




# Newsletter No. 10

## Q1 2011


### Website

This newsletter is the official launch of the Trust's website: <http://www.crht1837.org/>



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### Camden Railway Heritage Trust



#### Railway Heritage

Camden has an industrial heritage rich in features associated with the 19th century and the arrival of the canal and railway. The Regent's Canal, which opened as far as Hampstead Road Lock in 1816, and the London & Birmingham Railway - the first main line into London - which opened in 1837, created a major goods interchange at Camden. Industries and workshops migrated to the area and expanded, turning Camden into an important industrial centre.

Continuous development of railways in the borough since the 1830s has left a greater range of significant railway heritage than any other area of London. The redevelopment of St Pancras and Kings Cross stations is restoring pride in our railway heritage, and pressures to resurrect the Euston Arch could recreate an iconic symbol of the Victorian railway.

The website was launched unofficially early in January with a view to inviting comment and ironing out any problems. It still requires some work but this is in the nature of all websites. Examples of the encouraging comments received are:

*"I must congratulate you on a brilliant website! You've obviously put a lot of hard work in. It's great that you've really covered everything, and the plans are brilliant."* Robert Hradsky, Secretary, Euston Arch Trust

*"... just had a brief look through your new website and I have to say it really is superb - very professional, very informative ..."* Colin Mansell, Chairman, North London Railway Historical Society

*"This website is an invaluable resource for the history of Camden's railways and the associated growth of industry"* Tudor Allen, Senior Officer, Archives, Camden Local Studies and Archives Centre

The purpose of the website may be expressed in the following paragraphs, which we have sent to a number of organisations to which we have links on our website, and which we invited to link to ours:

*The area formerly occupied by Camden Goods Depot, together with associated sites in the close vicinity, is rich in industrial heritage. The arrival of first the Regent's Canal in 1816 and then the London & Birmingham Railway in 1837 at the Hampstead Road created an important transport interchange and led to Camden's rapid social and industrial development.*

*The website provides the historical background and presents the heritage features, both above and below ground, many of national and international significance, including locomotive and goods storage sheds, vaults and tunnels, and stables ranges. It introduces the Trust and its role in protecting this heritage and making it known to a wider public through creation of a heritage trail, publication of a trail guide, guided walks, talks and other events.*

The main structure of the website is seen in the picture above of part of the Home page. Much of the website content is in the text and images of the History pages which are divided into:

- Regent's Canal
- London & Birmingham Railway
- Camden Goods Depot
- Rope Haulage on Camden Incline
- Primrose Hill Tunnel
- Horses and Stables
- Vaults
- Pickfords and Goods Interchange
- LNWR and Goods Interchange
- Gilbeys
- The beer trade
- Piano manufacture

**Locations** describes the features that have survived under the following heads:

- Hampstead Road Lock and the Regent's Canal
- The Roundhouse
- Primrose Hill Tunnel East Portals
- The Stationary Winding Engine Vaults
- The Stables and related features
- Vaults, Arches and Catacombs
- Horse Tunnels
- Primrose Hill Tunnel Approach Cutting
- The Interchange Warehouse
- Hydraulic Accumulator Tower

For the website to get used, we need links from other websites. That drives traffic to the website and increases the likelihood of higher listings on Google. We are very keen to see links to our website created from other websites and, if we have not already done so, would expect to link to other sites that have a commonality of purpose. Please contact the Secretary either via the website or via [crht@aol.com](mailto:crht@aol.com) if you can help to expand our links. All suggestions are welcome.

If you need a few paragraphs for a newsletter article describing the website or the work of the Trust please contact the Secretary.

The website provides an important means for prompting an exchange of information. We have already been sent interesting material from those that found the website serendipitously. For example, take a look at a Pathé newsreel of December 1949 showing life in the railway stables in Camden Goods Depot. It can be found at:

<http://www.britishpathe.com/record.php?id=56505>

Some of the frames are recognisable as taken in the Horse Hospital and the Provender Stores, but others need more detective work. This link was sent from the Australian desert by a new correspondent.

We welcome any information that you believe would improve our understanding of the social and industrial context of the area and its history.

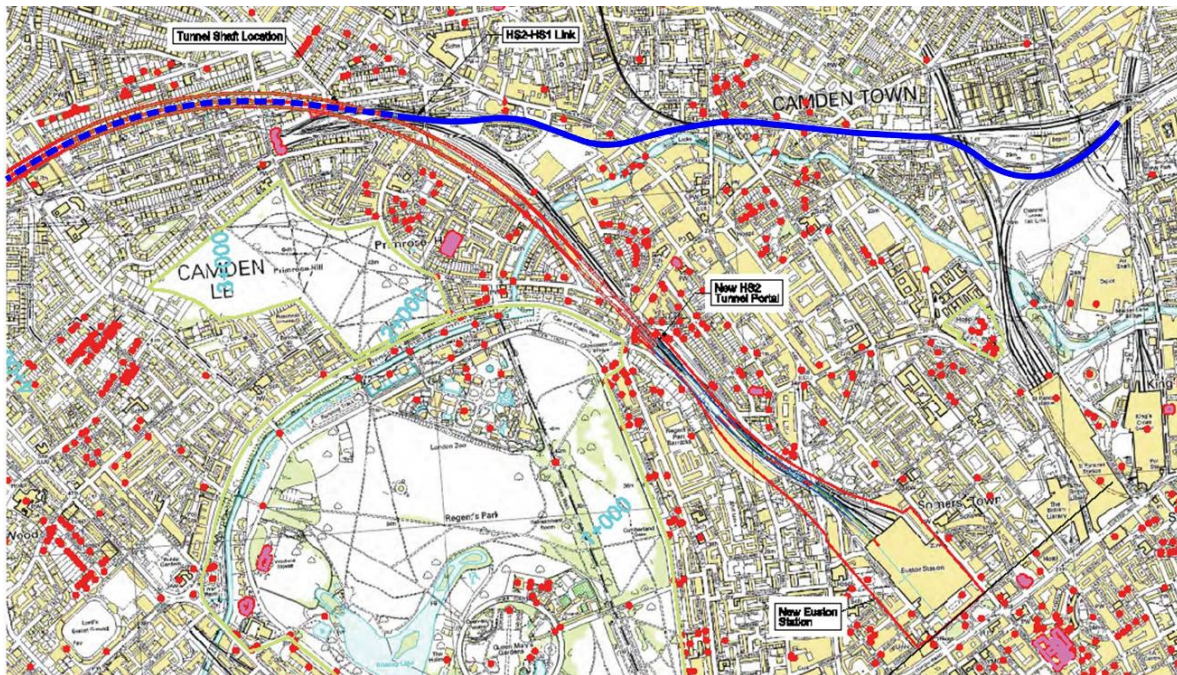
## **HS2-HS1 Link**

The reconstruction of Euston station will have significant heritage impacts, as noted above, not to mention the impact on housing and open space.

However, not everyone may be aware that the impact of HS2 on Camden has been greatly increased by the proposed HS2–HS1 link.

What little information is available tells us that a third tunnel is to be constructed from Old Oak Common to emerge in the cutting west of Regent's Park Road bridge and the former Primrose Hill station. From there the new single track uses the existing infrastructure of the North London Railway, passing the Roundhouse and Stables Market.

The link continues on the viaduct over the famous bridge on Chalk Farm Road, joining the London Overground at Hawley Wharf and continuing on an eastward course to Camden Road station before joining HS1 (the former Channel Tunnel Rail Link) north of Kings Cross. The route is highlighted in blue on the plan to distinguish it from other HS2 lines. The hatched section is in tunnel.



The Primrose Hill HS2 Reference Group was the first action group in Camden that formed to protect the local community. At a recent meeting the group resolved, subject to approval from the wider community:

1. The Group would reform as part of a Camden HS2 Action Group, representing the views of a coalition of different communities in Camden
2. The Group would oppose HS2, working with national groups, and promote a wider debate that allows consideration of other solutions supported by evidence-based information.

Most members started from a position of supporting HS2 in principle, but have unanimously arrived at a very different stance, a powerful argument for the influence of evidence-based information.

## Hawley Wharf

The starting point for any new architecture in Camden Lock, Stables Market and Hawley Wharf must surely be sympathy for the Victorian context. If buildings that



challenge this context rather than celebrate it continue to be imposed, the sense of place that characterises the market area, giving it such vitality, will be lost.

This is relevant to the planning application for Hawley Wharf that will be submitted in April. The Trust's concern is the visual and aesthetic impact of the large arches that form the façade of the proposed retail space fronting the canal in Site A.

Removed entirely from the context of Hawley Wharf to a greenfield site, these structures may have some merit. Placed as proposed, and taking the form they do, they are extraordinarily disrespectful of the industrial heritage in the vicinity, dominating the landscape from Hampstead Road to Kentish Town Locks and demeaning the Victorian arches and viaducts that are presently key local features.

We are unfortunately not permitted to include images of the arches and the vistas with the arches in both directions along the Regent's Canal, but they will shortly enter the public domain where you will be able to appreciate their impact.

For local residents, there will be an opportunity to express your own views on this important development in about eight weeks, and you are urged to do so.

## **Snippets**

Thanks to the generosity of Graham Larkby, the Trust acquired a station sign that was originally mounted at Primrose Hill station which closed on 22 September 1992. The sign is over two metres long, as seen from the photograph below taken alongside a bath for size comparison.



The sign was purchased at the British Rail memorabilia outlet near Euston Station, in the former stables at No. 1 Coburg Street, now sympathetically converted into architects' offices but destined for demolition along with St James Gardens, which the building overlooks, under plans for the development of Euston Station for HS2.

The Trust has, in turn, offered the sign to Primrose Hill Community Association and it will be mounted in the Community Centre where it can be prominently displayed to a wider public and provide a reminder of what has been lost.

## **Guided Walks**

The next guided walks around the Camden Railway Heritage Trail will be on Sunday 13 March and Wednesday 16 March. They start at the Roundhouse at 11.00 am and take about 2½ hours. Please contact the Secretary ([crht@aol.com](mailto:crht@aol.com) or 020 7586 6632) to book a place as numbers are limited. If unable to make these dates but interested in a guided walk please advise the Secretary.