

### **Midland Railway Extension to St. Pancras Drawings List**

**Description:** The collection comprises 33 architectural and engineering drawings as used or designed by contractors to the Midland Railway, covering architectural elements of St Pancras and Finchley Road Stations, various bridges and approaches and the design and emplacement of working equipment such as cranes and traversers. It represents a very small part of what must have been a much more extensive set of drawings.

**System of arrangement:** The drawings have been listed as stored. Since they derive from a number of separate sources and represent only a small selection of the original elements of the overall set of drawings, there is no intrinsic system of arrangement.

**Physical Characteristics:** The majority of the drawings are ink with colour in-fill on tracing paper. Two drawings are printed on linen.

**Administrative/Biographical History:** The Midland Railway Company was formed in 1844 by amalgamation of the North Midland Railway and others in the Derbyshire and Midlands area. In subsequent years the company expanded its operations through acquiring smaller companies and by making joint arrangements with other major companies such as the Great Northern Railway and the London and North Western Railway, whose interests ran adjacent to the Midland. It was by such means that the Midland Railway first gained access to London at King's Cross.

Failing to achieve suitable arrangements with rival companies by the early 1860s the Midland Railway applied for an Act of Parliament to construct its own route into London, with its own railway terminus. The Act was granted in 1863 and work commenced in 1864 to build a line between Bedford and a new terminus at St Pancras. The new station opened in 1868, though further construction work continued in subsequent years, most notably the Grand Hotel at St Pancras, opened in 1873. The drawings in this collection relate to aspects of the work surrounding this extension.

One of the main controversies attached to the building of the new line was its impact on the immediate neighbourhood of the new station. The station and the new lines approaching it led to the demolition of many hundreds of homes, mostly in poorer districts. A rather macabre impact was the need to cross the burial ground attached to the old St Pancras church. To make way for the bridge across the grounds several thousand bodies had to be removed and reburied. The future poet, Thomas Hardy, was in charge of operations during this aspect of the work. One of the drawings relates to tests conducted on this viaduct, assessing its load capability. There were further changes and proposals in later years as a continuing result of the expansion of the Midland Railway's operations in the area.

Number	Description	Scale	Size
1	Midland Railway Extension to London. St Pancras Station Working Drawing No (missing). Ironwork and Roofing Contract. Shows: elevation of springing and intermediate rib; elevation of ornamental spandril; brackets for gable	Various	990 mm x 610 mm
2	Midland Railway Extension to London. Finchley Road Station. Ground plan at 16 feet above level of rails. Elevation of footbridge over line, plus details.	Various	630 mm x 990 mm

Number	Description	Scale	Size
3	Midland Railway Extension to London. Finchley Road Station. Section through the line from C to D on Ground Plan, plus plans of timbers in roof and ceiling and plans of floor timbering etc for Ground Floor, Chamber Floor and roofing of one storey buildings	Various	640 mm x 1010 mm
4	Plans and Sections of Turntable and Turntable Pit. Longitudinal section of engine pit showing highest position of culvert.	2ft = 1 inch	640 mm x 990 mm
5	Midland Railway extension to London. Engine Shed at Kentish Town, Elevations and Sections	6ft = 1 inch	645 mm x 1000 mm
6	Midland Railway Extension to London. Detail of Fitting Shops at Kentish Town showing: section through fitting shop and engine pit with details of roofing, windows, sills, skylight etc.	Various	635 mm x 985 mm
7	Engine Shed at Kentish Town. Elevations of roof and skylight including part plan at rail level, stores and offices and part plan of roof timber	Various	630 mm x 990 mm
8	Plan and elevations of Workshops and Fitting Shops, engine shed, boiler house, smith and spring shop, coppersmith shop and joiners shop	8ft = 1 in	660 mm x 980 mm
9	Midland Railway Extension to London. Bridge over Old St Pancras Road. Details of Girders, sectional plans and elevations	Various	640 mm x 995 mm
10	Midland Railway London to Bedford. Ironwork at T.P. (Turnpike) Road at 19m 37ch. Elevations and Sectional Plans of girders and flanges	Various	640 mm x 995 mm
11	Midland Railway London to Bedford. Ironwork at T.P. (Turnpike) Road at 19m 37ch. Elevations and details including sections	Various	640 mm x 1000 mm

Number	Description	Scale	Size
12	Midland Railway Extension to London, Bridge over Old St Pancras Road. Cross sections, plan showing Fleet Sewer Diversion and St Pancras Cellars, and columns and girders and details of one piece of platform	Various	640 mm x 1000 mm
13	St Pancras Burial Ground Bridge. Deflection of Cylinders under test load	No scale	220 mm x 460 mm
14	Midland Railway Extension to London. Section and Plan of London End. Vertical scale 80ft = 1in, Horizontal scale 6in = 1 mile. [gradient diagram]	As indicated	240 mm x 745 mm
15	Untitled drawing showing plan of Goods Shed, positions of traversers and capstans etc	No scale	550 mm x 930 mm
16	Midland Railway Extension to London. Untitled drawing showing plans and elevations relating to hoppers and drays (possibly for coal delivery and distribution) - left side missing	Various	640 mm x 910 mm
17	Midland Railway Extension to London. St Pancras Station. Ironwork and Roofing Contract. Sections of ornamental spandrils and part elevation of circle.	Full scale	650 mm x 995 mm
18	Midland Railway extension to London. St Pancras Station. Ironwork and Roofing Contract. Details of Gangway Bracket etc - plans, elevations, sections and details	Various	640 mm x 995 mm
19	Midland Railway Extension to London. St Pancras Station. Ironwork and Roofing Contract. Detail of Cresting for Gable. Details of Gutter	Various	670 mm x 990 mm
20	Midland Railway Pancras Contract: Untitled drawing showing railway line approaches in diagrammatic form and relation to Metropolitan Railway Second Line Contract and Hotel	40ft = 1 in	380 mm x 605 mm

Number	Description	Scale	Size
21	Midland Railway Extension to London. St Pancras Station. Ironwork and Roofing Contract. Plans, sections and details of Ridge Joinmt. Plans section and details of Ventilator	Various	650 mm x 980 mm
22	Midland Railway Extension to London. St Pancras Station. Ironwork and Roofing Contract. Detail of Cab Approach. Detail of Flooring next North Wall. Detail of Tie at North end of Roof (left side of drawing missing)	Various	630 mm x 910 mm
23	Midland Railway London. Design of 1 Ton Crane, Sir WG Armstrong, Elswick Engine Works, Newcastle on Tyne 25 Jan 1867	1/2" = 1 ft	560 mm x 330 mm
24	Midland Railway London. Design of 1 Ton Warehouse Crane, Sir WG Armstrong, Elswick Engine Works, Newcastle on Tyne 25 Jan 1867	1/4" = 1 ft	420 mm x 370 mm
25	Midland Railway London. Proposed Arrangement of Steam Engine Boiler Accumulator etc, Sir WG Armstrong, Elswick Engine Works, Newcastle on Tyne 25 Jan 1867	3/8" = 1 ft	790 mm x 620 mm
26	Midland Railway London. Design of 1 Ton Luggage Hoist, Sir WG Armstrong, Elswick Engine Works, Newcastle on Tyne 25 Jan 1867	1/2" = 1ft	730 mm x 355 mm
27	Untitled fragment including note attached to tracing 'The Rails are 3/4" higher than the Drawing the Pedestal must be 3/4" higher to make up'. Pencil note dated 29/2/73	No scale	420mm x 140 mm
28	Midland Railway London. Design of Coal Hoist, Sir WG Armstrong, Elswick Engine Works, Newcastle on Tyne, 23 Jan 1867	1/4" = 1 ft	690 mm x 515 mm
29	Details of Capstan for Steam Coal Traverser: Appleby Brothers, Engineers, Emmerson St, London SE, 2 August 1871	1/2" = 1ft	360 mm x 330 mm

Number	Description	Scale	Size
30	General arrangement of Steam Coal Traverser: Appleby Brothers, Engineers, Emmerson St, London SE no date	3/4" = 1ft	630 mm x 800 mm
31	Steam Coal Traverser for Walworth Road Depot, Midland Railway Company: elevations and plans. Appleby Brothers, Engineers, Emmerson St, London SE 1 August 1871	3/4" = 1 ft	660 mm x 870 mm
32	Midland Railway Extension to London: St Pancras Branch under Pancras Station. Plans and sections relating to Junction with Metropolitan Railway, no date, signed WH Barlow, printed on linen	No scale	600 mm x 910 mm
33	Untitled drawing [Midland Railway Extension to London: St Pancras Branch under Pancras Station] Further Plans and sections, no date, signed WH Barlow, printed on linen	No scale	645 mm x 980 mm