodation - Main Two-Storey Range And Wing

The domestic accommodation includes everything to the rear (note the convention) of the main entrance. The accommodation provided included a kitchen and a parlour as well as one bedroom on the ground floor. On the first floor, there were originally three bedrooms. The layout of the domestic accommodation on the ground floor is given below on Figure 3. The sketch also gives the location of the stationmaster's office to help orientation.

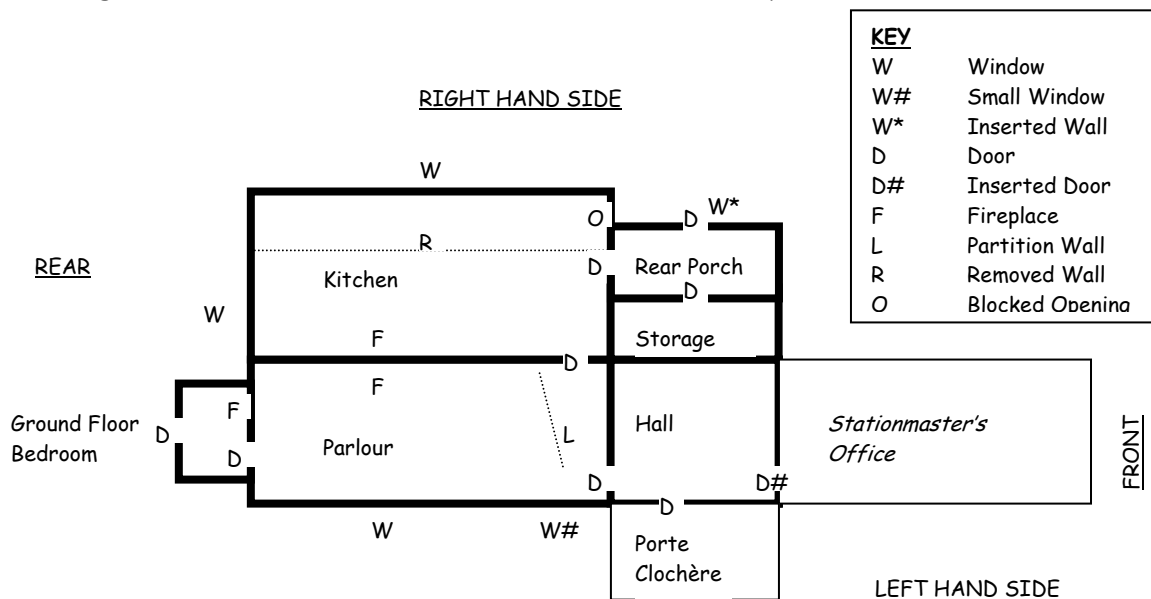


FIGURE 3 - DOMESTIC ACCOMMODATION - GROUND FLOOR

The ground floor layout includes a bedroom, the parlour, the kitchen, a lean-to and the hall. All of these rooms are accessible via the front door at the back of the porte-clochère, which leads into the hall. The hall also contains a staircase to the first floor rooms. On the ground floor, the hall led originally only into the parlour; the doorway into the former stationmaster's office was only created in 1986. The three principal domestic rooms on the ground floor are heated. Internal walls have been removed; originally there was a corridor through the parlour into the kitchen comprising a lightweight partition. It was shown on the 1915 plan and the fixing points can still be seen on the floor. This corridor was lit by a small window in the left hand wall (note the convention and Figure 3 above) near to the rear wall of the porte-clochère. The kitchen was originally subdivided; the section at the right hand end (note the convention) was a pantry. A rear lean-to has had a wall added to convert it into a rear porch so the back door no longer opens directly into the service yard.

The internal walls are generally as the external walls being between 20" to 25" thick. The exceptions are the hall walls that are only 12" thick. The wall forming the right hand wall of the storage room is a 9" brick wall. The only other brickwork appears to be the walls around the sides of the ladies toilet and the chimney breast in the ladies waiting room. The floors are all solid. The hall floor is made up of black and red tiles set in a diamond pattern. The parlour floor comprises flagstones. The ground floor bedroom has a timber floor which was previously damp until it was sealed. The kitchen floor comprises red bricks.

The levels vary and this is a reflection of the sloping nature of the site. There is a step up into the property at the main entrance. There is another step up into the parlour from the hall. There is another step up from the parlour to the ground floor bedroom. The kitchen backdoor steps down into the service yard.

A sketch showing the first floor arrangement is shown below in Figure 4.

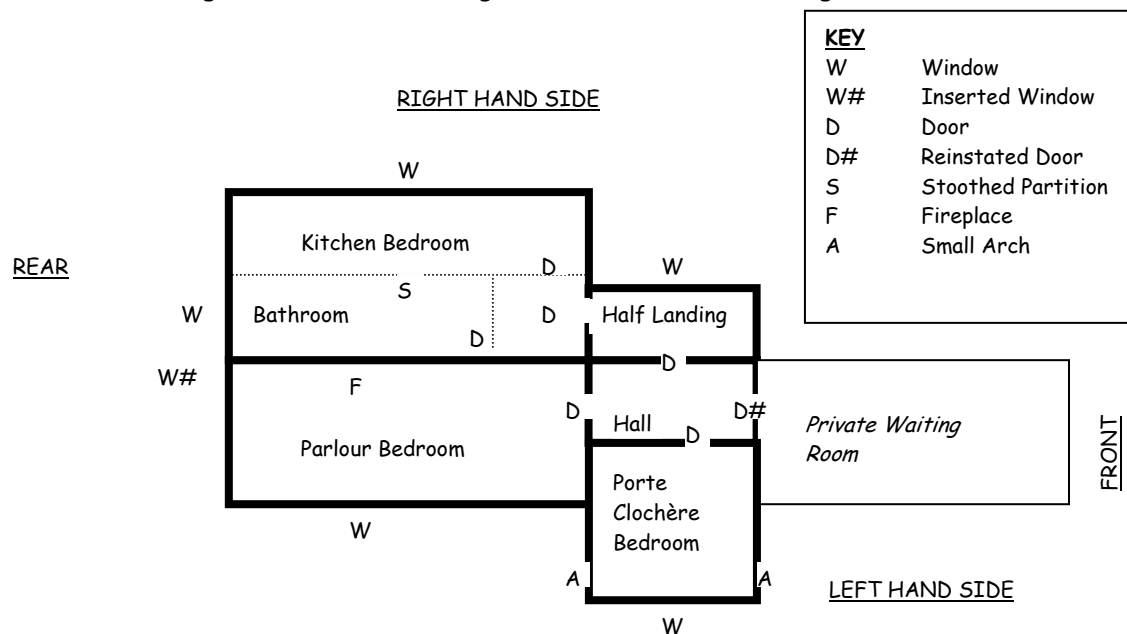


FIGURE 4 - DOMESTIC ACCOMMODATION - FIRST FLOOR

Upstairs, there is a small bedroom over the porte-clochère, though its right hand wall is set to the right of the left hand wall (note the convention and refer to Figure 4 above) of the main two-storey range. This wall appears to be supported by a downstand beam visible in the ground floor hall ceiling. There is a second bedroom, the parlour bedroom, over the parlour, which was heated. There is a third bedroom, the kitchen bedroom, located over the kitchen but this was subdivided in 1915 to create an inside bathroom. The porte-clochère and parlour bedrooms are entered directly from the main staircase. The kitchen bedroom is entered from a spur staircase via an intermediate, or half landing, off the main staircase. The sitting room on the first floor, over the stationmaster's office did not form part of the domestic accommodation.

The ceiling of the porte-clochère bedroom has been lowered by about 12". There is access into the roof space via a number of hatches. The roof structure comprises king post principal trusses set at about 7' centres with common rafters, ridge board and single inclined purlins on each side; the purlins are not continuous. There are five king post trusses. The timber used in the roof is generally about 3" wide. The purlin is 5½" high and the rafters are 4" high. The walls all stop at eaves level. There is also access into the two-storey wing loft. This roof structure is the same though there is only one king post truss. The base of the stacks are clearly visible in the left hand end of the two-storey wing loft though the equivalent stacks at the front are not; this implies the wing was contemporary with the main two-storey range.

4.2 Railway Business

The railway business was located to the right of the front door. The relevant parts are indicated above on Figures 3 and 4. The railway business is also shown along with the passenger waiting areas below in Figure 5. On the ground floor, the stationmaster's office included the booking counter. On the first floor, there was a waiting room for the exclusive use of the Earl of Carlisle, his family and guests.

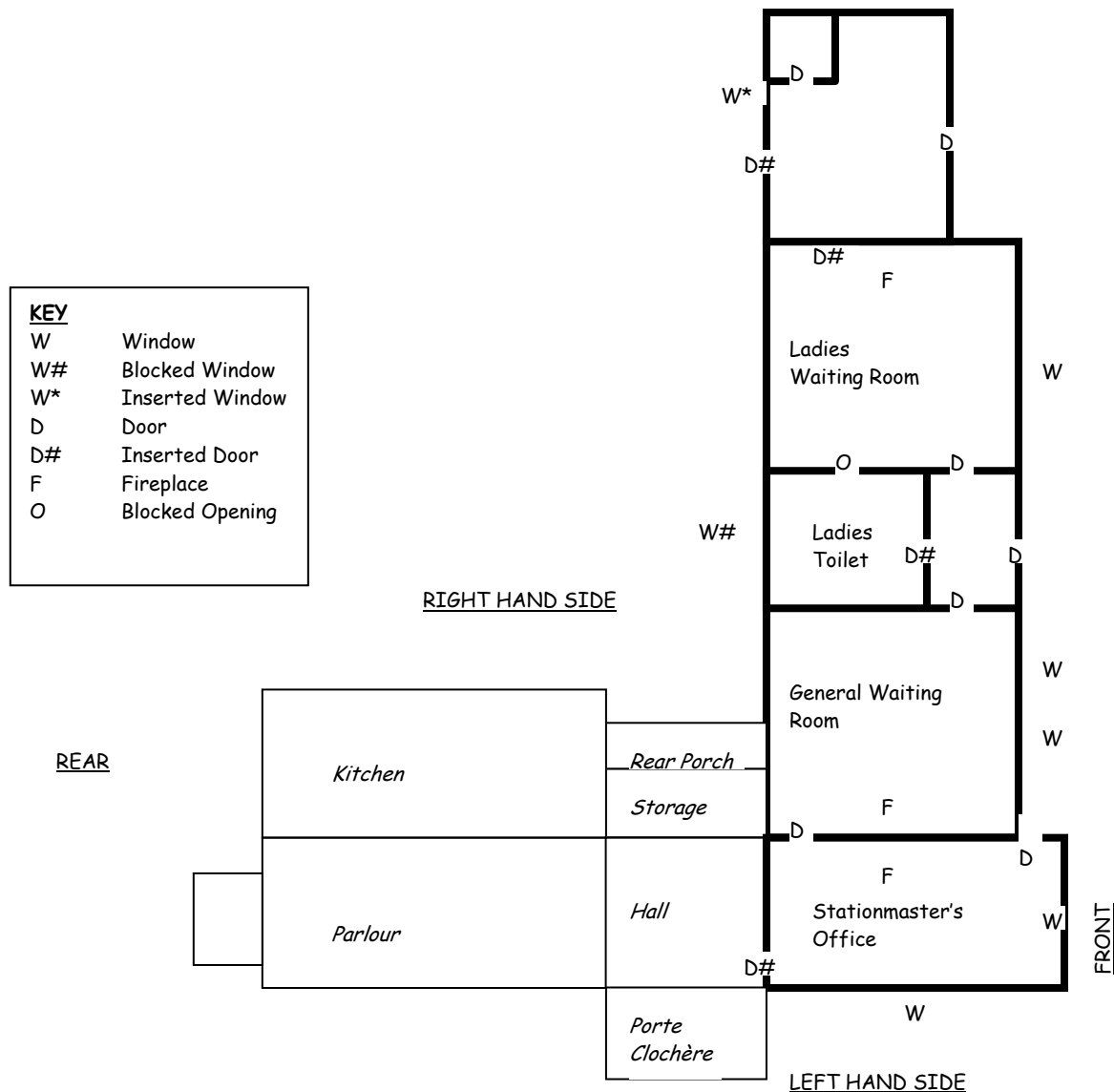


FIGURE 5 - RAILWAY BUSINESS - GROUND FLOOR

The private waiting room used by the Earl of Carlisle is reached via the front door on the left hand side and the main staircase. It is a heated room. On the front elevation of this room, there is a balcony overlooking the railway. From close inspection of the balcony, it is apparent it is intended for show. Not only is the access onto the balcony difficult, but the finishing of the stonework is workmanlike. Also, access is via a sash window and would not be an exercise undertaken lightly. The stone making up the balcony is squared and no attempt appears to have been made to shape or curve the balustrading. There is another window in

the left hand wall formerly overlooking the sidings. This private waiting room is above the stationmaster's office. The doorway between the office and the hall is a recent insertion. There are also two doorways into the office in the right hand wall. The rear leads to the general waiting room; the front doorway leads onto the platform, which is set higher than the stationmaster's office floor. There is a window on the front elevation and on the left hand side. Any evidence of the internal layout of the stationmaster's office has gone, though the 1915 plan provides hints. There has been speculation about a cellar but there is no sign of any scarring of the stonework on the left hand elevation; it is more likely that there was sufficient storage in the service yard.

The stationmaster's office has a suspended timber floor. The fireplace has been removed though the chimney breast can still be seen. There is a simple cornice and a picture rail. A feature that was removed in recent years was a wooden staircase leading from the stationmaster's office to the private waiting room; this staircase was not shown on the 1915 plan so its inclusion and use reflects some change in priorities and room usage at the station.

4.3 Passenger Accommodation

The passenger accommodation is shown above in Figure 5. This includes the single storey platform range and one of the service yard outbuildings set parallel to the railway line. It includes a general waiting room, a ladies waiting room and a ladies' toilet. The men's toilet was in one of the service yard outbuildings at the right hand end of the platform range. The platform range is heated with a fireplace at each end; the left hand flue is in the main two-storey range stonework whereas the right hand flue is constructed from brickwork, which can be seen in the loft. A later doorway has been created at the rear of the right hand end leading into the former men's toilet. The doorway to the ladies toilet has been moved from the right hand wall to the front wall.

There is access onto the platform from both the platform range and the men's toilet; in each case there is a step up onto the platform similar to that seen in the stationmaster's office.

As elsewhere, the external walls are about 20" to 25" thick. The internal wall around the ladies toilet is on 12" thick; it is possible this may be of brick construction. The floor in the platform range is suspended timber. That under the men's toilet is a solid flagged floor.

The loft space is accessible via the ladies toilet. The roof structure is the same as the main range comprising king post principal trusses set at about 7' centres with common rafters, ridge board and single inclined purlins on each side; the purlins are not continuous. There are three king post trusses.

4.4 Service Yard

The 1915 plan provides a useful description of the functions served by the service yard. These were twofold. Outhouses were provided for the stationmaster for his toilet, washhouse, meat safe and coal storage. There was separate provision for coal for the railway business and other storage.

5. KEY DATES.

The original station was built in 1845 as part of the York to Scarborough Railway Line. The plan dated 1915 shows modernisation of the accommodation including an indoor upstairs bathroom. The station stopped taking passengers in 1930 as part of a rationalisation of railway services by the LNER. The building was sold by the Railway Company in the 1960's and has been in private ownership since. In 1978, some enthusiastic people acquired the building and carried out many repairs to bring it back up to an acceptable habitable standard. Photographs taken during the works are attached as Appendix C. A more complete history is attached as Appendix E.

6. DISCUSSION.

Castle Howard Station formed part of a larger construction project that included a number of wayside stations. There were time pressures to get the work complete quickly so that revenue could be earned. As such, wayside stations were standardised where possible and show many similarities in layout. This applies not just to those on the York to Scarborough Railway Line but also the Pickering to Whitby, Scarborough to Hull, York to Harrogate and York to Leeds. That said, where local considerations dictated, then the final station did deviate from the standard design. These considerations could include a junction with another railway line, a river crossing and those stations not expected to generate much traffic were reduced in size. A comparison of the layouts of a small number of wayside stations is attached as Appendix F.

Given the well documented history of the building, there is very little interpretation needed of the layout. However, an underlying question is how did GT Andrews arrive at this layout. For this, ideas need to be derived from contemporary domestic accommodation for someone of the social status of the stationmaster, the way that toll cottages functioned on the turnpikes and the canals and coaching inns. This is attached as Appendix G.

There were a number of aspects about Castle Howard Station that were not clear and open to interpretation. These include the step down into the stationmaster's office and the waiting rooms, the possible cellar, the stationmaster's office staircase and the number of building phases.

The step down into the stationmaster's office and the waiting rooms is curious. Given the sloping nature of the site and the normal practice of setting internal floor levels above external finished levels it appears at first to be a mistake. In contrast, when entering the domestic part of the building, there is a step up into the hall. Turning the rear, there is a step up into the parlour and another into the single storey extension. The builders clearly understood the nature of the sloping site and could keep the internal levels above the external ones. A clue to what has happened is given by the grills set into the floor on the former platform. These suggest the local external levels have been raised. Given the height of the steps in and around the building, the estimated raising is 12". A similar raising is known to have occurred at Levisham on the North York Moors Railway in the 1870's.

The cellar was postulated from an old photograph with what appears to be a cover leaning against the left hand wall near the platform. Also, the floor in the stationmaster's office is a

suspended timber type. The cover was shown close to the former post box contained within the wall. However, the appearance of this section of the wall, as seen now, shows no indication that any openings have been filled in. The plinth is continuous and its stones show no sign of disruption or remodelling. Evidence from the remainder of the building, especially the non-public faces, shows the openings to be framed by ashlar masonry. Where openings have been filled in, the ashlar framing remains in place. Alternatively, if the cellar was for storage, then there is plenty provided in the service yard outbuildings; these are at ground level and easily accessible.

In recent years a timber staircase was removed from the stationmaster's office. This was not shown on the 1915 plan and so was presumably erected some time later. A hypothesis is the staircase was inserted when the Earl of Carlisle's private waiting room no longer functioned as such. This may have occurred soon after the end of the First World War as motorcars became affordable and popular; the closure of the station to passenger traffic in 1930 was a function of the rise of road transport. The location of the staircase suggests the railway company did not want the private waiting room to form part of the stationmaster's domestic accommodation. The only possible uses for such a room would be additional office space, storage for small objects such as parcels, a mess room or additional accommodation for passengers though the latter idea would not have been required after 1930 following closure to passenger traffic.

The station house was erected in the 1840's at an early stage in the development of the railways. Some of the referenced texts mention changes in the 1870's to the signalling system and when some station houses were enlarged. It is not always easy in practice to see where changes have been made. A number of the other station houses have been rendered which is very effective at hiding details. Changes to Castle Howard Station are more likely to have been to the two-storey wing. The main two-storey range looks to be complete and of a piece. The coursing into the single storey extension on the rear face away from the railway is continuous implying contemporary construction. The two-storey wing has been built using the coarser stone. However, the arrangement of the principal roof truss in the two-storey wing roof is the same as that in the main two-storey range and in the platform range. Also, the stone coursing in the external wall faces does not show any discontinuities. The conclusion is the two-storey wing is contemporary with the main and platform ranges.

There have been changes throughout the life of the building. The 1915 plan shows the insertion of a bathroom over the kitchen and various pieces of remodelling of the drainage around the service yard. As mentioned above, there was the staircase inserted in the stationmaster's office. Since 1978, the objective of the various owners has been to restore the weatherproofing of the building and modify the layouts. In 1978, the then new owners had to do extensive repairs to restore the weatherproofing and integrity of the building. In more recent times, the porte-clochère has been glazed to make the bedroom above it more habitable and the bedroom ceiling has been lowered. A number of doors have been inserted to improve the circulation routes; these include the door between the hall and the stationmaster's office, the rear door to the men's toilet and a connecting door between the ladies waiting room and the men's toilet. The ladies toilet window and the pantry window have been blocked in. The pantry window is not shown on the 1915 plan though a recess is indicated; it is possible the window was blocked as part of an earlier remodelling of the station house. A rear porch has been added though to replace an earlier open shelter with a

proper structure. The external access into the service yard has been widened. When these changes are compared to the plan made in 1915, they appear to be quite minor and it is still possible to understand GT Andrews' original layout.

7. CONCLUSIONS.

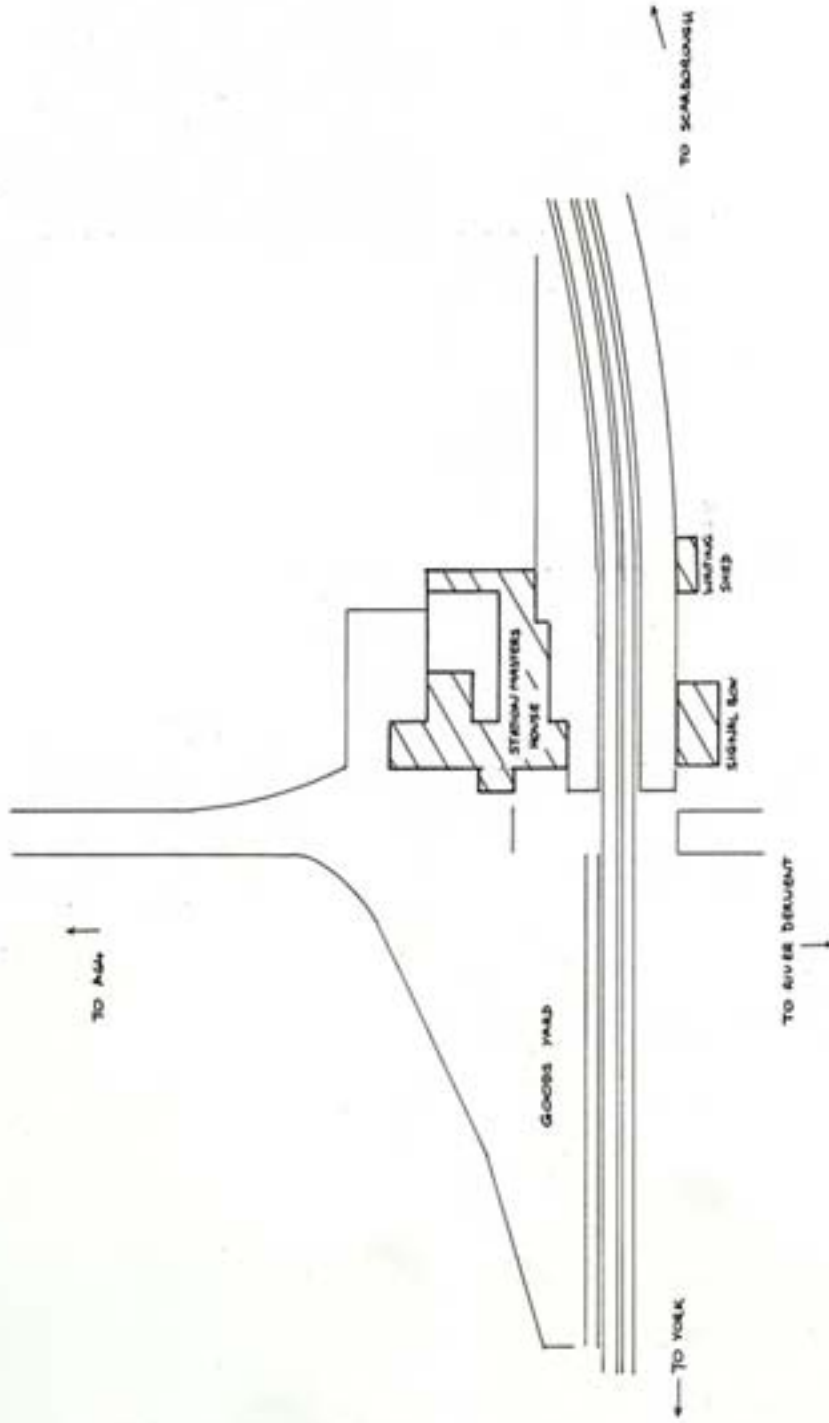
Castle Howard Station provides a good example of the wayside stations constructed during the railway mania of the mid to late 19th Centuries. Apart from the removal of some partitions and blocking up of some doors and creation of other doors, it is still possible to see the relationship of the different parts of the building to each other. Originally there appeared to be a conscious effort to separate the domestic from the business functions. This is not unique to Castle Howard but appears at Levisham and Grosmont Stations on the North York Moors Railway and on stations on the Wensleydale Railway.

The architecture used on the façade of this station is not typical of the north and east Yorkshire wayside stations. It exhibits a flourish possibly to impress the Earl of Carlisle though behind the façade it is to a reasonably standard design.

**APPENDIX A -
DRAWINGS**

NOTES

1. Plan drawn based on site observations and site plan graphs.
2. Plan depicts operational arrangement.



BLOCK PLAN

CASTLE HOWARD STATION MASTERS HOUSE

Scale 1:500

Date March 2004

Grid Ref SE 7368 6670

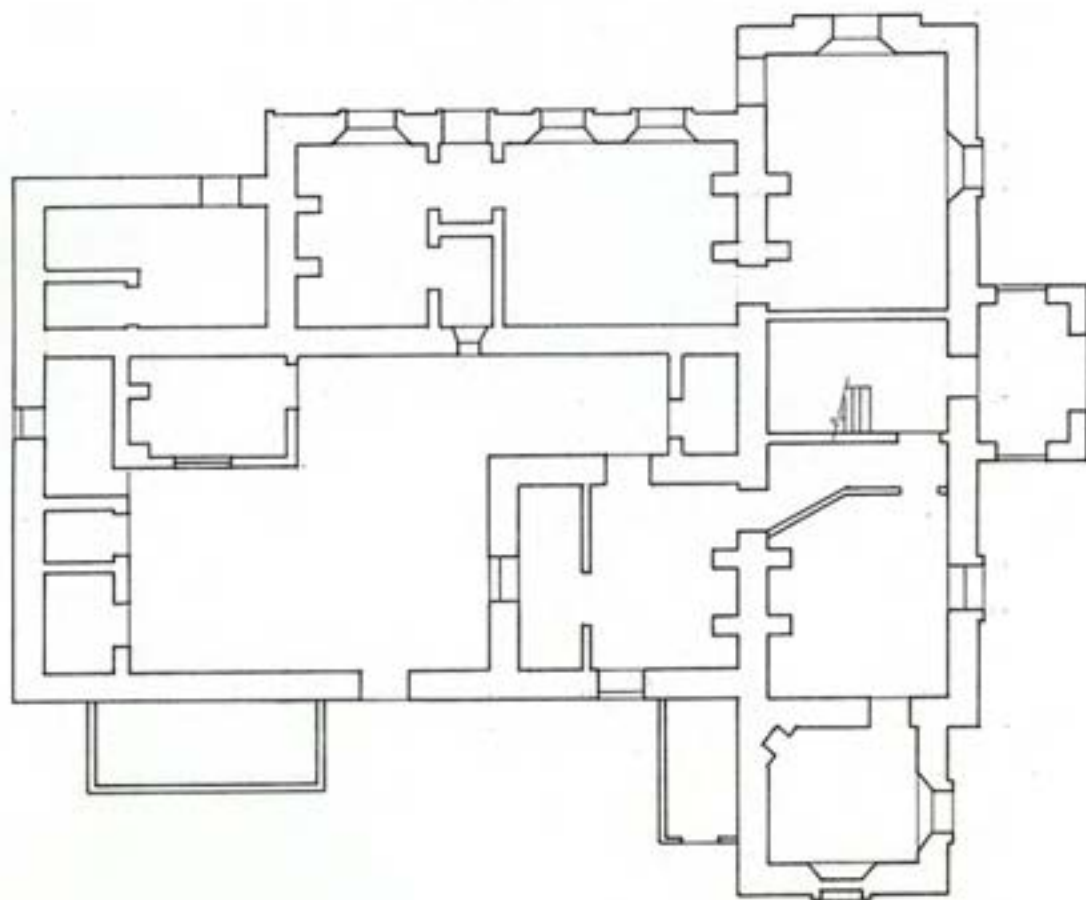


NOTE
Information obtained from NER
drawing dated March 1915

To Scarborough

York To Scarborough Ry Line

To York



GROUND FLOOR PLAN

CASTLE HOWARD STATION MASTERS HOUSE

Level Crossing Scale 1:100

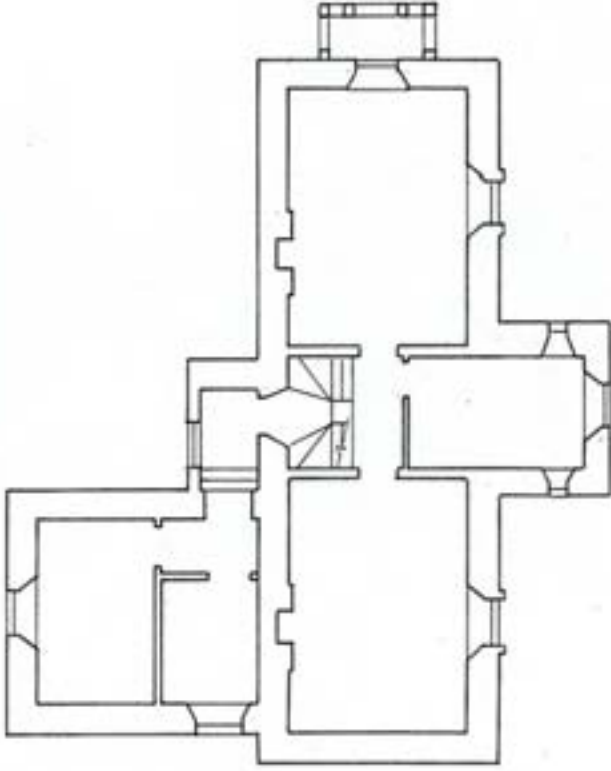
Date: June 2003

Grid Ref SE 456B 6470



Metres

NOTES
Information obtained from NER drawing
dated 1915



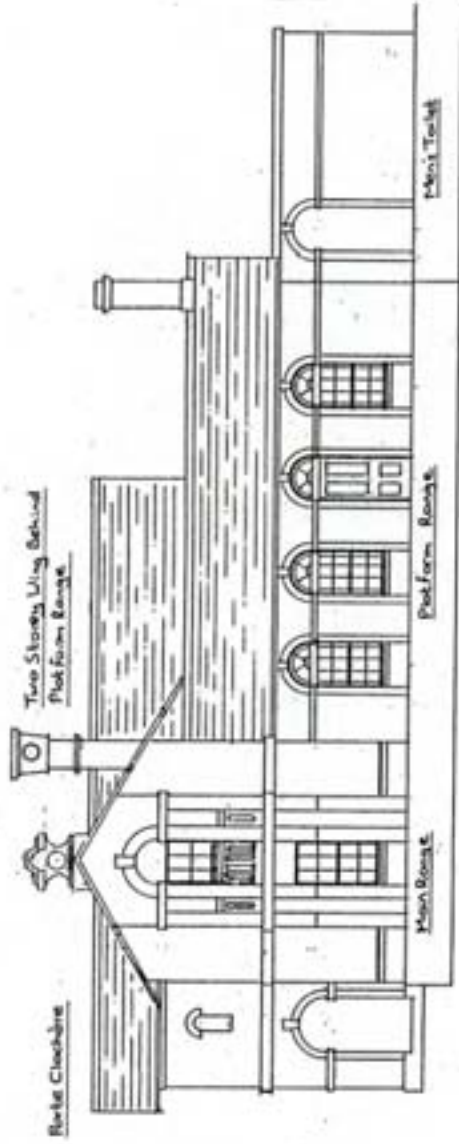
FIRST FLOOR PLAN

CASTLE HOWARD STATION MASTERS HOUSE
Scale 1:100 Date: March 2004
Grid Ref SE 7368 6670

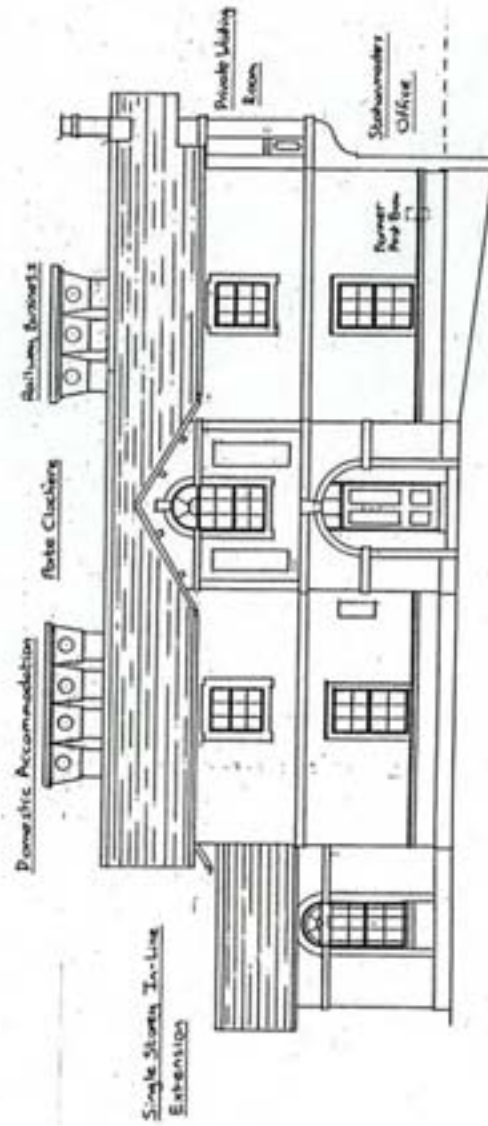


NOTES

1. Elevations prepared for Mrs Callings who is a former owner of Castle Howard Station House.
2. Elevations have been annotated with additional information.
3. Drawing originally prepared in about 1998.



FRONT ELEVATION



LEFT HAND SIDE ELEVATION

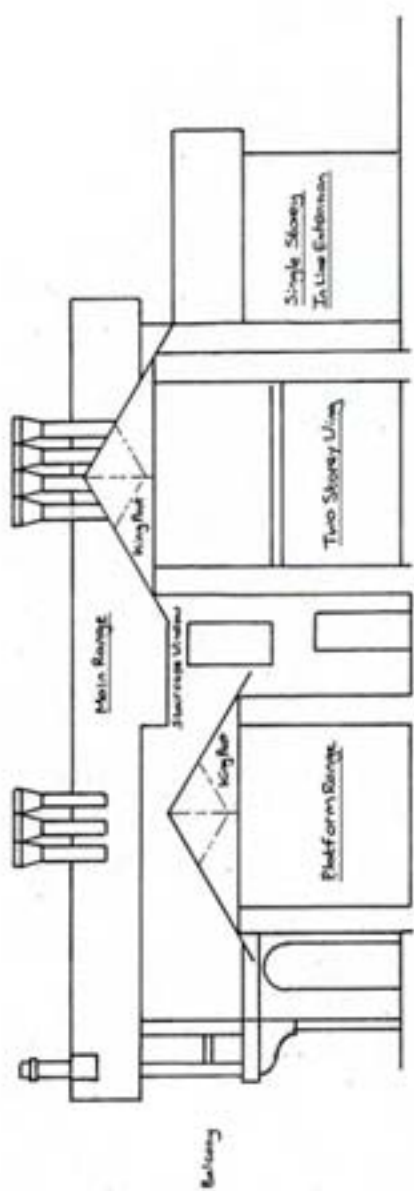
CASTLE HOWARD STATION MASTERS HOUSE

Scale Approx 1:100

Date: March 2004

Grid Ref SE 736B 6670

NOTE
 Information obtained from NIER
 drawing dated 1915.



SECTION THRU PLATFORM RANGE AND TWO STOREY WING TOWARDS MAIN RANGE

In the above section, the outlines of the principal king post trusses are indicated in the roof of the platform range and the two storey wing. The identical trusses are present in the main range roof. There is a single king post in the two-storey wing. There are three king post trusses in the platform range. There are five king post trusses in the main range. The king posts are set at approximately 21m.

CASTLE HOWARD STATION MASTERS HOUSE

Scale 1:100 Date: March 2004

Grid Ref SE 7368 6630

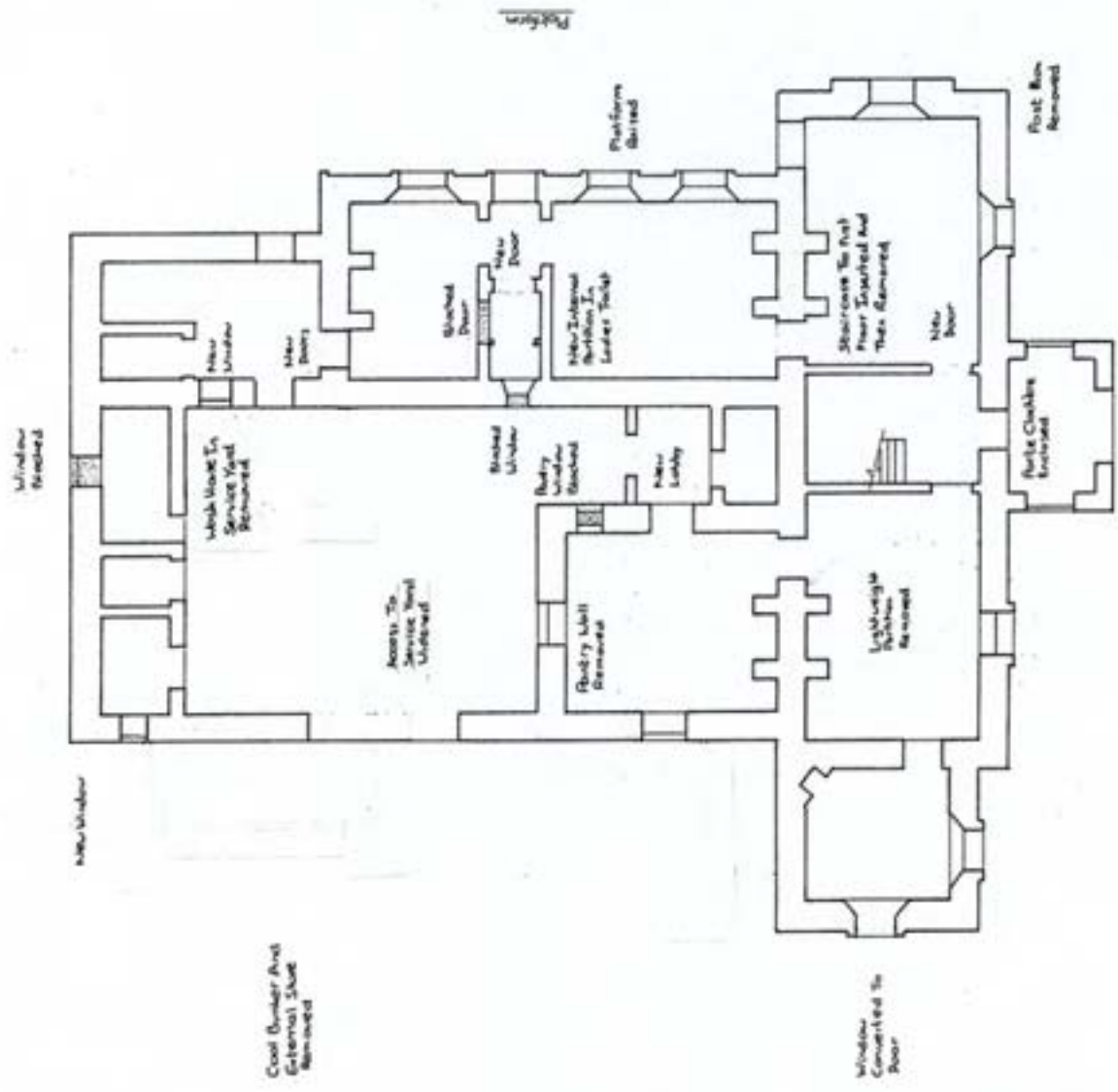


NOTES

- 1. Information obtained from NBR drawing dated 1915
- 2. Drawing annotated to show changes to building
- 3. It is believed the party window was blocked and the platform levelled before 1915.
- 4. The staircase in the station master's office inverted some time after 1915. This may have occurred after closure to passenger traffic in 1930. The staircase was removed in the 1950s.



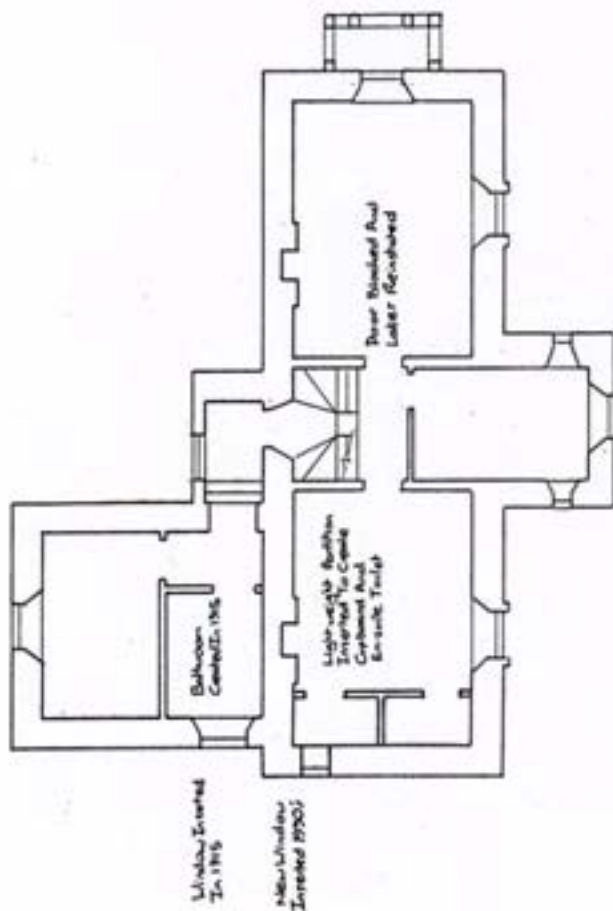
CASTLE HOWARD STATION MASTERS HOUSE
Scale: 1:100 Date: March 2004
Grid Ref SE 73.6B 6670



GROUND FLOOR PLAN

NOTES

1. Information obtained from NBR drawing dated 1915.
2. Drawing annotated to show changes to building.
3. The doorway to the first floor sitting/ waiting room blocked as part of the infill of the staircase from the ground floor stationmaster's office. Door reinstated after removal of staircase in 1905.



FIRST FLOOR PLAN

CASTLE HOWARD STATION MASTERS HOUSE

Scale 1:100

Date: March 2004

Grid Ref SE 9368 6670



**APPENDIX B -
PHOTOGRAPHS**

The following photographs are intended to be read in conjunction with the drawings. It is not possible to photograph the platform elevation due to the proximity of the railway; however, there are some old photographs of the platform elevation in Appendix C.



This is the left hand elevation showing the porte-clochère, the shaped chimney pots and the balcony projection through the roof on the railway elevation.



This is the rear elevation showing the shaped chimney pots, the rear single storey extension and the two-storey wing. This view shows the location of the stacks on the right (as viewed from the railway) hand wall of the main range.



This is the rear elevation showing the shaped chimney pots, the rear single storey extension and the two-storey wing. The door leading into the service yard can be seen.



This is the right hand elevation showing the shaped chimney pots and the balcony projection through the roof on the railway elevation. The platform range can be seen in the foreground.



This is front part of the right hand elevation showing the shaped chimney pots and the balcony projection through the roof on the railway elevation. The entrance into the stationmaster's office can be seen through the arched doorway. The step back in the front wall in the foreground occurs at the location of the former men's toilets.



This is a detail of the external lights present on the front and left hand elevations. These are not original and were added to the building in the 1980's.



This is the upper part of the porte clochère. The projecting timbers seen on the underside of the roof are purely for decoration.



This is the detail of the front door in the lower part of the porte-clochère. The porte-clochère has been glazed though originally it was open to the elements.



This is the platform elevation. The platform range is in the foreground. The door leading to the stationmaster's office is adjacent to one of the balcony brackets.



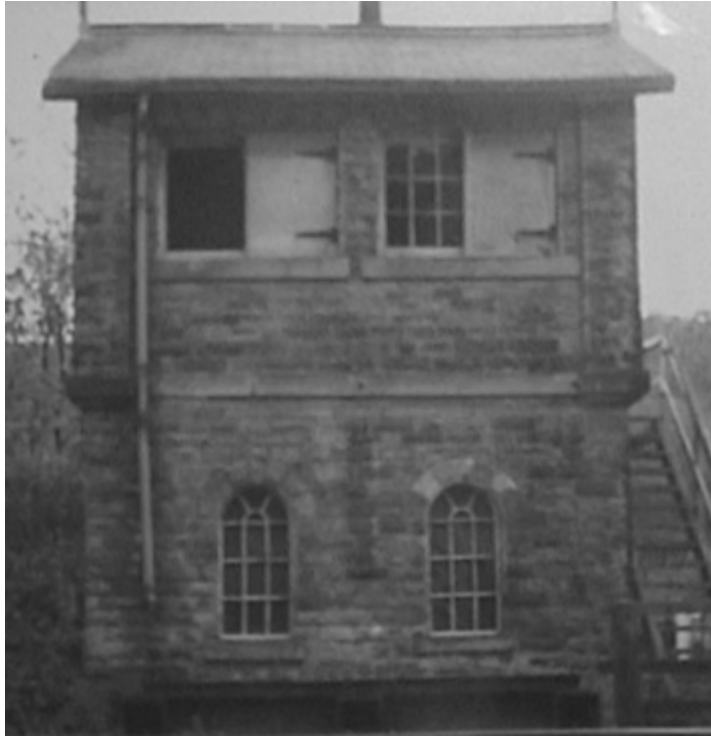
This is a detail of one of the king post trusses in the main range roof. The same detail is present in the two-storey wing and in the platform range.

**APPENDIX C -
OLD PHOTOGRAPHS**

INTRODUCTION

These are photographs obtained from a former owner of Castle Howard Station. They include some taken during the refurbishment works, which also show the hidden construction. There are also photographs of the former signal box removed in 1979. Finally, there are photographs of the staircase leading to the first floor waiting room.

SIGNAL BOX



These are copies of photographs of the old signal box taken in 1979 just prior to demolition. It was a stone built with a slate roof and an external wooden staircase on the side facing the level crossing.



STATIONMASTERS PLATFORM DOOR



The above views are of the stationmaster's office door leading onto the platform. The opening had been reduced using a brick infill and a small door inserted. This opening has been opened up and can be seen in Appendix B.

STAIRCASE TO FIRST FLOOR WAITING ROOM



The view on the left is from inside the former private sitting room. This is the top of the staircase. The view on the right is down the staircase towards the public waiting room. It is a timber construction. It has been separated from the stationmaster's office using lightweight timber planking.



These are views of the staircase from the stationmaster's office. The space under the stairs was obviously intended for storage. The planking used to screen the staircase is visible.

PUBLIC WAITING ROOM

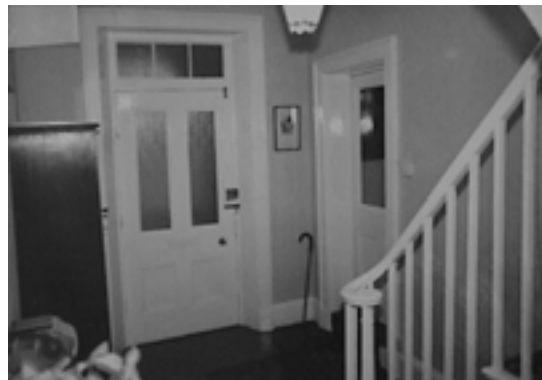


This is inside the public waiting room looking towards the stationmaster's office. The foot of the stairs leading to the former private waiting room can be seen. The construction of the fireplace with its brick lining can also be seen. On the left hand side of the view, the form of the windows can be seen.



This view is from the former ladies waiting room looking towards the platform and the former ladies toilet. The construction of the internal walls is apparent comprising brickwork.

VIEWS IN HALLWAY



These are views taken in the hallway. The top left view is of the landing. There is a wall on at the top of the stairs. This was shown as a door in the 1915 plans and since this photograph was taken the door has been reinstated. The other two views are of the hallway. The recess opposite the door leading to the parlour was shown as a solid wall on the 1915 plans. In the 1990's, this was opened up to provide internal access into the former railway business side via the former stationmaster's office.

PORTE CLOCHÈRE



These views show the porte clochère was originally open. In the late 1990's it was glazed to improve conditions in the bedroom above.

PLATFORM ELEVATION

It is no longer possible to obtain views of the platform elevation following the closure of the level crossing. The following are photographs obtained during the late 1970's/1980's by the then owner of the property.



Elevation of the balcony and the porte clochère from the far side of the railway line.



View along the platform range towards the main range with the first floor balcony.



View of the railway faces of the main range and the platform range.



Detail of the railway face of the platform range.

APPENDIX D -
BUILDING STONE

INTRODUCTION

The following information is offered about the sources of the stone used at Castle Howard Station. The two types of stone used are illustrated in the following photographs: -



Figure 1 - High Quality Stone



Figure 2 - Close Up Of High Quality Stone



Figure 3 - Coarse Grained Stone



Figure 4 - Close Up Of Coarse Grained Stone

HILDENLEY STONE

The high quality stone shown in Figures 1 and 2 is believed to be Hildenley Stone. The Hildenley Quarry complex is located about 5km west of Malton. The Ordnance Survey (OS) Grid Reference for the quarries is SE 744 714. This is about 4km to the north of Castle Howard Station. The stone is a white to buff in colour very fine grained limestone found in thin beds. It is a good freestone capable of being worked in all directions. The very fine graining means it can be sculpted to produce fine edges and arrises; an arris is the sharp edge formed from the meeting of two surfaces. The beds are generally about 600mm thick though they can be up to 1200mm thick. It only occurs in the Hildenley and North Grimston areas, which limits the amount of stone that can be exploited.

It is believed that quarrying started in about the year 200. Malton, then called Deventio, was a Roman centre. It is believed that limited quantities of the Hildenley Stone were used. From the end of Roman administration in 410 to a short period prior to the Norman Conquest, it is believed that quarrying stopped. Stonework was erected using abandoned Roman buildings as quarries instead. Immediately prior to the Norman

Conquest, some churches were built around Malton. The towers remain and these include Hildenley Stone in their construction. The churches built using this stone are Hovingham, Appleton-le-Street and Amotherby. Following the Norman Conquest, the Harrying of the North took place. This may have led to the loss of knowledge about Hildenley Stone. However, in the mid 12th Century, it was rediscovered as part of the construction of Kirkham Priory. Hildenley Stone was combined with more local, but coarser stone, in the construction of the buildings. Hildenley Stone was also used on the priory at Old Malton and in the church at Barton-le-Street.

After the dissolution in the 1540's, there was a general decline in quarrying activity. There was plenty of dressed stone available in the redundant ecclesiastical buildings. Hildenley Stone appears in a number of buildings in the area. These include Howsham Hall, Slingsby Castle and Nunnington Hall. It was also used in the 17th to the 19th Centuries for house building in the village of Amotherby. The stone was considered for use in the rebuilding of the Houses of Parliament in the mid 19th Century but was rejected on the grounds of frost attack susceptibility. It is understood to have been used for the steps at the Royal Naval College in Greenwich in 1933.

MOUNT PLEASANT STONE

The coarser grained stone used at Castle Howard Station is believed to originate from the Mount Pleasant Quarry. This is shown in Figures 3 and 4 above. The quarry is located about $\frac{1}{2}$ km from Castle Howard Station. Its OS Grid Reference is SE 734 672.

The stone from the Mount Pleasant Quarry is called Whitwell Oolite. It is a coarse grained sandy oolitic limestone. It would not be suitable for high quality prestige work but would provide a satisfactory building stone. The deposits are up to 8m in thickness.

HYPOTHESIS AND SPECULATION

From the literature, there is a precedent for using more than one type of stone in a building. The priory at Kirkham, about 1km downstream on the River Derwent from Castle Howard Station also used both Hildenley Stone and Whitwell Oolite.

Given that George Hudson was born and brought up in Howsham, it is interesting to speculate that he would be familiar with the Hildenley Stone and its quality. Also, the apparent low level of exploitation reflecting a low level of demand might have kept the prices down. Was this an example of George Hudson being able to make a shrewd investment?

The locations where Hildenley Stone was used also points to an established means of moving the stone from the quarry to its required destination.

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**APPENDIX E -
BRIEF HISTORY OF THE YORK TO SCARBOROUGH RAILWAY**

INTRODUCTION

The following information has been obtained from the literature given in the bibliography at the end of the Appendix.

PRE-RAILWAY HISTORY

Scarborough was a town of some significance. The harbour was one of the major refuges for shipping on the east coast. The other refuges are the Tees, Whitby and the Humber; the coast contains very few refuges due to the nature of the topography. Also a spa was founded in Scarborough in the 17th Century.

Before the railway was built, the area to the west of Malton was served by two modes of transport. The Derwent Navigation was created in an Act passed in 1702. Though originally planned to extend nearly to Scarborough, it only ever reached Malton though there was a limited extension as far as Yeddingham in 1808. The York to Scarborough Road was turnpiked in 1752. This more or less followed the route of the present A64. The turnpike trust was wound up in 1862 due to competition from the railway.

CONSTRUCTION OF THE YORK TO SCARBOROUGH RAILWAY LINE

The idea of a railway was proposed by the York and North Midland Railway Company (YNM). The origins of the YNM go back to York's Railway Committee set up in late 1833. The treasurer of this committee was George Hudson. Through his energy, a number of schemes were launched. One of the outcomes was the formation of the YNM chaired by George Hudson. Initially they were concerned about schemes to the south and west of York. In 1841, George Hudson became the chairman of the Great North of England Railway (GNE) based in Darlington, which included the link from York northwards to Darlington. By 1843, the YNM was ready to look at a rail link with Scarborough. The decision to proceed was taken at a meeting of the directors of the YNM on 17th November 1843. They decided to apply for powers from Parliament to construct a railway from York to Scarborough. The plans were deposited on 30th April 1843, the Act passed on 4th July 1844 and the line opened on 7th July 1845.

The overall distance is forty two miles. As part of the original scheme, there was a plan to drive a tunnel through the Howardian Hills. This tunnel would have been 1430 yards long. It would have started at Barton Hill, near to where the present A64 crosses the railway, and would have reached the River Derwent to the east of Kirkham Priory. This implies there was always an intention to have a station at Castle Howard. To save money, the line was built further west along the side of the River Derwent. This added $1\frac{3}{4}$ extra miles and incurred a 40mph speed restriction for $3\frac{3}{4}$ miles as the route twists and turns with the meandering river. Castle Howard station lies on land sold to the YNM by the 6th Earl of Carlisle.

SUBSEQUENT EVENTS

George Hudson lost control of the YNM in 1849 following the discovery of financial irregularities. The consequent commercial difficulties for the YNM led to the formation of the North Eastern Railway (NER) in August 1854 by the merger of a number of Hudson's former companies.

Queen Victoria visited Castle Howard on 29th August 1850. She was on her way to open the central station in Newcastle and the Royal Border Bridge at Berwick. AE Tyson wrote 231 verses to commemorate the event.

The introduction of block signalling onto the line in July 1873 meant a considerable increase in the number of signalmen employed. August 1873 saw the start of construction of eighteen cottages for these signalmen along the route. They were completed in July 1875. The houses were built by William Bellerby of York to designs prepared by Thomas Prosser. The houses were generally built in pairs. At Kirkham, it is possible to compare the later NER (1873/4) houses with the earlier YNM houses.

The growing demands of stationmasters' families led the NER to extend many of the station houses. The effects of this are most obvious at those, which were just one storey. In 1870, Heslerton gained an upper floor, though symmetry was maintained. Flaxton was less carefully handled having extra bedrooms piled on one end in 1881. Huttons Ambo retains its railway elevation having been extended by building on another block behind.

Generally the 1870's represents a period of change in the operations of the railway. This may have been as a result of twenty five years of experience and refinements of the means of operation. As well as the changes to the signalling mentioned above, the station at York was moved from inside the city walls to its present location; this arose from the difficulties of coping with a terminus type station rather than a through station as the timetables expanded after the 1840's with increasing traffic. There is also the evidence of platforms being raised at Castle Howard and Levisham and probably at the other wayside stations as well.

In 1923, the NER ceased to exist becoming part of the London And North Eastern Railway Company (LNER).

The growth of road transport in the early 20th Century after 1918 caused commercial problems. Part of the difficulty was caused by the location of some of the wayside stations at places remote from the principal settlement. Road transport proved itself to be more convenient. Also, the LNER was frustrated by the effects of stopping trains on its timetable for the express trains. The LNER took the opportunity to buy shares in the bus companies, which then allowed them to close branch lines. The LNER had interests in both United and West Yorkshire buses from 1928. This led to the closure of the local stations on 22nd September 1930 though the platforms were left in position to keep options open. These closures affected twelve of the intermediate stations between York and Scarborough. The signal box operated as a gate box for the level crossing for a short time after withdrawal of the passenger service until September 1931. After this

date, it was only opened when it was necessary to attach or remove trucks from the parcels and goods trains.

In 1948, there was another change of ownership with the creation of British Railways Board (BR). In 1950, the wooden waiting shed on the opposite side from the station house was converted into a camping chalet. In 1952, the property became classed as a public railway siding and was probably unstaffed. On 2nd November 1959, the station was closed entirely. The signal box was closed on 12th September 1960. In March 1961, the wooden waiting shed and the platforms were demolished. The house was sold to a former BR employee in 1964.

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Robert Beaumont - Hodder Headline Ltd - 2002 - ISBN 0 - 7472 3235 - 0

**APPENDIX F -
COMPARISON OF PLAN LAYOUT WITH OTHER WAYSIDE STATIONS**

INTRODUCTION

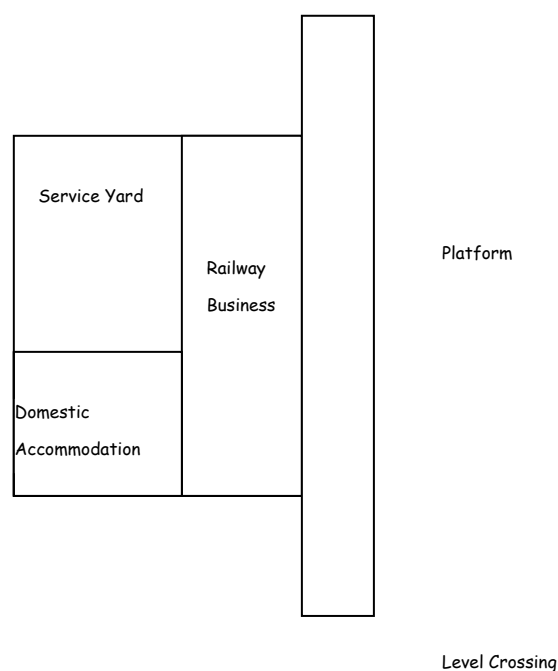
The history of the building is well documented. An interesting aspect is to compare the arrangement of this building with other similar buildings constructed during the 1840's by the York And North Midland Railway Company (YMN). The company architect was GT Andrews who was based in York. Plans of Castle Howard Station House dated 1915 have been provided. In addition, plans of Grosmont Station, Levisham Station (both on the North York Moors Railway) and Nafferton Station (Bridlington to Hull Railway) have been obtained. To enable a better comparison, the plans for Castle Howard, Grosmont, Nafferton and Levisham have been redrawn to the same scale and are attached.

OVERALL PLAN LAYOUT

The houses all follow a similar plan layout. The layout can be split into three sections, which are as follows: -

1. Domestic accommodation - this is the area used by the stationmaster and his family. It is at the back of the building where the front is considered to be the platform.
2. Service yard - this contained the privy, storage and washhouse. The impression from the plans is this area was not intended for public use. It was used by the stationmaster's family and 'internal' railway business.
3. Railway business - this is located next to the platform at the front of the building. It could be split into three sections. There is the office for the booking clerks/ stationmaster, a public waiting room and public toilets.

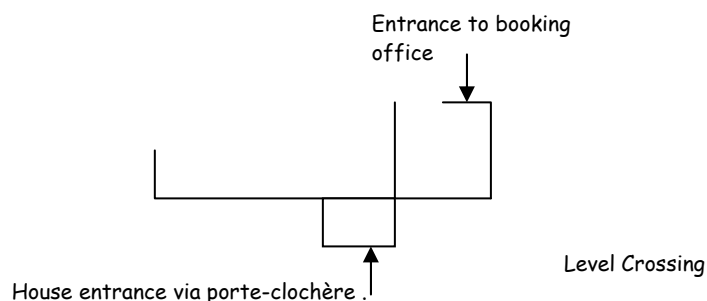
The typical plan is given below: -



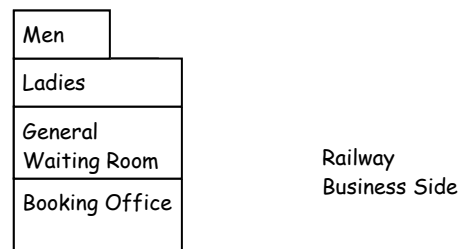
STATION LAYOUT DETAILS - RAILWAY BUSINESS SIDE

The railway and the domestic sections appear to have been run separately. Each had their own entrances and originally, from the plans, there were no connecting doors between the two parts. Over time, this has changed and there are doors at Nafferton, Castle Howard and Grosmont. Levisham has remained separate though there is an internal door between the domestic accommodation and the stationmaster's office. Another feature of these stations is the use of a level crossing. With few exceptions, such as Huttons Ambo, there is, or was, a level crossing located at the end of the platform. Huttons Ambo is located close to a viaduct over the river Derwent that effectively dictates the level of the tracks and means the crossing is via a small underbridge. In the case of Sleights, this ceased to act as a vehicle crossing following a flood in the early 20th Century and at Seamer the Cayton Road was put onto a bridge when the associated by-pass was constructed. The stations also included a signal box; a few of these remain even at redundant stations such as Strensall.

A distinct feature of Castle Howard is the single entrance on the side rather than the double entrances seen on other station houses on the level crossing side. There is also the matter of the first floor sitting room. This is a feature not exclusive to Castle Howard. There is another example at Wensley Station near Castle Bolton where the Lord Bolton had a waiting room for the exclusive use of his family. The appearance of the building plus the grand entrance with its portico and the staircase indicates the Earl of Carlisle used this entrance. One theory put forward is that access was on the railway side up a separate staircase. There are a couple of difficulties with that theory. The separate staircase would mean passing through a public area, either the waiting room or the booking office, and a possible loss of dignity. There does not appear to be an obvious location for the separate staircase given the locations of the doors around the office section. Finally, if refreshments were to be provided to the sitting room, these might be prepared in the house kitchen on the ground floor and then carried up to the sitting room. Using the house staircase avoids going outside and is more direct. The fact the external entrance to the office is away from the house entrance and is off the platform suggests the house entrance is intended to offer an impression of exclusiveness. Certainly the 1915 plan shows the access to the sitting room to be via the house front door. Only the original 1845 drawings would be able to confirm either theory.

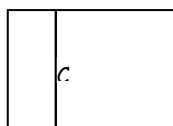


The railway business section is spread along the platform. The office containing the stationmaster and the booking clerks is located next to the level crossing. Next there

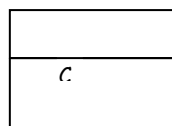


would be a waiting room with a ladies' toilet and furthest from the level crossing would be the men's toilet.

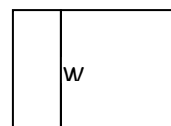
It is presumed the siting of the booking office next to the level crossing offered some control over people entering and leaving the station. In addition, any traffic on the level crossing could be monitored as well. There would be public access into the booking office. At some sites, there would be a counter (Grosmont) and at others there would be a ticket window (Levisham). The arrangement of the doors can point to the location of the booking desk to provide a circulation route for the public from the outside through into the waiting room. At Castle Howard, the desk was possibly set perpendicular to the line of the platform whereas Nafferton was parallel and Grosmont was possibly parallel though it used a single entrance.



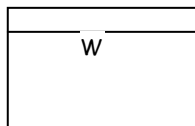
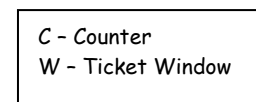
Grosmont



Castle Howard



Nafferton



Levisham

A feature common to all of the station houses except Castle Howard is the canted bay on the platform. This is located in the stationmaster's office and provided clear views up and down the track. It is curious why such a detail was not present at Castle Howard though there is an indirect detail. The stationmaster's office has a door leading onto the platform, which would afford views along the track towards Malton. There is also a window on the opposite wall affording views towards York. It is not known if the lack of the canted bay caused any problems. There are two possible explanations for the omission of the canted bay. It may have detracted from the detail of the elevation with its balcony. Another possible reason for the omission could be simply down to the fact the railway is on a continuous curve within woodland and the sightlines were too poor. That said, the station at Kirkham Priory is also located on a curved piece of track and it had a canted bay though there was not any woodland to limit the view.

A feature no longer present at Castle Howard station is the waiting shed set on the platform opposite the station house. There are still examples of these at Grosmont and Levisham.

A further feature of the station houses at Grosmont, Levisham and Castle Howard is the relative level of the platform compared to the internal floor level of the adjacent buildings. The platform is above the internal floor level by about 6". At Castle Howard, there is a step down into the former waiting room and the former stationmaster's office; there are grills in the ground immediately outside the wall on the former platform which are probably extensions of the air bricks to provide ventilation to the space under the suspended timber floors. At Grosmont, there is a step down into the former stationmaster's office, now a shop, though there are no steps into the toilets further along the platform. Levisham also has evidence of a raised platform; this is given by the window on the stationmaster's office being set relatively low on the platform elevation and the steps down to the path leading to the domestic front door. The estimated amount by which the platforms were raised is 12". The reason may well have been to set the platform level the same as the passenger carriage floor level, so removing a step and possibly reducing accidents by people stumbling. It is believed this may be evidence of a review and modification of the working of the railway in the 1870's, which may have occurred as a result of increasing traffic. Other features include the introduction of block signalling and the relocation of York Station outside the city walls.

STATION LAYOUT DETAILS - DOMESTIC SIDE

The domestic accommodation comprised a single parlour, a kitchen and in general three bedrooms. Castle Howard station appears to have been provided with four bedrooms though only two were heated; one of the upstairs bedrooms and the ground floor extension bedroom. The ground floor parlour and kitchen were heated in all of the station houses.

The relatively spacious layout of the domestic side reflects the status of the stationmaster. He was a senior and trusted employee of the railway company. Comparison with Levisham Station is useful because Levisham was based around an existing farmhouse and is very similar in size to the purpose built station houses. This puts the social status of the stationmaster equivalent to that of a yeoman farmer.

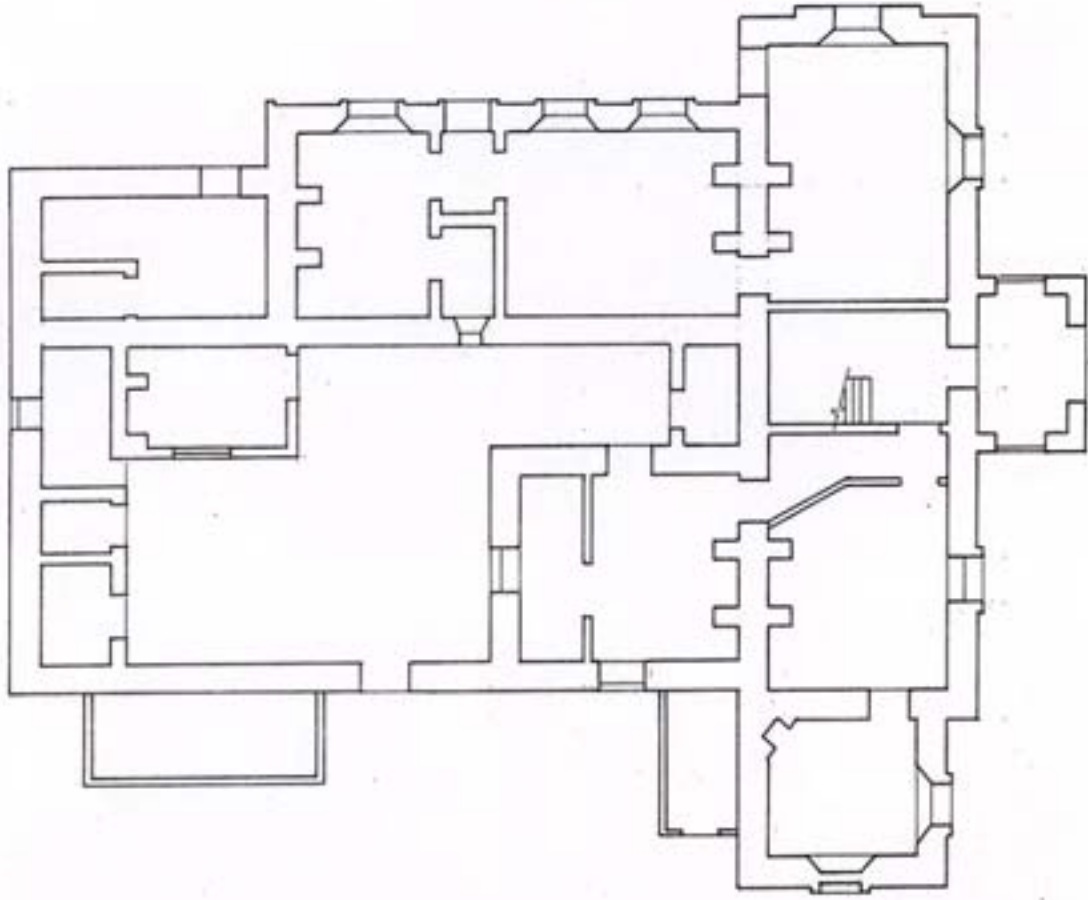
The domestic side also had access to a service yard that included washing facilities, both clothes and personal, toilet and storage. On the Castle Howard plan there is reference to a meat safe near the back door. The storage included domestic scale coal bunkers. The locomotive coal was stored generally in coal drops away from the station buildings though there were no coal drops at Castle Howard.

NOTE
Information obtained from NER
drawing dated March 1915

To Scarborough

York To Scarborough By Line

To York



GROUND FLOOR PLAN

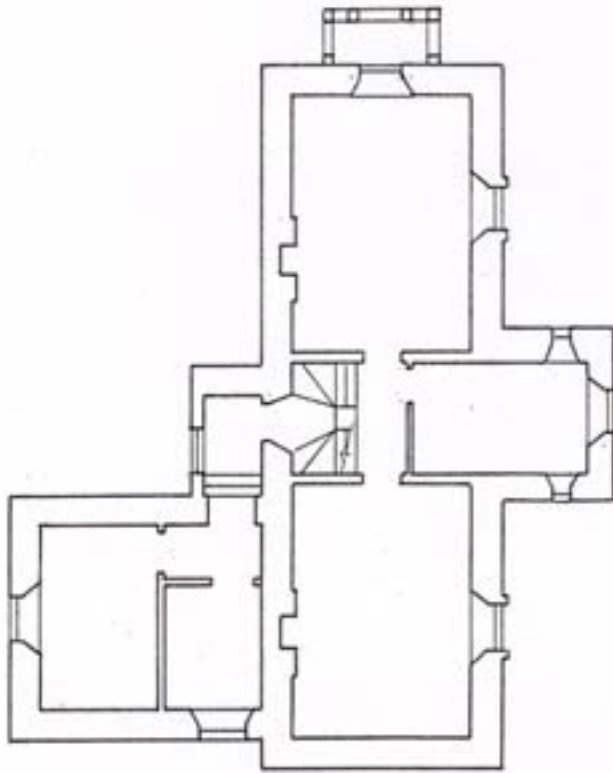
CASTLE HOWARD STATION MASTERS HOUSE
Scale 1:1000 Date: June 2003

Grid Ref SE 356B 6490

Level Crossing



NOTE
Information obtained from NER drawing
dated 1915



FIRST FLOOR PLAN

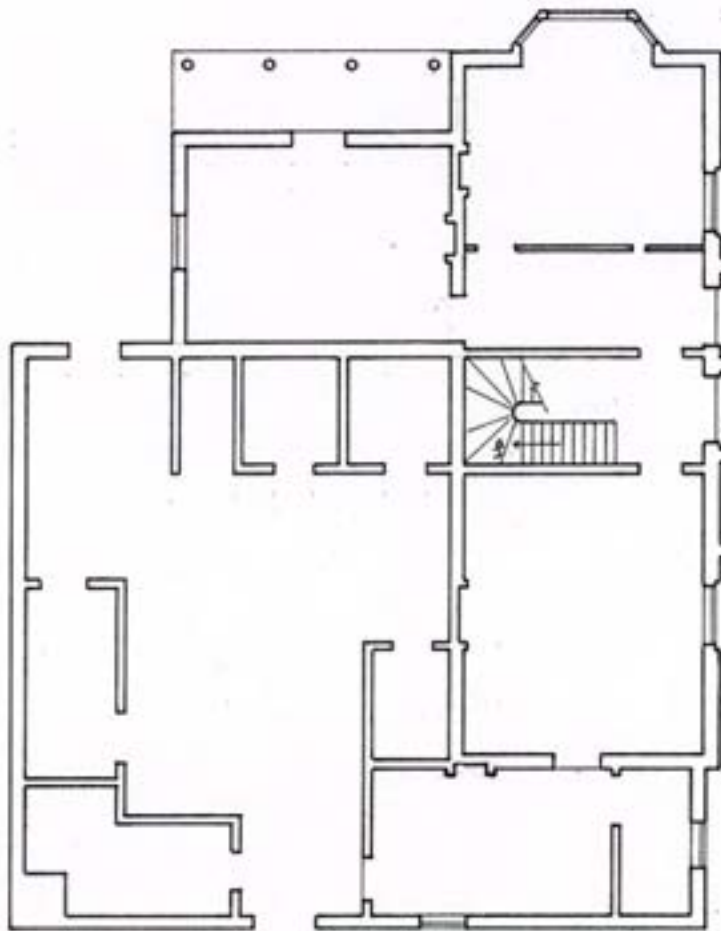
CASTLE HOWARD STATION MASTERS HOUSE

Scale 1:100 Date: March 2004

Grid Ref SE 7368 6670



Metres



↑ To Scarborough

↑ Hull To Scarborough By Line

↑ To Hull



NAFFERTON STATION MASTERS HOUSE

Scale 1:100

Date: June 2003

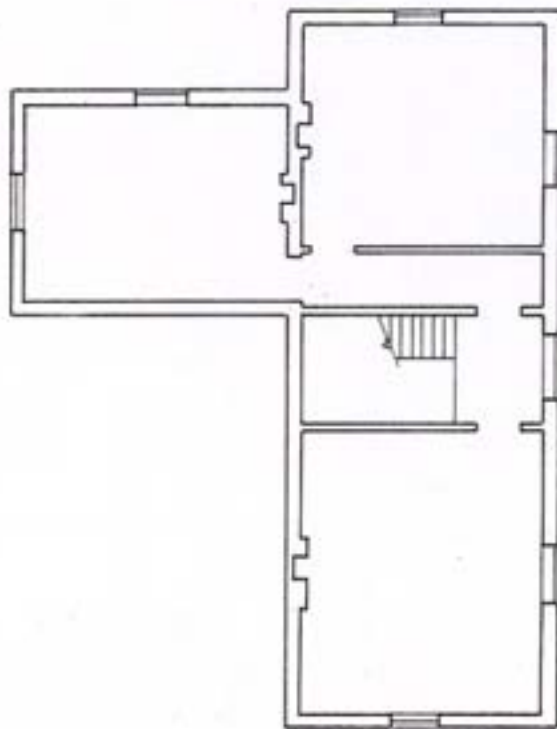
Grid Ref TA 0586 5844

Level Crossing



Steel

GROUND FLOOR PLAN



FIRST FLOOR PLAN

NANTERTON, STATION MASTERS HOUSE

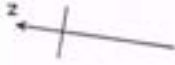
Scale 1:100

Date: March 2004

Grid Ref TA 0506 SB44



NOTE
Information obtained from NER drawing
dated 1908



To Whitty

Platform

To Ricketing

Platform

Level Crossing

Street

GRODMONT STATION MASTERS HOUSE

Scale 1:100

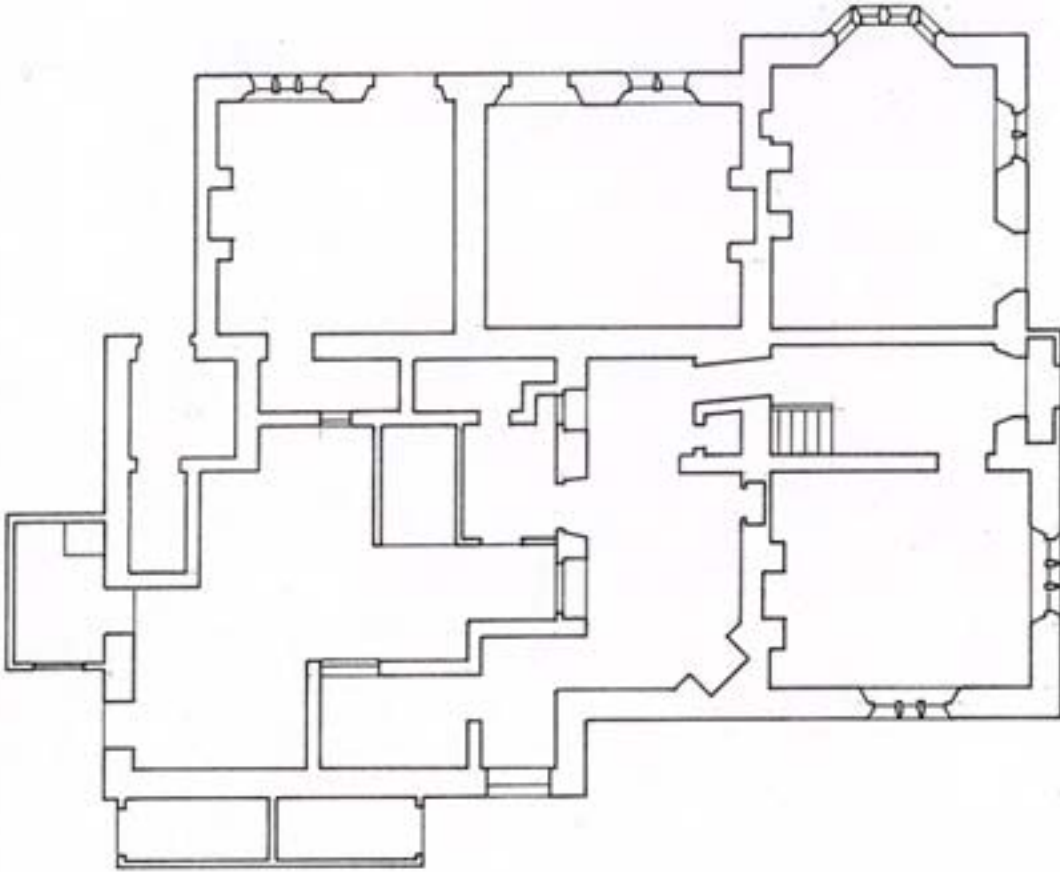
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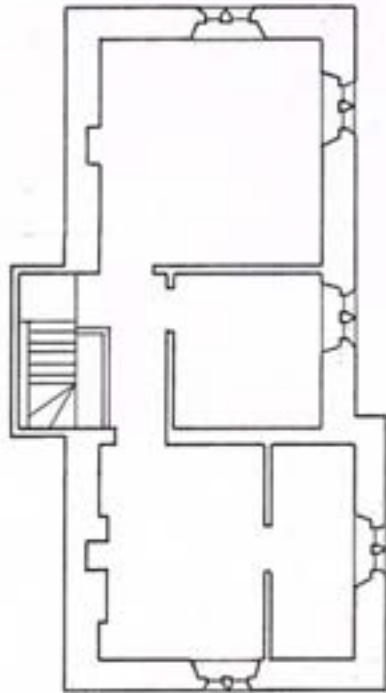


METRES

GROUND FLOOR PLAN



NOTE
Information obtained from NER drawing
dated 1908



GROSMONT STATION MASTERS HOUSE

Scale 1:100

Date: March 2004

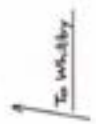
Grid Ref NZ B279 0627



NOTE
Information obtained from NER drawing
dated 1875



Level Crossing

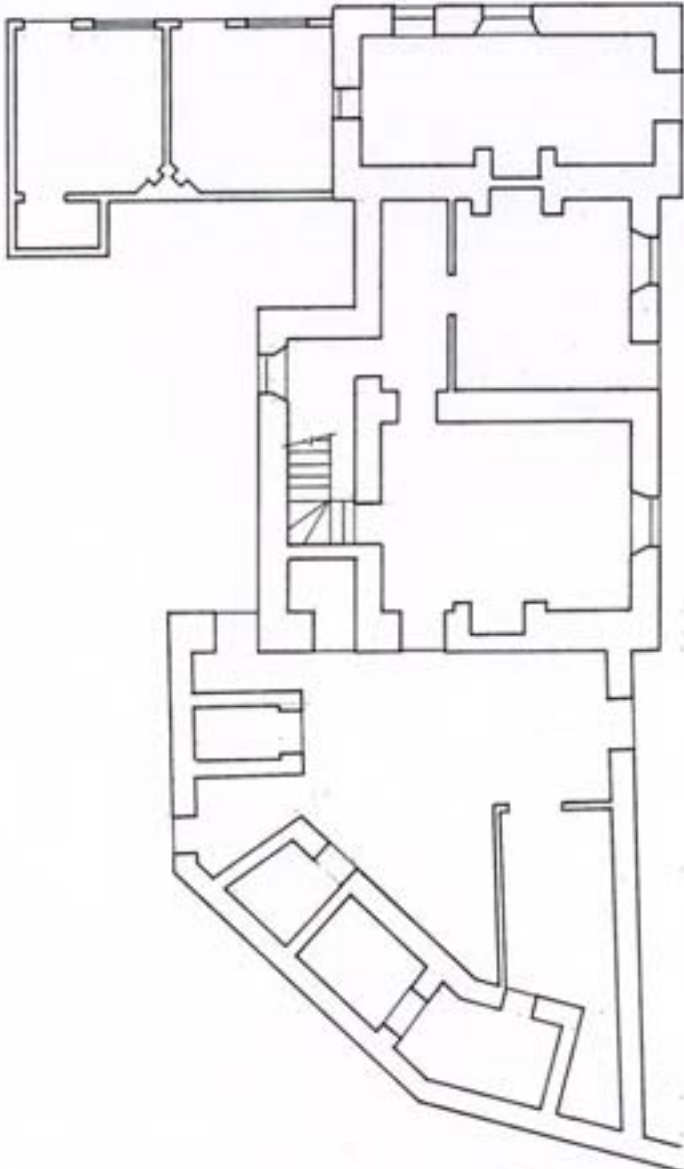
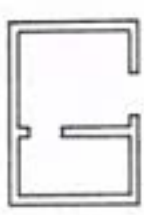


Platform To Whalley Rly Line



Road

Platform



GROUND FLOOR PLAN

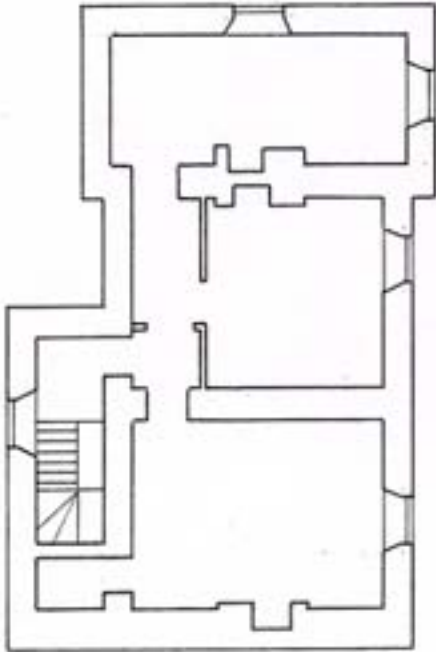
LEVISHAM STATION MASTERS HOUSE

Scale 1:100 Date: February 2004

Grid Ref NZ 8177 9104



NOTE
Information obtained from NER drawing
dated 1873.



FIRST FLOOR PLAN

LEVISHAM STATION MASTERS HOUSE

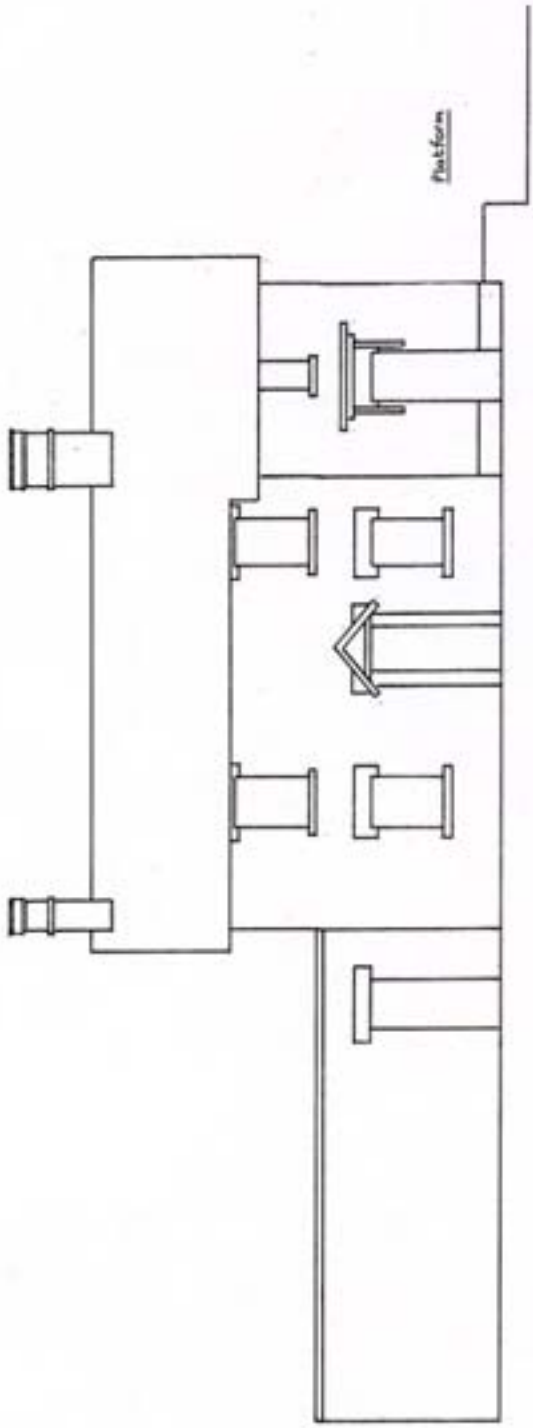
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Date: March 2004

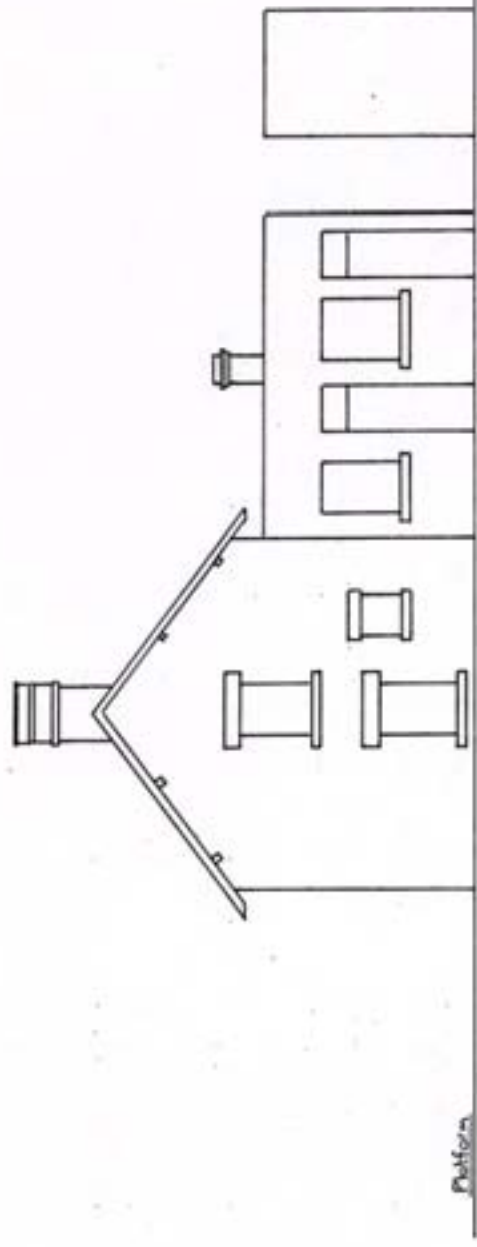
Grid Ref NB 8177 9104



NOTE
Information obtained from NER drawing
dated 1893



LEFT HAND ELEVATION



FRONT ELEVATION

LEVISHAM STATION MASTERS HOUSE

Scale 1:100

Date: March 2004

Grid Ref N/E. BA/99 9104



**APPENDIX G -
HYPOTHESIS ABOUT ORIGINS OF THE LAYOUT OF THE WAYSIDE STATIONS**

INTRODUCTION

The wayside buildings include the stations and the crossing keepers' cottages. In terms of the York to Scarborough Railway Line, there are a number of these structures that had to be built in a short period of time. Speed of construction is helped by standardisation. Also, standard designs allow a corporate image to be projected though how important this was in the 1840's is debatable. An argument in favour of the projection of an image is that other employee accommodation provided by the railway company was more basic in style though it probably offered a similar level of accommodation. Employment of a single architect would have achieved a unity of design if only to meet the tight programme.

The origin of the layouts of the buildings is an interesting topic if only because the ideas of railways were new and developing in the 1840's. There was no template to follow and designs had to be developed to meet a presumed mode of operation. Also at the time, there were no signal boxes.

MODE OF OPERATION

The purpose of the station is to allow passengers and goods on and off trains. A flat area would be needed to act as the platform where people and goods can assemble prior to boarding, which is clear of the track. The passengers need to obtain tickets and they need somewhere safe from the weather to shelter when waiting for a train. This suggests providing a range of buildings at the back of the platform to perform these functions. Somebody needs to run the station including selling tickets, arranging collection of goods and the like. The stations are located away from main settlements and someone needs to be resident at all times. The best solution is to attach domestic quarters to the station. The stations also offered a place where the running of the trains could be controlled. As mentioned previously, in the 1840's there were no signal boxes; these were introduced in the 1870's.

In the case of the crossings, these depend on somebody being nearby at all times to ensure they are clear of obstructions. Again, the best option is to provide domestic accommodation on site.

The railway lines needed constant inspection and maintenance. The men who did this work could be accommodated at railway company properties in the countryside. In the urban areas, there were probably sufficient speculative buildings available.

STATION LAYOUT - RAILWAY BUSINESS SIDE

An area clear of the tracks would be needed to act as the platform. The level of the platform is not an obvious matter. Even today, there are countries where the platforms are set below the floor level of the coaches and trucks. In the UK, there is almost universal use of high platforms.

The space for business transactions and waiting could be considered in two parts. The business transactions include ticketing and dealing with goods. This is possibly analogous

with the toll booths on the turnpikes where a similar exercise took place. These toll booths included bay windows to provide the toll keeper with a good view along the turnpike. The turnpikes also had gates across the road similar to the level crossing layouts. This can be seen in gatehouses serving the large estates, hospitals and the like. The waiting area is something developed specifically for the railways. In earlier times, the pickup points for the canals, stagecoaches and carts were associated with inns and public houses in the towns and in the countryside. The railways were creating new routes that did not have these types of buildings close by. Inside waiting rooms were thus needed. They needed to be heated and provide shelter against inclement weather. Toilet facilities were also needed. Since the waiting areas were directly related to the platform, then the logical location would be at the rear. As mentioned previously, the platform then provides an open area clear of the tracks where goods and passengers can be safely assembled prior to boarding the train and also for disembarking passengers and goods.

Taking stationmaster's office and the waiting area together, this produces a range of buildings along the rear of the platform.

STATION LAYOUT - DOMESTIC SIDE

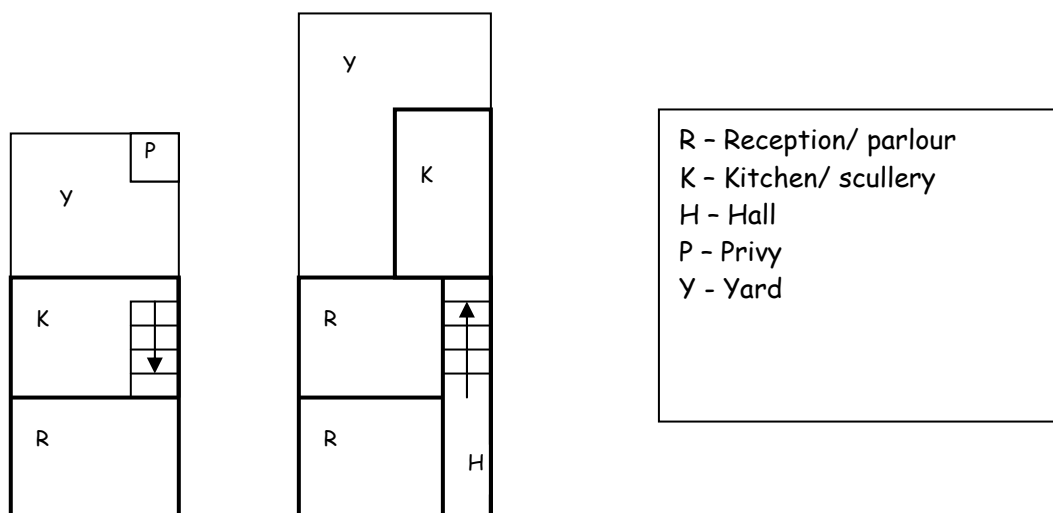
As mentioned previously, some domestic accommodation is needed on site. It makes sense to attach this to the office and the waiting area. It does not need to be close to the platform and there is some logic in setting it perpendicular to the platform to allow the creation of a service yard. The service yard is not unique to the station houses but appears on the crossing keepers cottages and other non-railway gatehouses and lodges. It was also a feature of the coaching inns.

The domestic accommodation seen on the plans for Castle Howard, Grosmont, Levisham and Nafferton comprised a single parlour, a kitchen and three or four bedrooms. Parallels can be found with the layouts of farmhouses in the Vale of York and in urban housing. The farmhouses have the flowing layout: -

Kitchen/ Scullery		Pantry/ Dairy
Parlour	Hall With Stairs	Reception Room

In the case of the stations, the pantry/ dairy and the reception room are omitted.

In an urban setting, the houses also followed the same format except they had a single reception room, the hall/ staircase and a kitchen/ scullery. The details of the layouts varied but this was as much a feature of individual builder's preferences. Later, rear extensions were added for the kitchen and other service functions, leaving two reception rooms on the ground floor. Also noticeable in the urban houses is a yard at the rear usually surrounded by a low brick wall but possibly containing a privy, some storage and a wash house.



The relatively spacious layout of the domestic side reflects the status of the stationmaster. He was a senior and trusted employee of the railway company. A source of inspiration for the type of accommodation to be provided is difficult to determine. In the design of toll cottages on the turnpike roads of the 18th Century, there were cases, in particular Thomas Telford's Holyhead Road (now the A5), of providing superior accommodation to toll keepers to encourage their honesty and commitment by the implied threat that they would return to something much humbler if they transgressed any of the rules. A reason for considering the styles used on the turnpikes is the presence of the bay window at many of the stations to give the station master a clear view of the track in both directions.

In considering the station house, it ought to be remembered that the stationmaster was not the only railway company employee at the station. There would have been booking clerks to deal with passengers and goods, porters, signalmen and permanent way men. In all, maybe a dozen people. The question arises about where these people lived. There are former railway houses at Kirkham Priory. The row of buildings extending from Huttons Ambo Station are known as Railway Cottages. In terms of Castle Howard Station, there might have been a decision not to construct any buildings in the locality but to use the area around the coal drops located at Crambeck.

CROSSING KEEPERS COTTAGES

The function of the crossing keepers' cottage is quite simple. There is no need for any commercial transactions. The keeper is only required to ensure the railway line is kept clear. The railway line and the road crossing the railway need to be kept under observation. This can be achieved by providing a bay window, in the same manner as the turnpike toll booth. There is no need for an office, only domestic accommodation. Since the status of the crossing keeper was less than that of the stationmaster, and since the attitudes of the 1840's were hierarchical then the crossing keeper's accommodation had to be smaller. Often this was achieved by only providing a single storey house. Although they appear to be small, the accommodation was good for the standards of contemporary rural housing. They comprised two bedrooms, a parlour/kitchen and a

scullery. There was also a separate wash house and an outside privy. A plan of a typical crossing keeper's cottage is attached.

The designs for the crossing keepers' cottages followed three patterns. There were variations on two themes; the wall panelling and the use of paired arch windows in the main gable to match the arched chimneys.

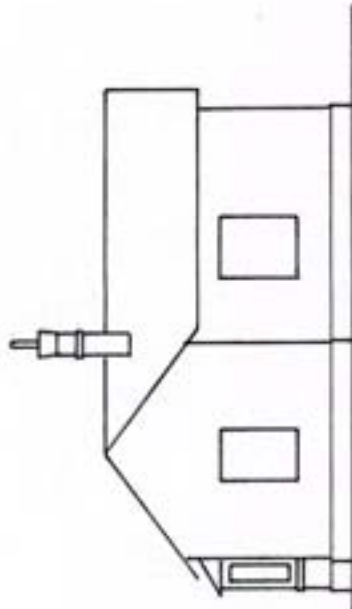
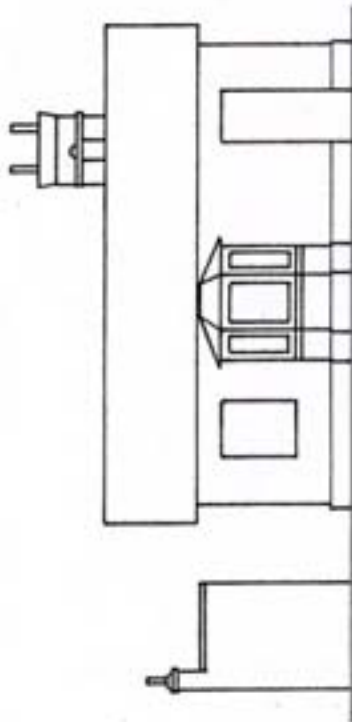
OTHER HOUSING

The other housing provided for other railway employees performed no function other than domestic accommodation. It was set away from the main public areas and as such could be styled in a more basic form. In fact, the examples of YNM housing show a similarity to the urban vernacular. There are examples at Levisham Station, Kirkham Priory, Norton Road Crossing in Malton and Common Lane on Strensall Common. The people accommodated in these houses could be platelayers, porters, foremen and the like.

The influence in the design of this housing can be drawn from the urban styles. Typically, the housing consists of standard two-storey terraces with two or three dwellings in a row. The individual dwellings contain two rooms on the first floor and two rooms on the ground floor; effectively they provide the same floor area as the crossing gate cottages albeit in a less picturesque form.

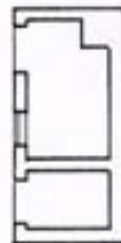
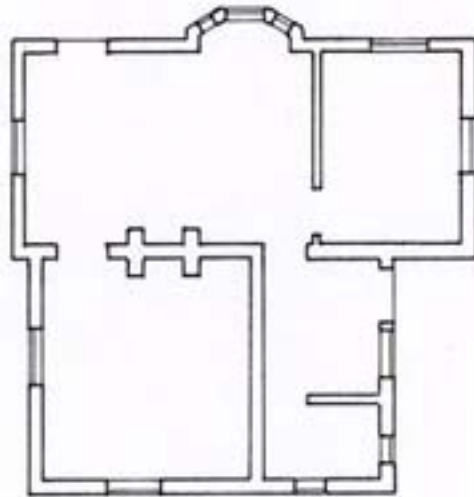
NOTES

1. This is a plan of a typical crossing keepers cottage on the York to Scarborough railway line.
2. The cottage is a single storey building.



A
B

A
B



PLAN

A
B

TYPICAL CROSSINGKEEPERS COTTAGE

Scale 1:100

Date: July 2004

Rev A

