

# **THE LOST RAILWAYS OF THE BLACKWATER AND CROUCH ESTUARIES**

## **Two Branch Lines to Maldon**

### **A History and Field Survey of the Extant Structures**



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**Essex County Council, 2011.**

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## **THE LOST RAILWAYS OF THE BLACKWATER AND CROUCH ESTUARIES**

**Woodham Ferrers to Maldon, and Wickford to Maldon Branch Lines.**



## SUMMARY.

This Report presents the results of the field survey of the two now-discontinued railway branch lines from Woodham Ferrers to Maldon, and from Witham to Maldon. A companion Report is published for the currently operating line from Shenfield to Southminster. Fieldwork was carried out between April 2007 and May 2008. The purpose of the Survey was to detail what survives of these lines and their accompanying works including buildings, bridges, embankments, cuttings and subsidiary constructions, to review the statutory designations and to suggest possible further usage for the disused lines.

## INTRODUCTION.

Much of the track line and adjacent land of the two discontinued lines is in private or corporate ownership and is publicly accessible only where it is crossed by public roads and paths. Small parts have been developed by Local Councils as "Trails" as a public amenity. There are two Nature Reserves. Where building development has been permitted on the former track, some recognition of the former alignment is still recognisable by the line of streets, footpaths and land/property boundaries.

The presence of the railways until their closure in the 1960s and 1970s has resulted in long strips of woodland which have since grown up on the former track between the fields. Some of the former railway buildings have been put to new use for industry and as offices. Goods Yards have been reused as car parks or industrial estates. Many of the railway cottages have been sold and are now private residences. Bridges continue to be used serving farm tracks or as public or private roads.

## COMPENDIUM OF STRUCTURES.

### **Stations:**

Even on the currently operational line between Shenfield and Southminster, many of the Station buildings shown on 19th and earlier 20th century maps have been extensively depleted. Some former Station buildings still exist at Billericay, Wickford, Woodham Ferrers, Althorne, Burnham and Southminster. The depletion is true to an even greater extent on the two discontinued lines, but there are significant survivals at Maldon (East and West). The Halts at Stow St. Mary and Baron's Lane, Purleigh have minimal survival, and the platform at Langford is almost completely buried under soil and turf.

### **Railway Cottages and Houses:**

Formerly built for railway employees, most are now in private occupation. Survivals exist at Wickham Bishops, Langford, Shenfield, Ramsden Bellhouse, Wickford, Battlesbridge, Woodham Ferrers, Hogwell, (North) Fambridge, Althorne, Burnham, Southminster and Cold Norton.

### **Bridges and Tunnel:**

Many of the railway bridges along the lines survive, now used as public or private crossings of the present or former track. Most of the survivals appear in reasonable structural condition for the purpose for which they are now used, though the balustrades are missing at Wickham Lodge and coping stones have been removed from the Clayspitshills Wood bridge (which shows some cracking in the brickwork). The only tunnel (at Maldon), though now blocked at both ends, survives at least at its southern entrance where the brick balustrade is intact and visible.

### **Viaducts:**

The wooden viaducts at Wickham Bishops are Scheduled Ancient Monuments. That at Saul's Bridge over River Brain is no longer extant. The brick viaducts at Fenn Creek, Woodham Ferrers, continue to perform the function for which they were built.

### **Culverts:**

Many of these are not publically accessible. Those at Woodham Ferrers and Reigate Barn are photographed in this Report. Several along the Witham-Maldon branch were reported already on the EHER, not all now extant. More were identified from maps on private land on the north Crouch estuary.

### **Cuttings and Earth Embankments:**

The cuttings northeast of Woodham Ferrers and at Cold Norton have been partially or wholly filled in. Most of the others shown on 19th and early 20th century maps survive. The embankments above the River Chelmer and the Chelmer and Blackwater Navigation, including those of the northern and southern Curves at Maldon, survive reused by the Maldon bypass. Elsewhere earth embankments appear largely intact, even though now not necessarily supporting track.

**Level Crossings:**

These survive as serving gated or ungated paths and tracks (Armiger Way and Constance Close (Witham), south of Mountnessing Church, Hogwell and Stoneyhills (Burnham)) and public roads (Woodham Ferrers and Althorne). That at The Causeway, Maldon is no longer extant.

**Second World War Defences:**

Concrete tank traps are identified at Witham (Constance Close).

No extant **Boundary Posts** or **Mile Posts** were identified, though some of those shown on current O.S. maps are located on private land.

**Hotels/Public Houses:**

Although not strictly "Railway" buildings, these were located near the stations and served railway customers. They are identified at Shenfield, Billericay, Ramsden Bellhouse, Woodham Ferrers, Burnham and Cold Norton.

## **GENERAL SURVEY.**

Communications in east Essex before the middle of the 18th century involved tedious, uncertain and often hazardous journeys on poor roads. Investment in the Chelmer and Blackwater Navigation, essentially a realignment and dredging of the Chelmer and Blackwater rivers from Chelmsford to Maldon Heybridge in 1797 significantly reduced the time taken for goods landed to and shipped from Heybridge to Chelmsford from often two or three days to one.

The building of the railway line from London through Chelmsford and Witham to Colchester in 1839-1843 left a major trading route between Maldon, Witham and Braintree still an indirect one towards which investors saw an opportunity to improve by constructing a railway linking all three towns. The rail link at Witham would also connect Braintree and Maldon to London.

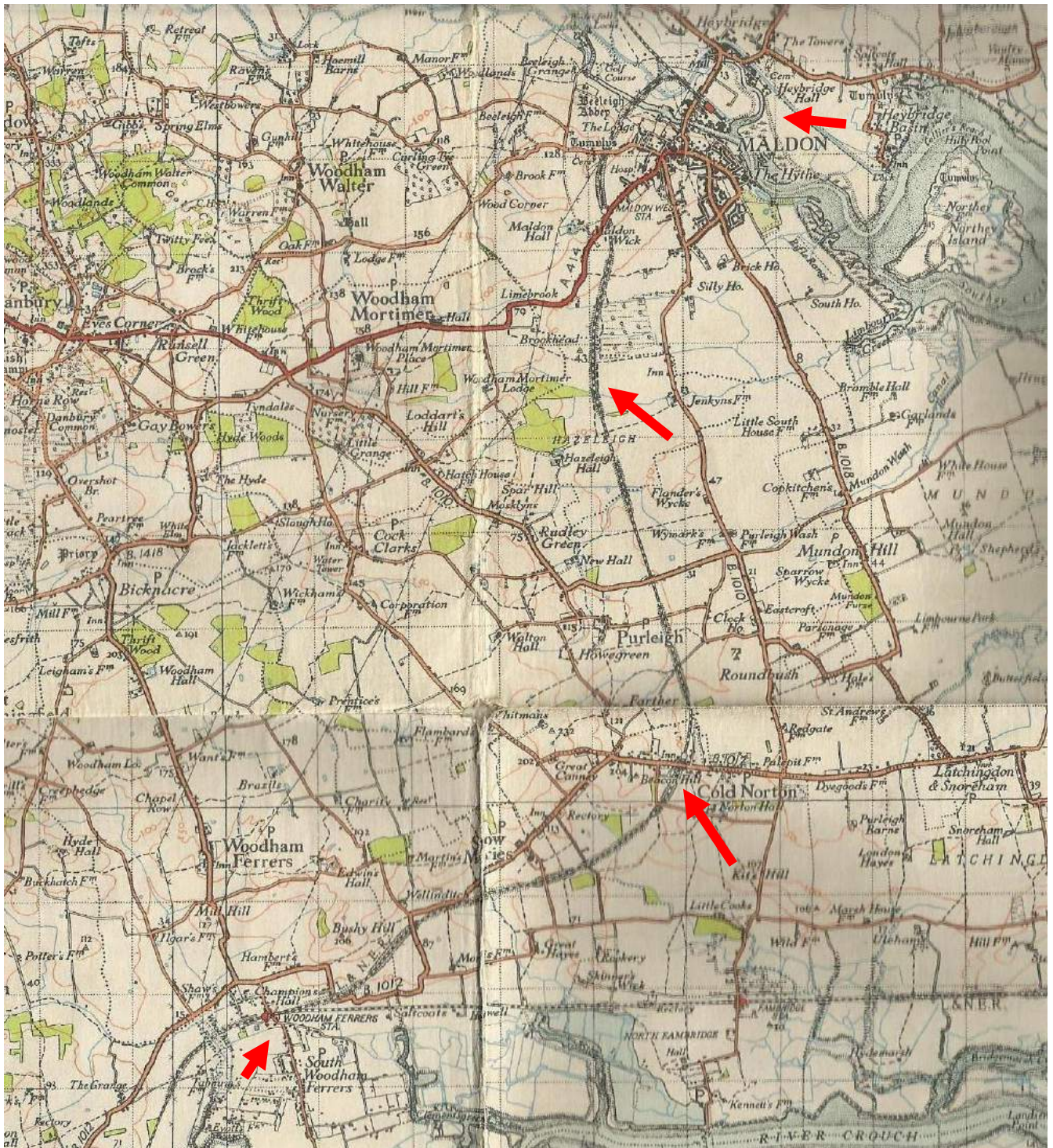
The road links from the southern Dengie peninsula with the hinterland were similarly poor. A line from London to Southend via Tilbury had been opened in 1854-6 but the Crouch estuary remained unconnected for another 30 years. Not until 1st October 1889 was the Great Eastern Railway able to compete with the London, Tilbury and Southend Railway when it opened its line from Shenfield on the main London-Colchester line to Southend via Wickford. In the same year it opened its lines from Wickford to Southminster and from Woodham Ferrers to Maldon.

## **GRADING**

- 0 of low importance or not extant
- \* of local importance
- \*\* of regional importance
- \*\*\* of national importance
- \*\*\*\* of major national or international importance



**THE WOODHAM FERRERS TO MALDON BRANCH via COLD NORTON.**



The Woodham Ferrers to Maldon branch via Cold Norton, c.1930.



## **THE WOODHAM FERRERS TO MALDON EAST (HEYBRIDGE) BRANCH.**

The town and port of Maldon have provided significant links into Essex from Saxon times until the early 20th century. The opening of the Chelmer and Blackwater Navigation from Maldon Heybridge to Chelmsford's Springfield Basin on 3rd June 1797 enabled produce to be brought by water into the heart of Essex and prolonged Maldon's influence by more than half a century. But the railways, first from Maldon to Witham and Braintree in 1848 and from Maldon to Woodham Ferrers where it joined the Shenfield to Southend line in 1889, though initially being a source of income to Maldon and the Navigation carrying heavy construction materials, together with the failure to deepen the port and the dock ('Long Pond') to the northeast of the station for larger vessels, eventually contributed to the town's declining influence.

While the Maldon-Witham line had been built by the Eastern Counties Railway in 1848, it failed to prosper and was taken over by the Great Eastern Railway (GER) in 1862. In this decade a proposal was floated for a line from Maldon to Woodham Ferrers, but it was not until 1st October 1889, the same date as the completion of the branch to Southend, that the line opened, joining up just east of Woodham Ferrers with the Southminster branch which had opened just four months earlier. The original Maldon terminus, built in 1847/8 possibly by Henry A. Hunt, architect to Eastern Counties Railway, was renamed Maldon East (suffixed Heybridge in 1907) while a new station Maldon West was built in the cutting immediately north of the Maldon to Woodham Mortimer (Chelmsford) road.

The track necessitated engineering a long cutting and one tunnel (66 yards, 21metres long under the Chelmsford road) to the southwest of Maldon TL843064, and a long and deep cutting at the approach to and at Cold Norton TL849004. Major engineering works were necessary to bridge the river Chelmer (by a bowstring viaduct) and the Chelmer and Blackwater Navigation (by iron bridges). From Maldon West to Maldon East the track was double.

Continuity with the lines to Southend and to Witham without the need for reversing the engine was achieved by triangular loops south of Wickford and north of Maldon.

The Woodham Ferrers to Maldon line now provided a passenger link, without changing trains, from Colchester, Witham, Maldon to Southend, but a direct passenger service existed only until 28th February 1895 due to lack of demand. The Wickford south curve and the Maldon north curve to the Witham branch were abolished in that year. In 1914 the number of passenger trains was reduced from seven to five a day. Troop movements were helped by the line but Maldon West was closed for three years during the Great War, reopening in 1919.

The Baron's Lane Halt was opened on 10th July 1922 in the hope of attracting passengers from Purleigh.

The London & North Eastern Railway (LNER) took ownership from GER in 1923, and reduced the double track between the two Maldon stations to single. On 24th September 1928 the Stow St. Mary Halt was opened south of Stow Maries. "Specials" were run for childrens' outings to Southend, and, while some significant traffic came in and out of Maldon East from the Witham and Braintree line, the Woodham Ferrers branch was commercially less successful and the passenger service ceased in September 1939.

During the Second World War, trains took troops to the encampment on Osea Island, and served the timber mill making motor torpedo boats and fishing boats at Maldon. With the nationalisation of the railways, the lines were taken over by British Railways (Eastern Region) in 1948. After the war, a goods train between Woodham and Maldon ran once a day until 1st April 1953 when the line closed completely. Maldon West station had been used for warehousing by Marconi's, and the station link to Maldon East was ended finally in 1959 with the rails being lifted the following year. The station at Maldon East continued its link with Witham and Braintree.

The central span of the viaduct bowstring bridge and Lovers Lane footbridge on the Woodham Ferrers line were demolished in May 1965. Maldon West station was demolished in 1969 and light industry developed on the site of the Goods Yard, with reuse of the Goods Shed. The Maldon West tunnel under the Woodham Mortimer road was blocked at both ends. The line of the Maldon Curve is still identifiable having been replaced by the Maldon West bypass (A414).

The Chelmer viaduct demolished in July 1989 was replaced by a steel bridge 6 feet lower for the western road bypass which opened in October 1990. The building of the new town of South Woodham Ferrers from 1970s obliterated the track to Cold Norton and Maldon here.

The line of the former track along parts of its length is marked by cuttings, embankments and bridges. Much is now in private hands. The track can be reached only where it crosses roads or has public access. The length of the line was c.8.7 miles.



**DESCRIPTION OF THE EXTANT STRUCTURES OF THE WOODHAM FERRERS TO  
MALDON EAST BRANCH LINE.**





Woodham Ferrers station looking west.



Woodham Ferrers booking office.

**MAP** 30a, b

**SITE NAME** Woodham Ferrers Station (before 1913, Woodham Ferris)

**NGR** TQ 804977

**EH** 014A, **40544**.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** South Woodham Ferrers **Station** platform on N side of single track, red brick, and canopy, 1889, over platform supported on iron brackets. Booking Office window on the platform side. S platform covered in turf. Sidings and buildings, cattle pen, turntable, signal box and footbridge, O.S. map, c.1897, not extant. The chimneyed station building, O.S. map, c.1897, to the N of the canopied platform, footbridge and booking office are no longer extant.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Much structural reduction occurred c.1968.

**CURRENT STATUS** Being maintained as a functional station.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photos Film A8/DSCF2640 looking west, A9/DSCF2641 looking east, A10/DSCF2642 looking east, A11/DSCF2643 booking office, DSCF2652 platform from southeast)



Hullbridge Road level crossing, Woodham Ferrers, looking west.

**SITE NAME** Hullbridge Road Level Crossing, Woodham Ferrers

**NGR** TQ 804977

**EHF** 014B.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** Level Crossing (Hullbridge Road) to east of platform, with automatic barrier.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** As shown on O.S. map *c.*1897.

**CURRENT STATUS** Being maintained as a functional level crossing.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photos Film A7/DSCF2639 looking west, A20/DSCF2651 looking north ).





Railway Hotel with outbuilding , Woodham Ferrers.



Railway Hotel, Woodham Ferrers.

**MAP** 30a, b

**SITE NAME** “The Railway” Hotel, and Outhouse, Woodham Ferrers.

**NGR** TQ804977

**EHHER** 014C.

**PARISH** Woodham Ferrers.

**SITE DESCRIPTION** Hotel to N of the station faces on to Hullbridge Road, two stories, decorated gables, as illustrated (Photos Film A14/DSCF2646 from south, A15/DSCF2647 from southeast). Red brick **outhouse** to its W, only southern half extant), with triangular wood boarding below west and east gables, double doors on east with loading door above (photo A12/DSCF2644 from southwest).

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** As shown on O.S. map *c.* 1924, but not *c.* 1897.

**CURRENT STATUS** Being maintained as a hotel.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*





Railway cottages, Woodham Ferrers.

**MAP** 30a, b

**SITE NAME** Railway cottages, Hullbridge Road, Woodham Ferrers.

**NGR** TQ805977

**EH** 014D.

**PARISH** Woodham Ferrers.

**SITE DESCRIPTION** 3 pairs of two-storied **cottages**, 1889, on E of Hullbridge Road, central chimney stack, half-hipped roof, 2 front gables with window below, canopied front door to each cottage to lateral side of downstairs window.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Essentially as shown on O.S. map *c.* 1897.

**CURRENT STATUS** Being occupied as private residences.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*\*

(Photos Film A13/DSCF2645 from west, A17/DSCF2649 from southwest, A18/DSCF2650 from southwest, A19/DSCF2651 from southwest).





East Bridge Road, Woodham Ferrers, looking east.

**MAP 31**

[The former Maldon line branched from the line to Southminster immediately east of the Hull Bridge Road level crossing in a northeasterly direction. It is marked by the rear property boundaries of houses built from 1970s on north side of East Bridge Road. The single track of the Southminster branch continues east crossing over cycle/footpath] (See “The Railways of the Blackwater & Crouch Estuaries” (Shenfield to Southminster Line), 2011).

**SITE NAME** East Bridge Road, Woodham Ferrers

**NGR** TQ809978

**EHF** 101A.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** The Maldon branch line diverged from the Southminster branch immediately E of the Hullbridge Road Level Crossing.

**ARCHAEOLOGICAL POTENTIAL** Moderate

**SITE SIGNIFICANCE** As shown on O.S. map c.1897.

**CURRENT STATUS** Property boundaries mark the former line of the track.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photo Film A21/DSCF2653 looking east along East Bridge Road).

**MAP 31**

**SITE NAME** East Bridge Road/Bancrofts Road footpath, Woodham Ferrers

**NGR** TQ807978

**EHF** 101A, 101B.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION.** The single-line branch to Maldon diverged from the Southminster line immediately E of **Woodham Ferrers** level crossing (TQ805977). Rear property boundaries on N of **East Bridge Road** mark the alignment of the former track. Continuing NE, a public footpath N of **Bancrofts Road** now marks the track alignment.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Track line preserved.

**CURRENT STATUS** Now occupied by housing and property boundaries, except footpath where the line of the former track is preserved.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photo A21/DSCF2653 looking east)





Engineering brick bridge, Woodham Road, from west.



Church Lane bridge, Stow Maries Halt (platform on right), from west.



In a cutting, now filled in, the single track ran NE across fields to

**MAP 32.**

**SITE NAME** Woodham Road bridge, Stow Maries

**NGR** TQ820987

**EHHER** 102.

**PARISH** Stow Maries

**SITE DESCRIPTION** 3 arched bridge of blue engineering brick construction, where the cutting was c.12 feet (3m) below the level of field to the W. [Bridge 833].

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Track line preserved beneath main arch.

**CURRENT STATUS** Bridge essentially as built c.1888.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photos Film C19/DSCF2708 and C20/DSCF2709 from west).

Public bridleway/path eastwards begins c.400m east of Woodham Road bridge as far as St. Stephens bridge, Cold Norton.

**SITE NAME** Stow Maries culvert

**NGR** TQ824988

**EHHER** 103.

**PARISH** Stow Maries

**SITE DESCRIPTION** The line of the track is now marked by a strip of woodland. Path crossing.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Line as shown on O.S. map c.1897.

**CURRENT STATUS** Track line preserved by woodland strip. (Footbridge at TQ 824989, O.S. c.1897, not extant).

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

**MAP 33.**

**SITE NAME** Church Lane bridge, Stow Maries.

**NGR** TQ835992

**EHHER** 104A, 104B.

**PARISH** Stow Maries

**SITE DESCRIPTION** 104A: Bridge of 3 segmental arches, blue engineering brick.[Bridge 836]. Site of **Stow St. Mary Halt** (opened in 1928, now a Nature Reserve). The wooden sleeper platform was approached by a path, **104B**, inclining down to the W of and from Church Lane from the S. To either side of the bottom of this incline are unmarked concrete and immediately adjacent wooden posts which may mark the access to the Halt. The area in a cutting is now in a woodland strip.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Bridge essentially as shown on O.S. map c.1897.

**CURRENT STATUS** Track line preserved by woodland strip.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photos Film C21/DSCF2710 from east, C22/DSCF2711 from west).



Honey Pot Lane bridge abutments, Stow Maries.



St. Stephens Road bridge, Cold Norton, from north.

**SITE NAME** Pantile Wood embankment, Stow Maries  
**NGR** TQ837993  
**EHHER** 105.  
**PARISH** Stow Maries  
**SITE DESCRIPTION** The cutting gives way to an **embankment**.  
**ARCHAEOLOGICAL POTENTIAL** Good  
**SITE SIGNIFICANCE** Track line shown on O.S. map c.1897.  
**CURRENT STATUS** Track line preserved by woodland strip.  
**RECOMMENDED ACTION** Monitor and record any development.  
**GRADE** \*

**SITE NAME** Honey Pot Lane bridge, Stow Maries  
**NGR** TQ83994  
**EHHER** 106.  
**PARISH** Stow Maries  
**SITE DESCRIPTION** The track crossed over the Lane on a blue engineering brick **bridge** of which only the two abutments remain.  
**ARCHAEOLOGICAL POTENTIAL** Good  
**SITE SIGNIFICANCE** Track line shown on O.S. map c.1897.  
**CURRENT STATUS** Abutments extant. Track line preserved by woodland strip. The Boundary Post marked immediately SW of the track embankment as it crosses the Lane on the 2nd edition O.S. map, c.1897, is not extant, but an unscribed stout wooden post exists on the embankment above (Photo Film D72).  
**RECOMMENDED ACTION** Monitor and record any development.  
**GRADE** \*

(Photos Film C23/DSCF2712 from north, C24/DSCF2713 to east abutment).

The track continued NE (now marked by a wooded strip) on an embankment which, 300m SE of St. Stephens Road, enters a 12 foot (3½m) deep cutting. Public Bridleway from west ends at St. Stephens Bridge.

**MAP** 33.  
**SITE NAME** St. Stephens Road bridge, Cold Norton  
**NGR** TQ846999.  
**EHHER** 107.  
**PARISH** Cold Norton  
**SITE DESCRIPTION** Bridge of iron-girder construction with blue engineering brick parapet. [Bridge 839]. To the N of the bridge, the height of the ground has been raised by about 12 feet (3.5m) beneath to form the front lawn of the adjacent house  
**ARCHAEOLOGICAL POTENTIAL** Good  
**SITE SIGNIFICANCE** Bridge essentially as shown on O.S. map c.1897.  
**CURRENT STATUS** Bridge maintained as a road bridge over cutting.  
**RECOMMENDED ACTION** Monitor and record any development.  
**GRADE** \*  
(Photo Film B35/P1010035 from north).





Latchingdon Road bridge, Cold Norton, from north.



Railway cottages, corner of Latchingdon Road, Cold Norton.

Continuing in a wooded cutting to

**MAP 34**

**SITE NAME** Latchingdon Road bridge, Cold Norton

**NGR** TL849004

**EHHER** 108A.

**PARISH** Cold Norton

**SITE DESCRIPTION** Bridge of three 25½ ft segmental arches, blue engineering brick with dentilled decoration. [Bridge 840]. The former elevation (in a cutting) of the track is extant on the S side of the bridge (now wooded); the cutting on the N side has been partially filled in to raise the level of the house gardens by about 10 feet, 3m

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Bridge essentially as shown on O.S. map c.1897.

**CURRENT STATUS** Bridge maintained as a road bridge over cutting.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photos Film B24/P1010024 looking north; B28/P1010028 from north, B29/P1010029 from north, B30/P1010030 showing dentillation (exclude intrusive finger before printing).

**MAP 34**

**SITE NAME** Cold Norton Station

**NGR** TL849005

**EHHER** 108B.

**PARISH** Cold Norton

**SITE DESCRIPTION** The former **station** in a cutting was immediately N of the bridge which carried Latchingdon Road over the track. The station site is now occupied by houses and gardens on E side of Green Trees Avenue. The platform lay on the W of the track with a path (now the alignment of Green Trees Avenue) down a slope to the platform from Latchingdon Road. Sidings and cattle pens, O.S. map, c.1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Station site now built over by houses.

**CURRENT STATUS** Station not extant.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** 0

**SITE NAME** Railway cottages, Cold Norton (1)

**NGR** TL848005.

**EHHER** 108D.

**PARISH** Cold Norton

**SITE DESCRIPTION** One pair of **cottages** on NW junction of Latchingdon Road and Green Trees Avenue extant (No 3 Green Trees Avenue); two stories, half-hipped roof, two gables with windows below, front doors protected by a porch lateral to single downstairs window, central chimney stack, c.1889.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Building of a similar footprint shown on O.S. map c.1897.

**CURRENT STATUS** In occupation as private residences.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photo Film B31/P1010031 from southeast).





Railway cottage, Latchingdon Road corner with Victoria Road, Cold Norton.



Railway Hotel, Cold Norton.

**MAP 34**

**SITE NAME** Railway cottages, Cold Norton (2).

**NGR** TL847005

**EHHER** 108E.

**PARISH** Cold Norton

**SITE DESCRIPTION** One pair of **cottages** (now the next but one property further W, No 63 Latchingdon Road, on corner of Victoria Road); two stories, half-hipped roof, two gables with windows below, front doors protected by a porch lateral to single downstairs window, central chimney stack, *c.*1889.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Building of a similar footprint shown on O.S. map *c.*1897.

**CURRENT STATUS** In occupation as private residences.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photos Film B32/P1010032 from southeast, B33/P1010033 from south west).

**SITE NAME** 'The Norton' public house, formerly 'Railway Hotel'.

**NGR** TL848005

**EHHER** 108C.

**PARISH** Cold Norton

**SITE DESCRIPTION** Two stories, two gables facing to N (frontage), one facing to E, one to W, conservatories.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Building of a similar footprint shown on O.S. map *c.*1897, with later additions.

**CURRENT STATUS** Being maintained as a hotel/public house.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photo Film B23/P1010023 from northwest)





Station House, Green Trees Avenue, Cold Norton.



Railway embankment north of Cold Norton station west of Pine Lodge.

**MAP 34**

**SITE NAME** Station House, Cold Norton

**NGR** TL848005

**EHF** 108F.

**PARISH** Cold Norton

**SITE DESCRIPTION** (Station House, Green Trees Avenue). House of two stories, two gables, one facing E and one N, exposed timbers on N, central front door, ?c.1889.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Building of a similar footprint shown on O.S. map c.1897.

**CURRENT STATUS** In occupation as a private residence.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE \***

(Photo Film C25/DSCF2714 from northeast).

**SITE NAME** Pine Lodge embankment, Cold Norton

**NGR** TL852009

**EHF** 109.

**PARISH** Cold Norton

**SITE DESCRIPTION** To N of the houses in **Green Trees Avenue**, the line of the former track, curving towards NW, is marked by a strip of woodland on c.4 foot (1.25m) high **embankment**, now in ownership of the owner of **Pine Lodge**. To the N of the woodland strip, the embankment has been ploughed out.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Track line shown on O.S. map c.1897.

**CURRENT STATUS** In private ownership.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE \***

(Photos Film B27/P1010027 woodland strip looking south, B25/P1010025 looking south, B26/P1010026 looking north).





Bridge abutments at “The Street”, Purleigh.



From Baron’s Lane bridge towards south.

**MAP 35**

**SITE NAME** "The Street" bridge, Purleigh

**NGR** TL846021

**EHHER** 110A.

**PARISH** Purleigh

**SITE DESCRIPTION** The **Street** was crossed on an embankment **bridge** of which only the blue engineering brick abutments remain.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Bridge abutments essentially as built c. 1888.

**CURRENT STATUS** None.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photos Film C26/DSCF2715 from east, C27/DSCF2716 from east to north abutment).

**MAP 36**

**SITE NAME** Baron's Lane bridge and Halt, Purleigh

**NGR** TL846024

**EHHER** 110B.

**SITE DESCRIPTION** The approach to the bridge from the S (Photo Film C29/DSCF2718 from bridge to south) was across fields at slightly below present surface level. **Baron's Lane** crossed the track by a girder and blue engineering brick **bridge**, blue brick copings with lateral capstones (Photo Film C30/DSCF2719, north balustrade). The **Halt** (opened in 1922) to the N of the bridge (Photo C28/DSCF2717 from the bridge towards north) was in a shallow cutting. The platform to the W of the track was approached down a gently inclined track on the N side of Baron's Lane from W, still extant (Photo Film C31/DSCF2720 from west, bridge is on right).

Platform, passenger shelter, cattle pens, weigh house, signal box, goods yard and sidings, O.S. map, c.1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Bridge piers essentially as built c. 1888.

**CURRENT STATUS** Being maintained as a road bridge.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*





Baron's Lane Halt, looking north.



Entrance to Baron's Lane Halt from west (bridge on right).

Maldon Wick Nature Reserve is publically accessible.

**MAP 37.**

**SITE NAME** Hazeleigh Hall cuttings and embankments

**NGR** TL843040

**HER** 111A, 111B.

**PARISH** Hazeleigh

**SITE DESCRIPTION** 0.5km further N the track on **cuttings** and **embankments** is marked by a wooded strip.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Track shown on O.S. map c.1897.

**CURRENT STATUS** Part now a Nature Reserve.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*





Maldon West goods shed from south.



Maldon West goods shed from west.

The track crossed Lime Brook by a culvert, TL842054.

**MAP 38**

**SITE NAME** Goods Shed, Maldon West.

**NGR** TL842061

**EHHER** 112A.

**PARISH** Maldon

**SITE DESCRIPTION** **Goods Shed**, on W of former track, is now part of an industrial zone, West Station Road, two blind arcades and one rebuilt and raised to a square profile facing to S, a small round window above central arcade, similar blind arcades with a central loading door facing to W, c.1889.

Sidings, O.S. map, c.1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Goods shed essentially as shown on O.S. map c.1897 with alterations.

**CURRENT STATUS** In use as part of Industrial Zone.

**RECOMMENDED ACTION** **List.** Monitor and record any development.

**GRADE** \*\*

(Photos Film C32/DSCF2721 south end; C33/DSCF2722 west side).

**SITE NAME** Rail and socket barrier, Spital Road, Maldon West

**NGR** TL8419 0632

**EHHER** 112B, 20279

**PARISH** Maldon

**SITE DESCRIPTION** Rail and socket barrier at south end of bridge not extant (shown on 1944 air photograph).

**ARCHAEOLOGICAL POTENTIAL** 0

**SITE SIGNIFICANCE** 0

**CURRENT STATUS** 0

**RECOMMENDED ACTION** 0

**GRADE** 0





Maldon West tunnel from southwest.



Engineering brick wall, Spital Road, Maldon.

**MAP** 38

**SITE NAME** Maldon West tunnel.

**NGR** TL842063

**EHHER** 112.

**PARISH** Maldon

**SITE DESCRIPTION** The track entered a deep cutting, then a 66 yard (21m) tunnel [Bridge 849] under **Spital Road**, southern entrance (Photo D69, south end of tunnel blocked by a red brick house; Station Master's house at top left) of blue engineering brick with stone coping. Both ends of the tunnel have now been blocked. The roof of the tunnel is now under the Spital Road/Western Bypass junction roundabout.

Blue engineering brick **wall** runs along the E side of Spital Road above the S tunnel entrance cutting (Photo D71 from southwest; Station Masters house centre to right of bus stop).

At the entrance to the tunnel on the E side was a signal box (not extant), O.S. map, c.1897.

**ARCHAEOLOGICAL POTENTIAL** Moderate

**SITE SIGNIFICANCE** Tunnel and cutting shown on O.S. map c.1897.

**CURRENT STATUS** S entrance extant. N entrance ?beneath bypass.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*\*





Station Master's House, Spital Road, Maldon.



Railway Cottages, Spital Road, Maldon.

**MAP 38**

**SITE NAME** Station Master's house, West Maldon

**NGR** TL842063

**EHHER** 112C.

**PARISH** Maldon

**SITE DESCRIPTION** Nos 103/101 Spital Road, two gables with windows below, central chimney stack, with frontage of an engineering brick wall, c.1889.

Railway cottages to W above the tunnel not extant.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Cottages essentially as shown on O.S. map c.1897.

**CURRENT STATUS** Now in private occupation.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photo Film C34/DSCF2723 from northwest).

**SITE NAME** Railway cottages, Maldon West (1)

**NGR** TL842062

**EHHER** 112B.

**PARISH** Maldon

**SITE DESCRIPTION** Nos 107/105 Spital Road at corner of Spital Road and West Station Road. A pair of **cottages**, red brick, upper storey rendered, 3 gables, half-hipped roof, central chimney stack, c.1889.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Cottages essentially as shown on O.S. map c.1897.

**CURRENT STATUS** Now in private occupation.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

(Photo D70 from southwest)

The track became double north of this point to Maldon East station.





Maldon bypass, line of former railtrack looking north from London Road bridge.



**MAP 38**

**SITE NAME** Maldon West Station

**NGR** TL842064

**EHHER** 112J.

**PARISH** Maldon

**SITE DESCRIPTION** The Station was immediately N of the tunnel, W and E platforms, approached by a covered footbridge from the road. Now the site is immediately N of the Spital Road/Western Bypass roundabout.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Station shown on O.S. map c.1897.

**CURRENT STATUS** Not extant. Now under Maldon bypass.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** 0

**MAP 39**

**SITE NAME** London Road bridge; Beeleigh footbridge.

**NGR** TL842071; TL844075

**EHHER** 112D.

**PARISH** Maldon

**SITE DESCRIPTION** In a cutting, the track continued under **London Road** (Maldon Cemetery bridge). Now a modern girder and blue brick **bridge**, triangular copings, carries the London Road over the bypass, opened in 1990 (C35/DSCF2724, north balustrade - lighten photo before printing). The doubled track, now the bypass, continued north (Film C36/DSCF2725 looking north).

Then under a footbridge leading to the path to Beeleigh (not extant).

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Bridges shown on O.S. map c.1897.

**CURRENT STATUS** London Road bridge maintained as a bridge over bypass. Beeleigh footbridge now not extant.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

**SITE NAME** River Chelmer bridge.

**NGR** TL844076

**EHHER** 112E.

**PARISH** Maldon

**SITE DESCRIPTION** The track was now raised on an embankment to cross **River Chelmer** by a brick arch and bowstring girder 75 ft span viaduct, built 1889 [Bridge 852] (demolished in 1965 and its piers in 1989). The bypass road now crosses the river on a modern (1990) girder and blue brick **bridge** 6 feet (1.8m) lower than the former viaduct bridge.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Viaduct bridge shown on O.S. map c.1897.

**CURRENT STATUS** Bridge maintained as bypass bridge over the river.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

**SITE NAME** Chelmer and Blackwater Navigation West bridge

**NGR** TL846077

**EHHER** 112F, 40157.

**PARISH** Maldon

**SITE DESCRIPTION** Continuing on an embankment above the saltings and meadows, the double track began its easterly curve to cross **Chelmer and Blackwater Navigation**, by a brick bridge. Now replaced by the bypass road **bridge** of girder and blue engineering brick construction.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Bridge shown on O.S. map c.1897.

**CURRENT STATUS** Bridge maintained as road bridge over the Navigation.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*



**SITE NAME** Langford Curve embankment, Maldon

**NGR** TL847079

**EHHER** 112G.

**PARISH** Maldon

**SITE DESCRIPTION** Immediately N of the West Navigation bridge, the **Langford Curve** raised on an embankment (extant) took a track NE towards Witham allowing the train to continue without the need to reverse at Maldon East Station.

Signal box in N angle between the Langford Curve and the Navigation, O.S. map, c.1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Moderate

**SITE SIGNIFICANCE** Embankment and Curve shown on O.S. map c.1897.

**CURRENT STATUS** Embankment extant.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

**SITE NAME** Maldon Curve embankment, Maldon

**NGR** TL848078

**EHHER** 112H.

**PARISH** Maldon

**SITE DESCRIPTION** The southern (**Maldon**) **Curve** continued on an embankment (now occupied by the A414/B1018 (Heybridge Approach) roundabout). The Curve was joined by the Branch from Witham (qv) at TL850076.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Embankment and Curve shown on O.S. map c.1897.

**CURRENT STATUS** Embankment extant under road.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** \*

**SITE NAME** Chelmer and Blackwater Navigation East bridge

**NGR** TL851076

**EHHER** 217A. **40164**

**PARISH** Maldon

**SITE DESCRIPTION** The track, now joined by the branch from Witham, crossed The Navigation again by an iron bridge, now a modern (1990) girder and blue brick bridge.

Wharf, turntable and sidings on N side of the track serving The Navigation, O.S. map, c.1875, TL852077, (**MAP 7a**) not extant.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Bridge shown on O.S. map c.1897.

**CURRENT STATUS** Modern bridge carries the road.

**RECOMMENDED ACTION** Monitor and record any development.

**GRADE** 0

**SITE NAME** The Causeway, Maldon, crossing

**NGR** TL853076

**EHHER** 217B.

**PARISH** Maldon

**SITE DESCRIPTION.** The track crossed over **The Causeway** by an underpass iron bridge for animals, and, on its E, a level crossing, now marked by a roundabout on the S side of which is the former Maldon Iron Works building, founded 1853.

Signal box in the NE angle between the track and The Causeway, Crossing Keeper's cottage in SE angle between the track and The Causeway, O.S. map c.1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Poor.

**SITE SIGNIFICANCE**

**CURRENT STATUS**

**RECOMMENDED ACTION** Monitor and Record any proposed development.

**GRADE** 0



Maldon East station.



Maldon East station, south side.



**MAP** 41

**SITE NAME** Maldon East Station

**NGR** TL 855075

**EH** 217C, **15072, 38470**

**SITE DESCRIPTION** Station, red brick with stock brick dressings, front arcade of nine arches, brick balustrade, radial glazed windows on ground floor, 'Jacobean' chimney stacks (Photos C38/DSCF2727 from west, C39/DSCF2728 from south, C40/DSCF2729 north wing and canopy from west, C41/DSCF2730 from north). On the W side are two iron pillars supporting the canopy (Photo C42/DSCF2731 looking east, north end of platform canopy and columns are on the right). The E side where was the platform is now a timber yard. The station building is now offices. Station Road to the west of the Station contains cottages (C43/DSCF2732 looking northwest).

**ARCHAEOLOGICAL POTENTIAL** Excellent.

**SITE SIGNIFICANCE** The building essentially unchanged since its building c.1848

**CURRENT STATUS** Listed Grade II

**RECOMMENDED ACTION** Maintain present listing.

**GRADE** \*\*\*



Maldon East station, north wing.



Maldon East station, north end, wood yard behind.

**MAP 41**

**SITE NAME** Maldon East Station

**NGR** TL 855075

**EHHER** 217D, **38470, 15072**

**SITE DESCRIPTION** Station, red brick with stock brick dressings, front arcade of nine arches, brick balustrade, radial glazed windows on ground floor, 'Jacobean' chimney stacks (Photos C38/DSCF2727 from west, C39/DSCF2728 from south, C40/DSCF2729 north wing and canopy from west, C41/DSCF2730 from north). On the W side are two iron pillars supporting the canopy (Photo C42/DSCF2731 looking east, north end of platform canopy and columns are on the right). The E side where was the platform is now a timber yard. The station building is now offices. Station Road to the west of the Station contains **cottages** (C43/DSCF2732 looking northwest).

**ARCHAEOLOGICAL POTENTIAL** Excellent.

**SITE SIGNIFICANCE** The building essentially unchanged since its building c.1848

**CURRENT STATUS** Listed Grade II

**RECOMMENDED ACTION** Maintain present listing.

**GRADE** \*\*\*



Goods Shed, Maldon East.



**MAP** 41

**SITE NAME** Goods Shed, Maldon East Station

**NGR** TL854076.

**EHHER** 217E, 15072, 38470

**PARISH** Maldon

**SITE DESCRIPTION** **Goods Shed** (built 1848, now Brooks Bros, timber merchants), to the N of the line, red brick, 11 blind brick arcades on the N and S sides, with the central arcade taller and the 2 arcades either side of it smaller than the other eight, 4 blind brick arcades at the W end.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** The building essentially unchanged since its building c.1848

**CURRENT STATUS** Now in industrial use.

**RECOMMENDED ACTION** List.

**GRADE** \*\*/\*\*

(Photo Film D68).



Engine House, Maldon East.



Railway cottages, Nos. 3, 5, 7, 9 Station Road, Maldon East.

**MAP** 41

**SITE NAME** Engine House, Maldon East Station

**NGR** TL855074

**EHER** 217F, **38470, 15072**

**PARISH** Maldon

**SITE DESCRIPTION.** SE corner of the **Engine House** survives as a painted brick end with remnant one blind arcade facing east and one facing south, brick frieze; an otherwise more recent breeze block building, now two-storey offices. Sidings, cattle pens, steam mill, dock, and "Long Pond" dock (parcel 119), O.S. map *c.*1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Moderate.

**SITE SIGNIFICANCE** The SE remnant of the building essentially unchanged since its building *c.*1848

**CURRENT STATUS** Modern building in use as offices.

**RECOMMENDED ACTION** Record and monitor any proposed development.

**GRADE** \*\*

(Photo C37/DSCF2726 from southeast)

**SITE NAME** Railway cottages, Nos 3,5,7,9 Station Road, Maldon East.

**NGR** TL 856074

**EHER** 217E

**PARISH** Maldon

**SITE DESCRIPTION** A row of brick terraced cottages, two stories, extant.

**ARCHAEOLOGICAL POTENTIAL** Good

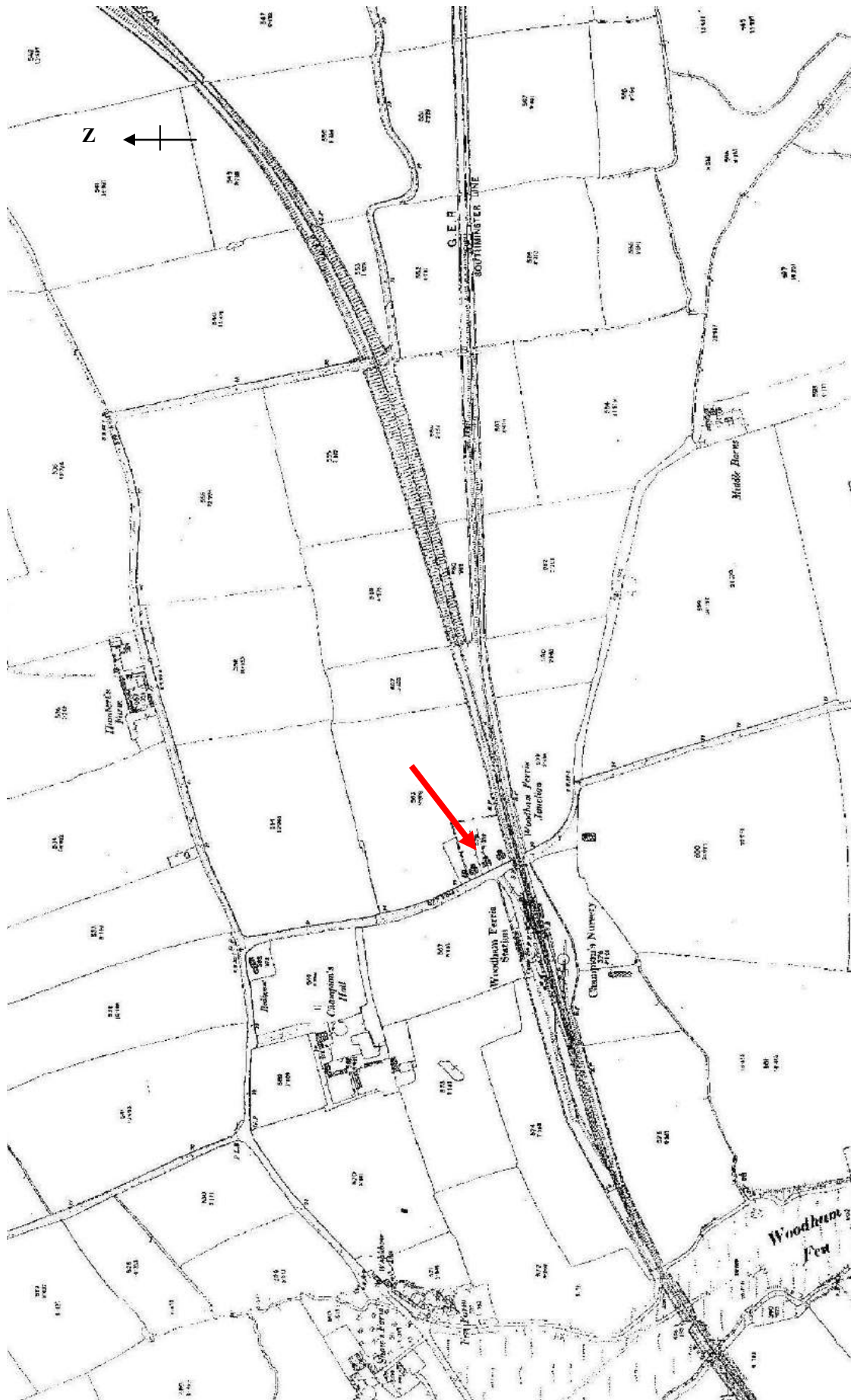
**SITE SIGNIFICANCE** Built between *c.*1897 and *c.*1924. Essentially unchanged exteriors (except replaced windows).

**CURRENT STATUS** Now in residential use

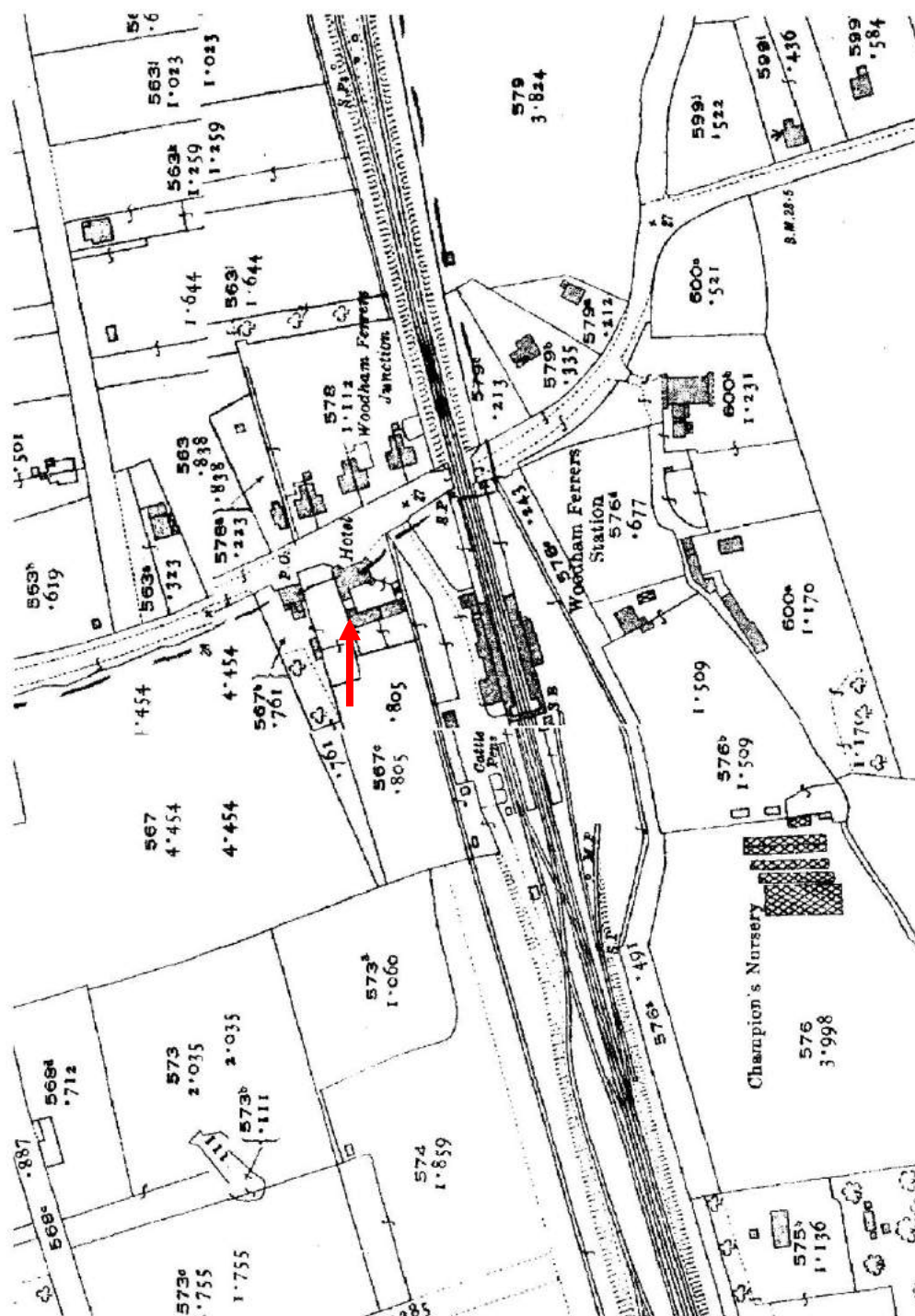
**RECOMMENDED ACTION** Conservation order

**GRADE** \*





MAP 30a. Woodham Ferra junction c.1897. The Maldon branch runs northeast. Note the **railway cottages** just east of the station.



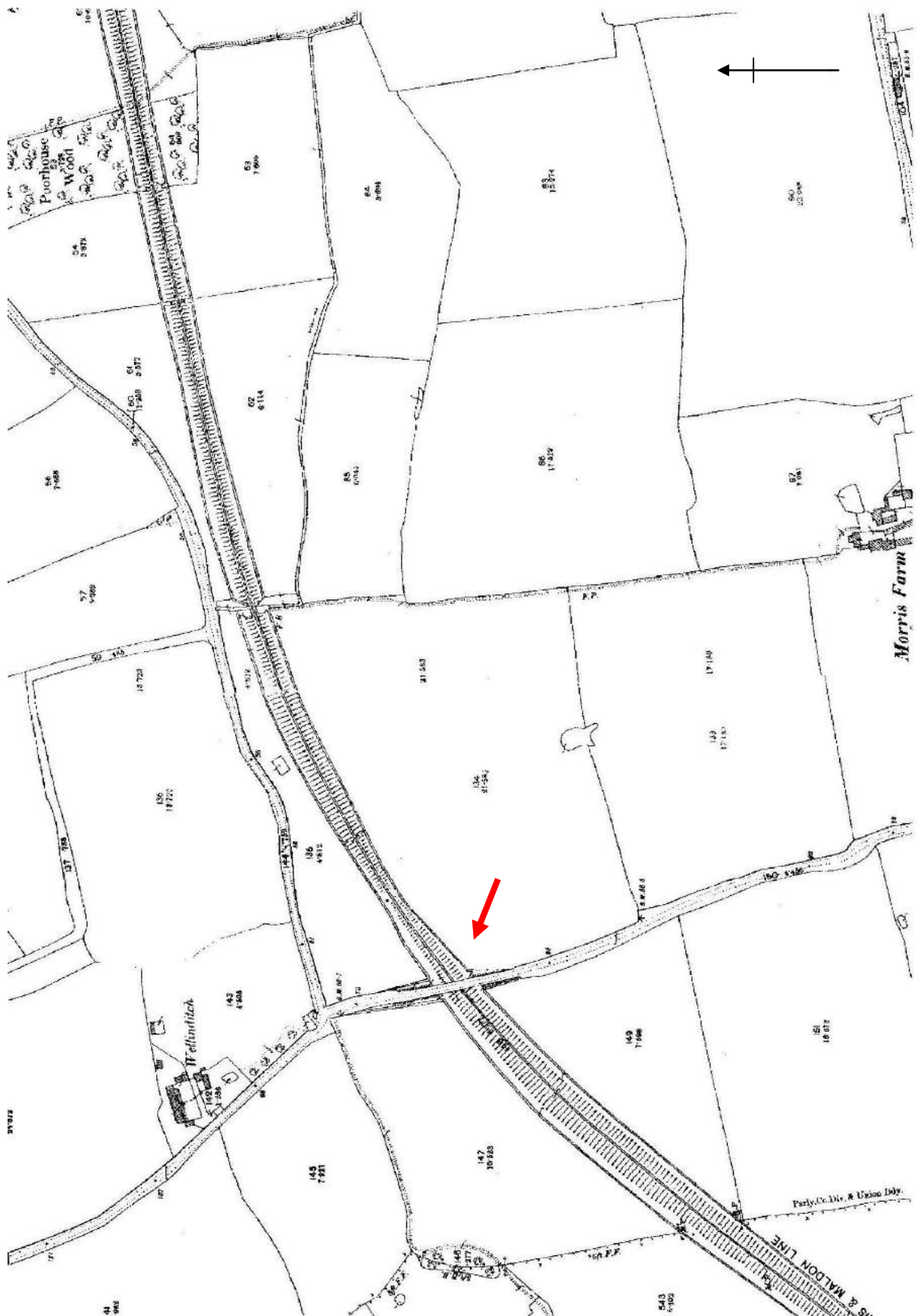
MAP 30b. Woodham Ferrers and **Railway Hotel** , c.1924.



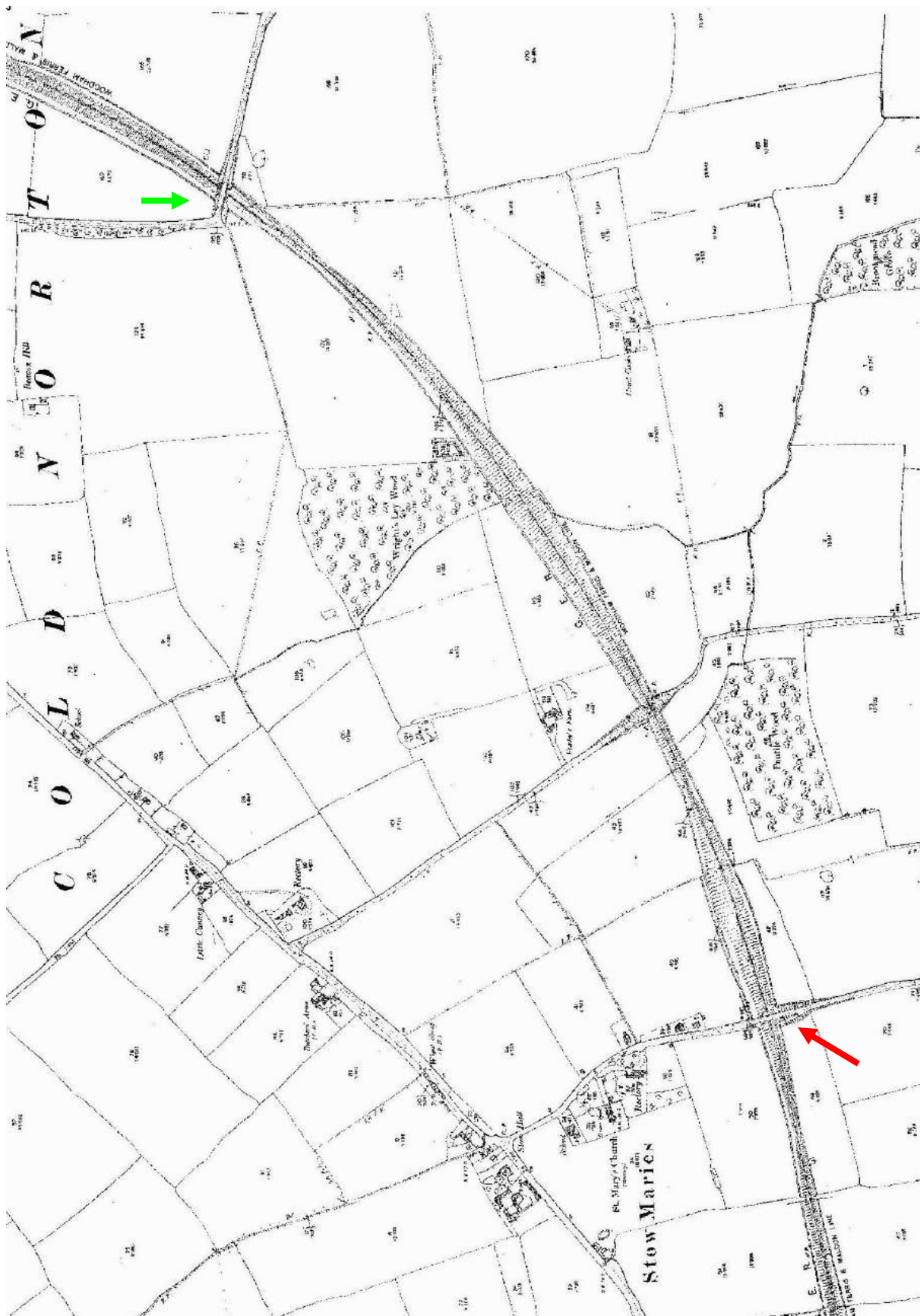


**MAP 31.** East of Woodham Ferrers station, the former Maldon branch diverged from the Southminster line northeast along a line of the north boundaries of houses in **East Bridge Road**, then the **Path** north of Drapers Road. c.1987.

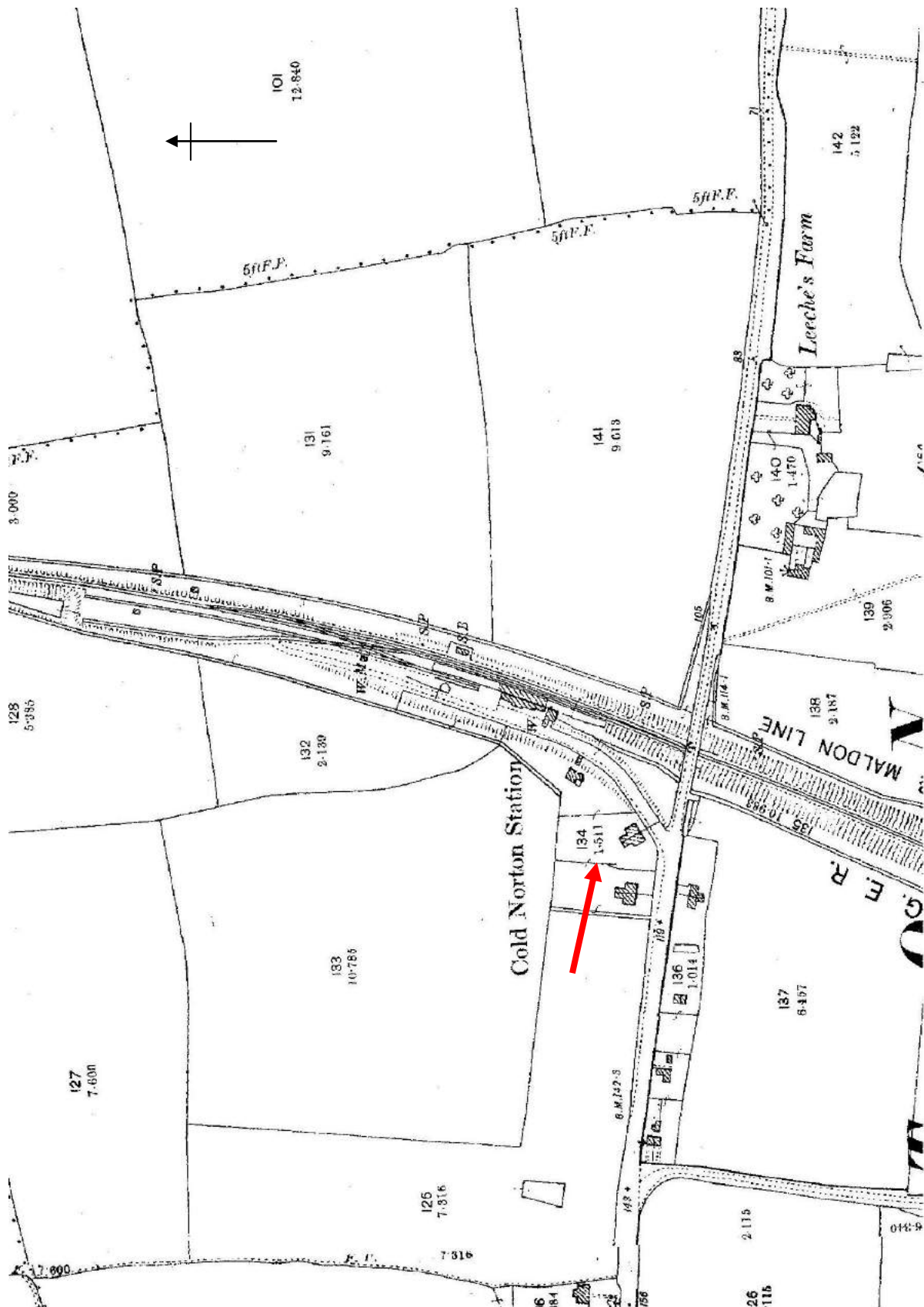




MAP 32. Woodham Road bridge south of Wellinditch. c.1897.

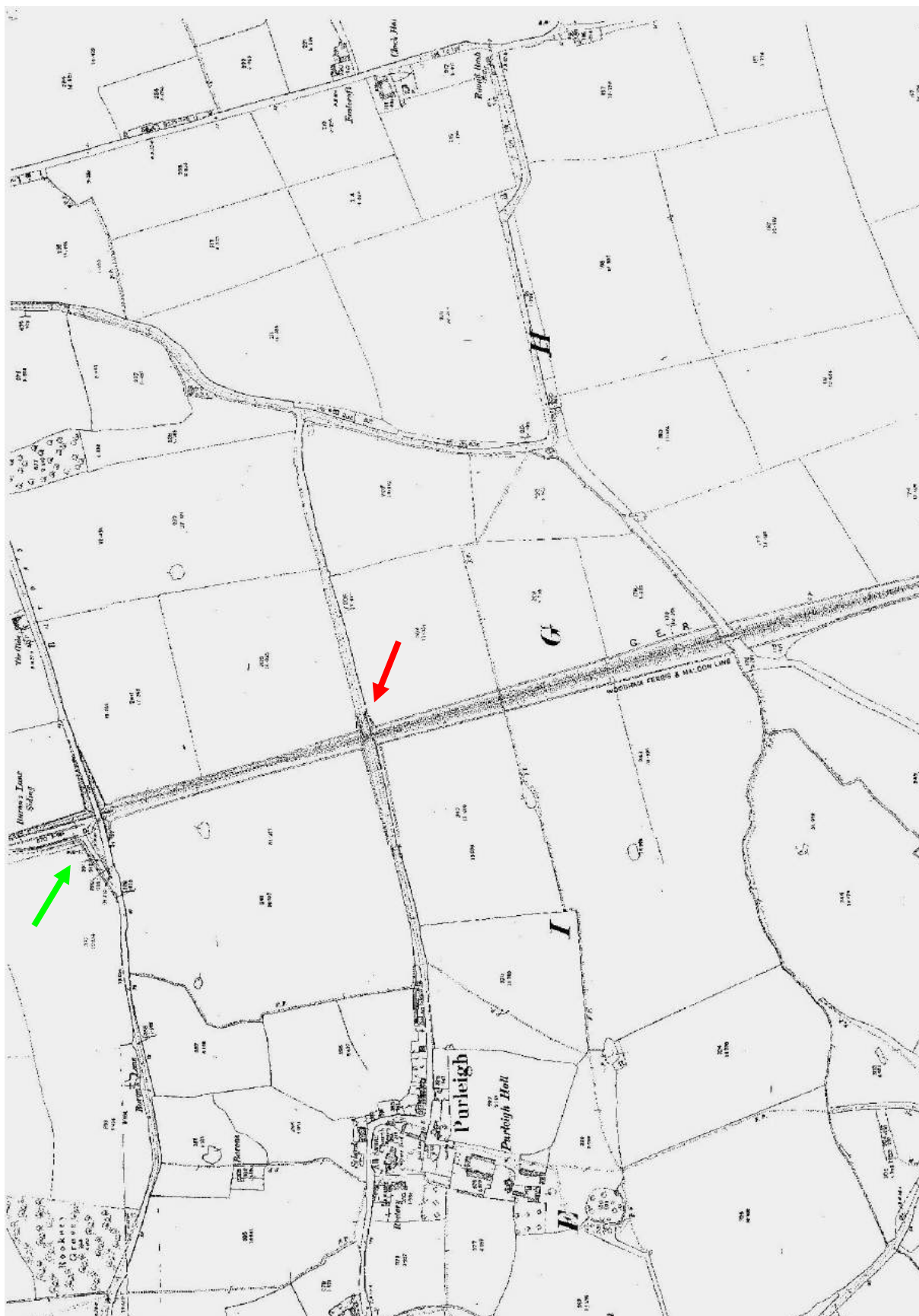


MAP 33. Stow Maries to Cold Norton c. 1897. Stow Maries **Halt platform** was on the southwest side of the bridge. The **St. Stephens Lane bridge** is top right.



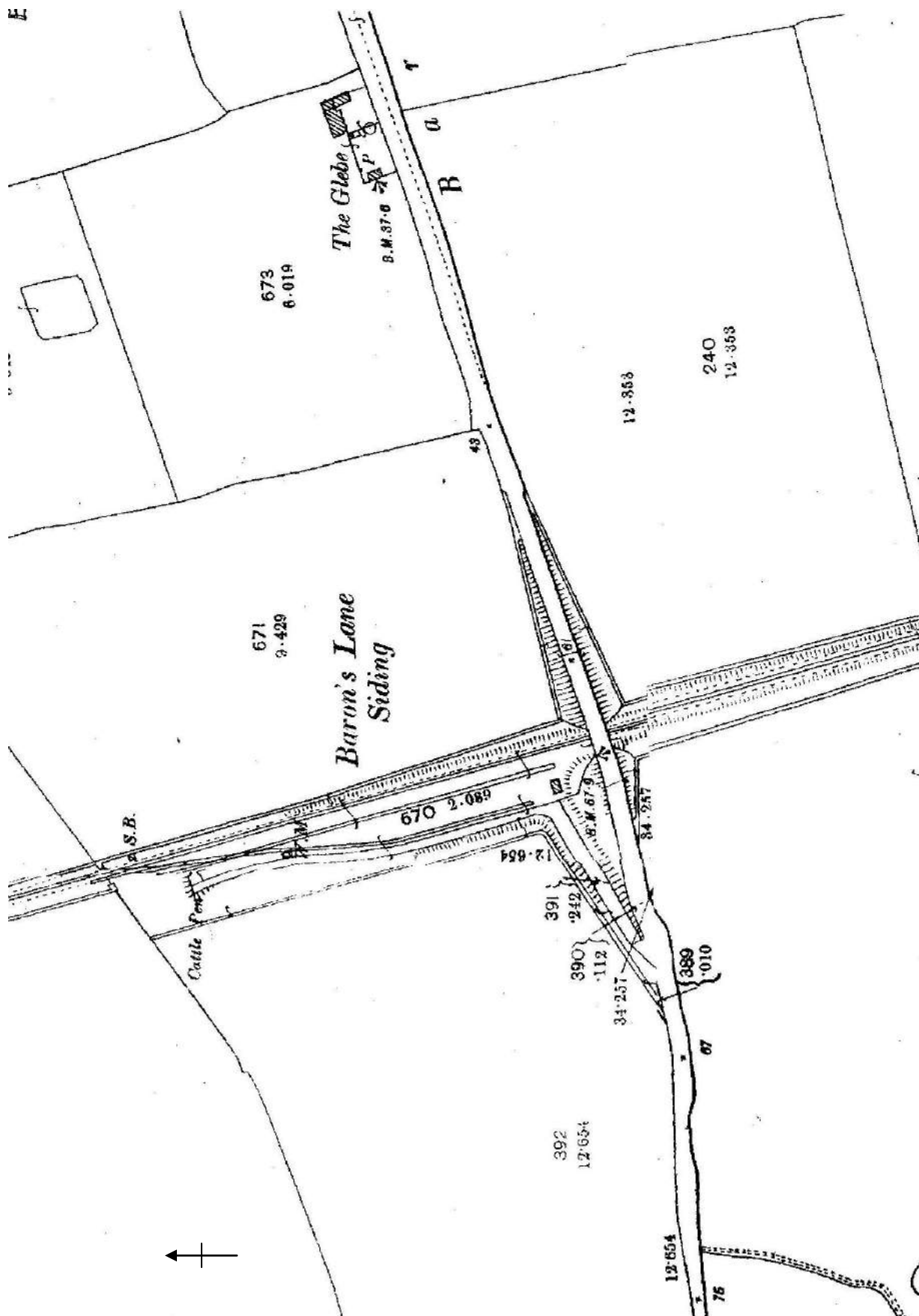
MAP 34. Cold Norton c. 1897. Railway cottages are west of Station Approach road (later Green Trees Avenue). Sidings are north of the station.



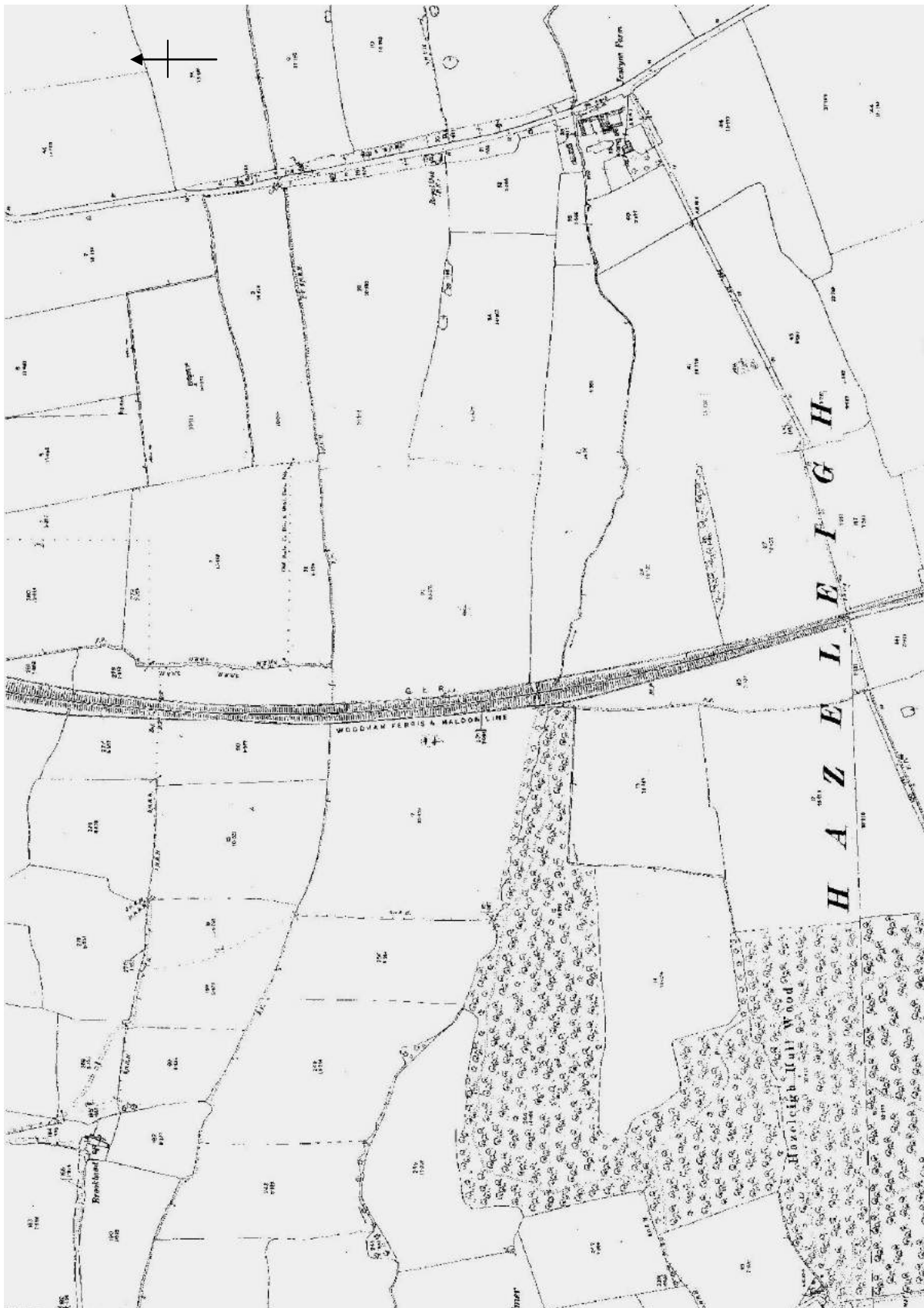


**MAP 35.** Purleigh “The Street” to Barons Lane, c.1897.

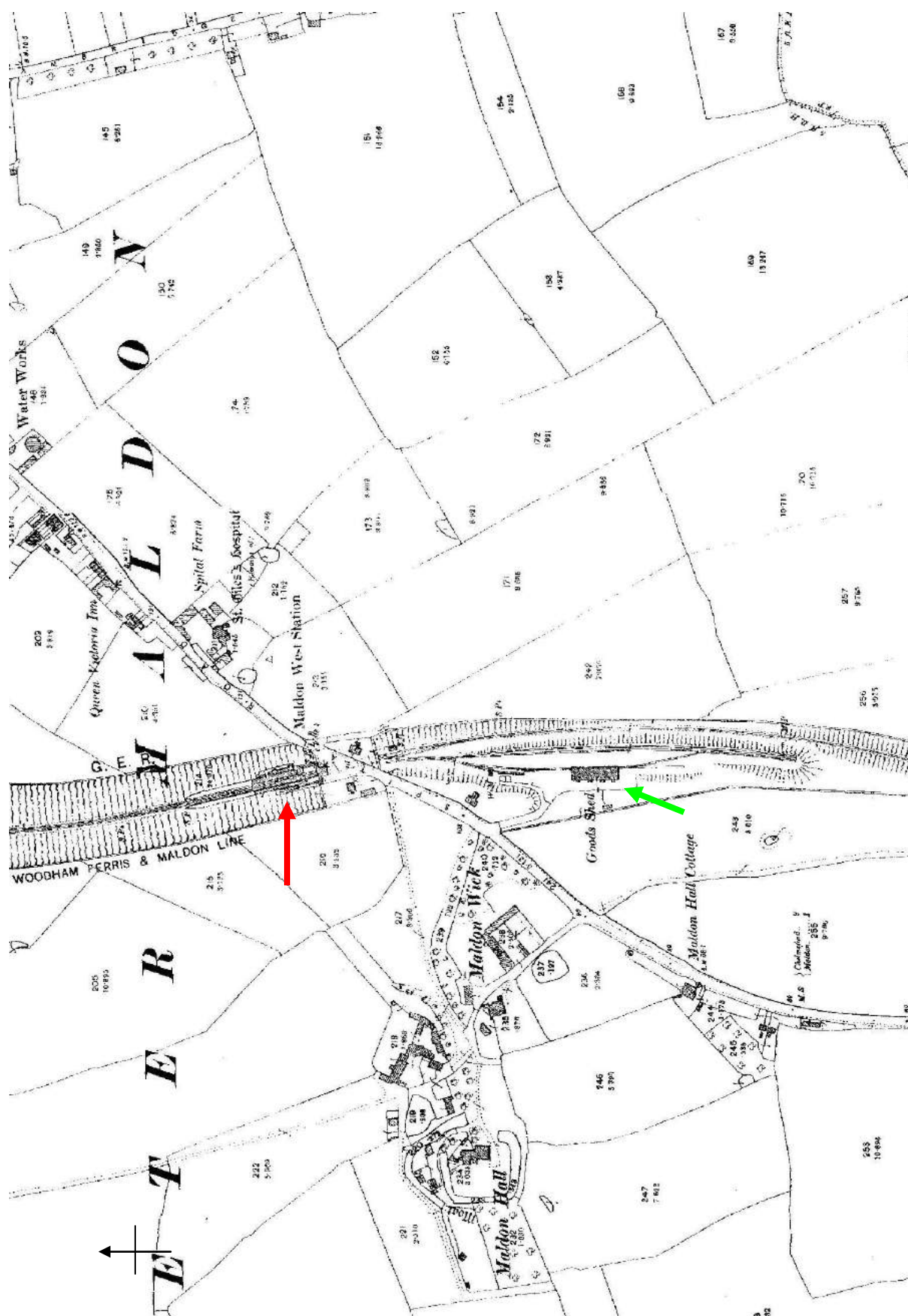




MAP 36. Barons Lane Halt, c.1897.

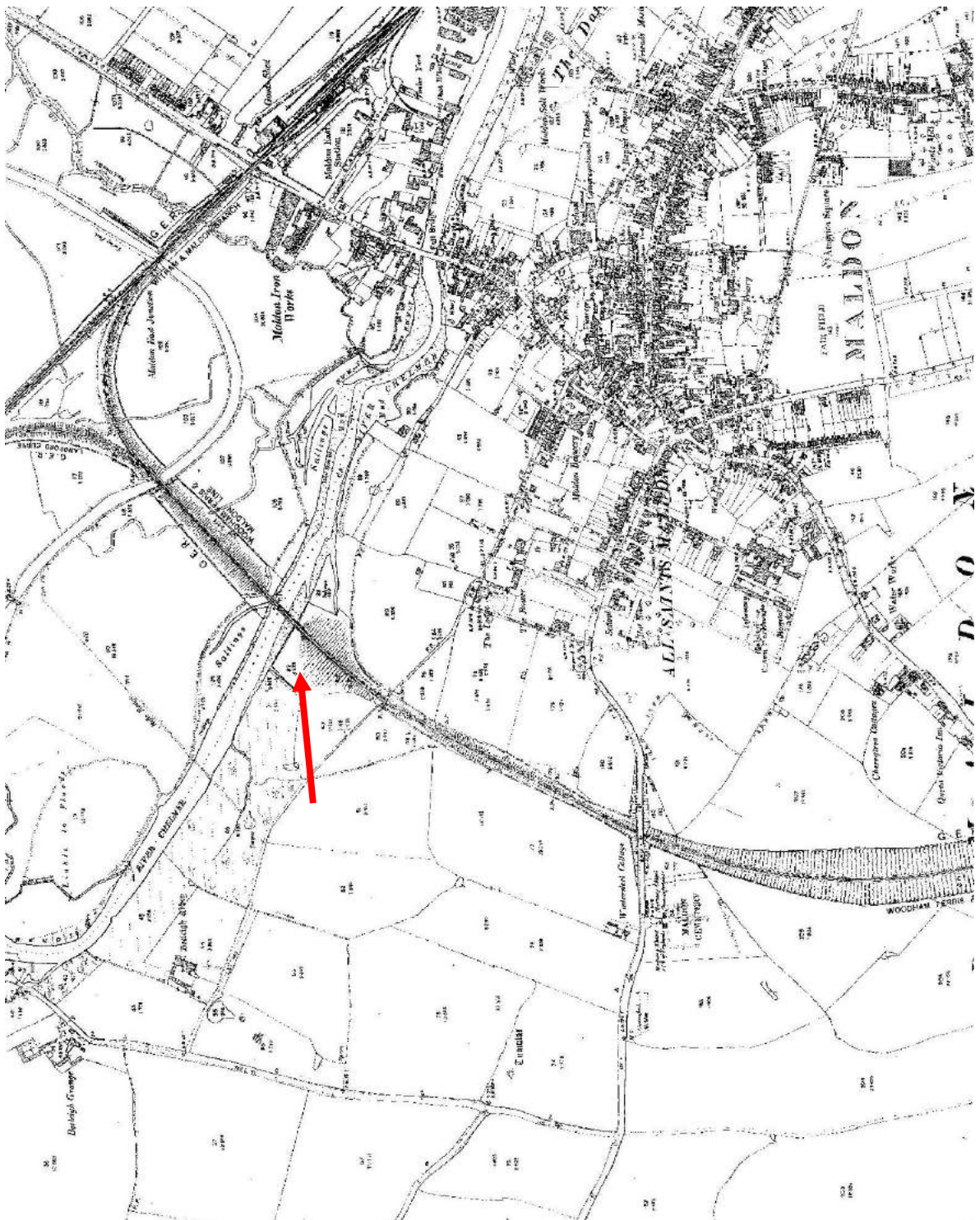


MAP 37. Line east of Hazeleigh Wood, c.1897



MAP 38. Maldon West station north of Spital Road, tunnel, siding and Goods Shed, c.1897.



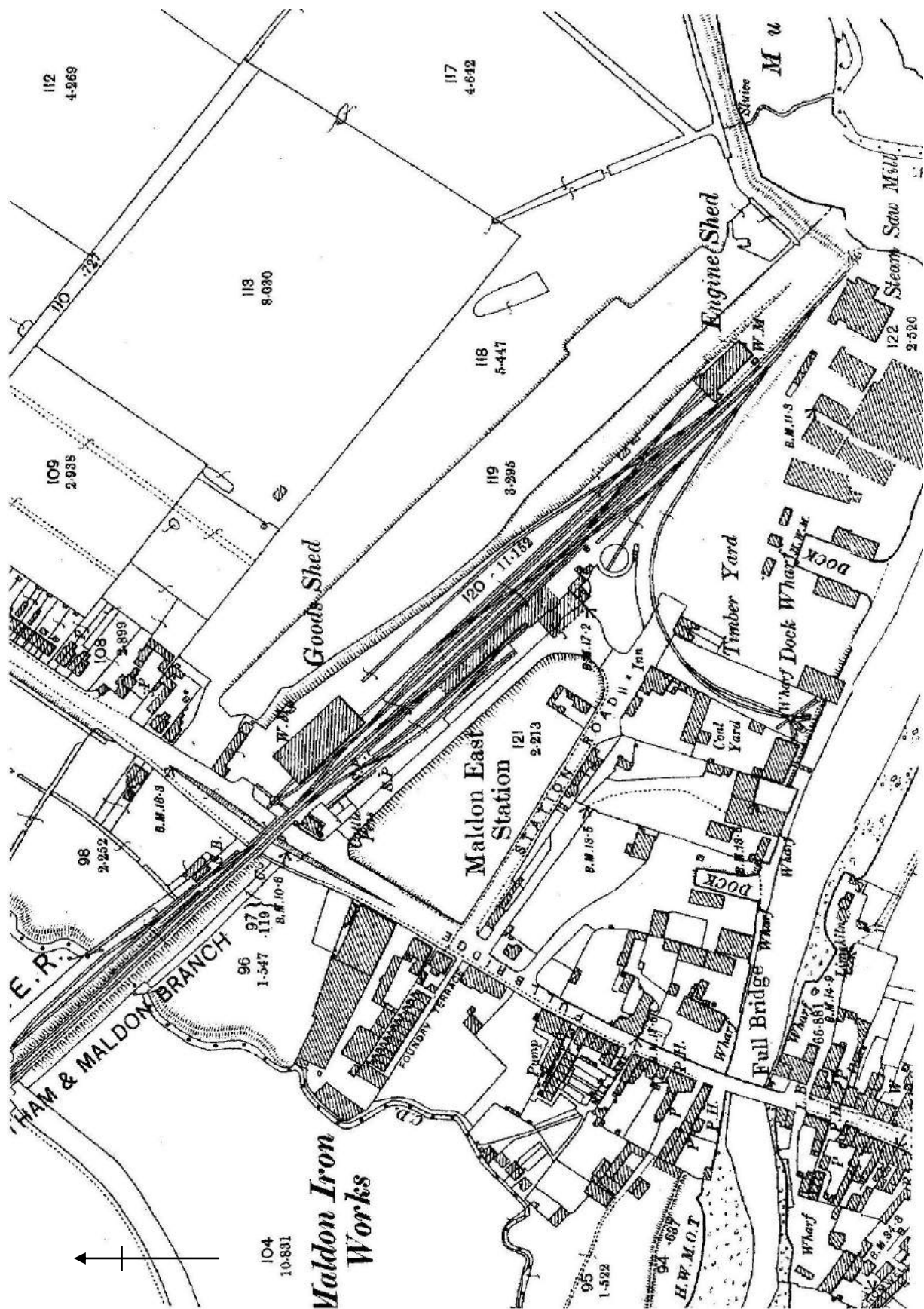


MAP 39. River Chelmer crossing, c.1897.





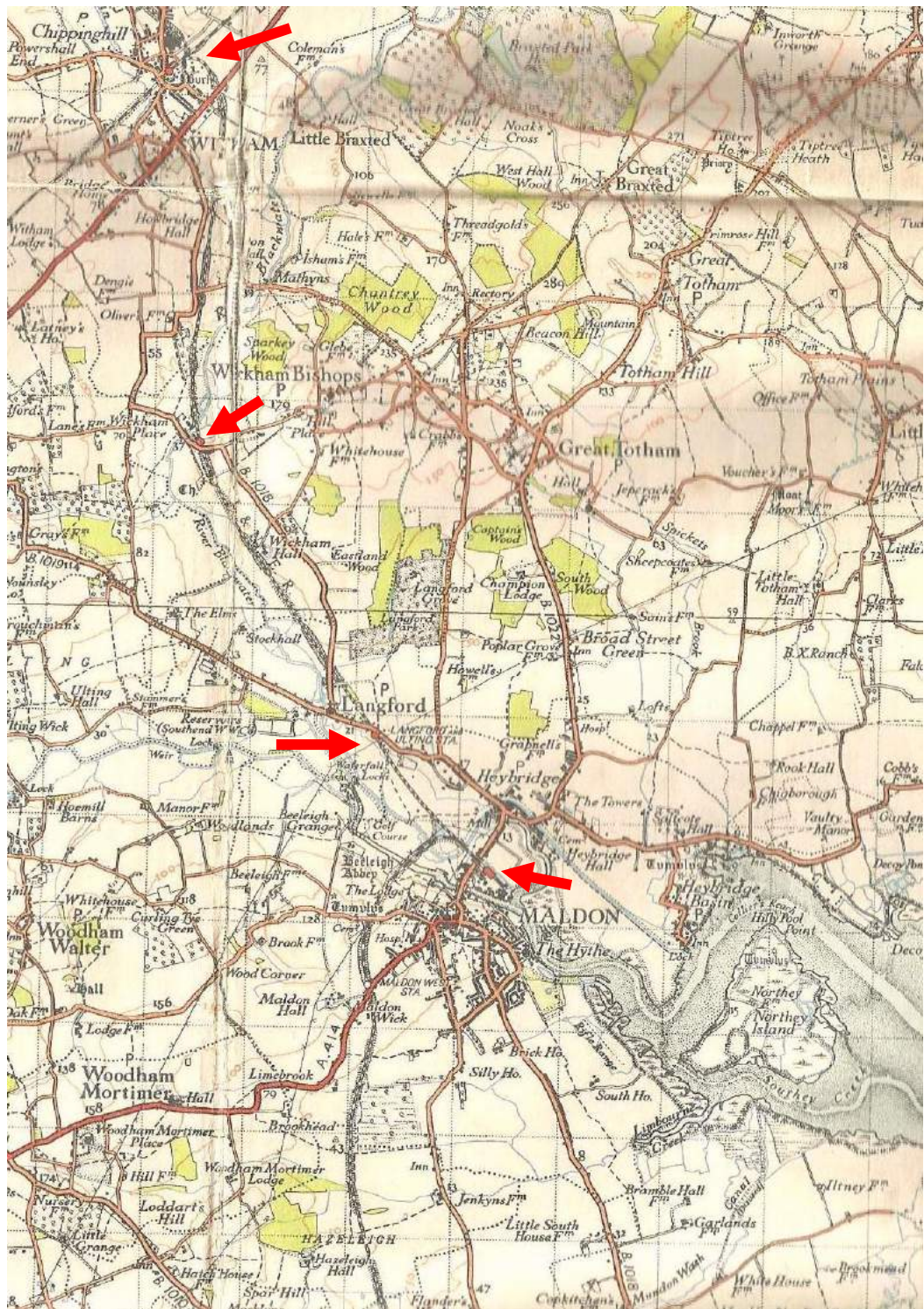
MAP 40. The line from Witham and Langford, top centre, approaches Maldon East station, right, c.1897.



MAP 41. Maldon East station c.1897.

**THE WITHAM TO MALDON BRANCH via WICKHAM BISHOPS.**





The Witham to Maldon branch line, c.1930.

## THE WITHAM TO MALDON BRANCH.

At a meeting of businessmen under the chairmanship of Rev. Sir John Page Wood, rector of Cressing, Joseph Locke was appointed engineer of a venture to build a railway joining Braintree, Witham and Maldon, with a junction with the line from London to Colchester, completed in 1843, at Witham. The funds were raised by public subscription.

The line from Witham to Maldon was to run via Wickham Bishops and Langford, necessitating crossing the rivers Brain and Blackwater and the Chelmer and Blackwater Navigation. The local businessmen's interests were bought out by the Eastern Counties Railway who proceeded with the work immediately, Thomas Jackson having been awarded the building contract. A double track was constructed throughout its length, initially proposed with a crossing of the London-Colchester line at Witham to make the track continuous to Braintree, but later altered to terminate both the Braintree and the Maldon lines at Witham.

Maldon was served by a station whose proportions and architecture outstripped anything else on the line. The digging of a deeper dock (which became known as Long Pond) however was never completed, and the financially advantageous wooden viaducts over the River Brain at Saul's Bridge and over the River Blackwater at Wickham Bishops meant a weight restriction of the engines which could be employed. The double track between Maldon and Witham, in all 5.72 miles, was opened in September 1848, with passenger services beginning on October 2nd, five times daily. Witham could be reached from Maldon in 20 minutes and London in a further 65 minutes.

The line did not prosper financially however and, in c.1850, one track was removed. An improvement for through-running from Colchester to Southend was made by the construction of a curving track just east of Witham and another north of Maldon station (the Langford Curve) to join with the newly-built branch to Woodham Ferrers and Wickford in 1889, but a through passenger service only continued until 1895 when the relieving Curves were lifted.

Witham station underwent a rebuild in 1907/8, the main London-Colchester lines using the middle platforms, the Braintree branch using the western side of the western platform, and the Maldon branch leaving the east side of the eastern platform which served also London-bound trains on its western side. The Wickham Bishops Halt was a single unsheltered platform just north of the Maldon Road bridge, on the west side of the track, a passing loop to the west of the platform, a sidings to the road, a signal box to the east of the track, and a station house. The Langford and Ulting Halt immediately south of the Maldon Road bridge had a brick platform with a shelter on the south of the track, and a Station House built in the 18th century to its southwest.

In 1956 the passenger steam locomotives were replaced by diesel, and 3 years later railbuses were operational. The time to London from Maldon improved to just over 60 minutes. Steam locomotives continued to move goods until 1961, goods traffic forming the bulk of the revenue. However the branch fell under the 'Beeching Axe' and the last passenger train ran on 6th September 1964, notwithstanding that a new bridge had been built over the line for the Witham A12 bypass just a few months earlier. Freight traffic continued until the last goods train left Maldon East for Witham on 15th April 1966. A bus service provided in 1964 when rail passenger traffic to Witham was ceased was discontinued in 1970. Although the track was not lifted (except for parts lifted by farmers to allow their machinery easier access to their fields) until 1969, the "Catholic" bridge at Witham was reinforced by the insertion of concrete and wooden supports, effectively blocking the line.

The station at Maldon East, after a period of neglect, was converted in 1974 into a hotel, then a public house and then a motel, all of which proved short-lived ventures. In 1975, the Crossing Keeper's house was knocked down for access to the saw mill, and Long Pond was filled in.

Two Station Houses survive. The one at Wickham Bishops was built in the *orne* style c.1848. The other at Langford and Ulting Station was in fact built several decades before the railway and was bought by the Railway Company for its use.

A Report by the Board of Trade Inspector after the construction of the Maldon-Witham-Braintree line in 1848 refers to six wooden viaducts. The two timber viaducts (at Wickham Bishops) over the River Blackwater, 160 feet long, and the mill leet, restored by Essex County Council in 1955, are now Scheduled Monuments. The latter was formerly 500 feet long but was shortened to 150 feet, partly being replaced by embankments. They were also narrowed c.1860 after the track was reduced from double to single track in 1854. The viaduct across the River Brain near Saul's Bridge has been removed and only the approaching earth embankments are extant. There was another wooden viaduct south of Catholic Bridge in Witham.

**DESCRIPTION OF THE EXTANT STRUCTURES OF THE WITHAM TO MALDON BRANCH LINE.**



The line of the former track can be identified by a series of footpaths, embankments, cuttings and bridges. Part has been incorporated into the “Blackwater Rail Trail”, open to public access. The track length was *c.* 5.72 miles.



Witham Station looking northeast.



Witham Station looking south to Braintree Road bridge.



Witham Station front hall in Albert Road.

**MAP** 1 and 2

**SITE NAME** Witham Station

**NGR** TL 821152

**EHHER** 48600

**PARISH** Witham

**SITE DESCRIPTION** The station has its public entrance from the northwest side from Albert Road. The Front Hall, red brick, 3 canopied doors facing Albert Road, 3 windows to the SW, single chimney stack, Booking Office behind supported on girders over the track (Photo Film D37). The platform canopy girders are supported by iron columns and rather heavily designed triangular brackets. The platforms and track are in a cutting below the level of Albert Road (Photos Film D34,35,36, from north). The lattice footbridge has 'Crittall Coy Constructional Engineers Braintree' plate. The Maldon branch line began at the eastern platform, soon turning sharply SW. Signal box, 1960, now offices.

**ARCHAEOLOGICAL POTENTIAL** The site probably occupies its original footprint but on a reduced scale recognising a major 'rebuild' in 1907/8. Much of that rebuild survives.

**SITE SIGNIFICANCE** One of the stations on the London-Colchester line built c.1842, with significant enlargement to accommodate the Maldon and Braintree branches in 1848.

**CURRENT STATUS** Station providing a scheduled service London-Colchester with a branch to Braintree.

**RECOMMENDED ACTION** Record and monitor prior to any proposed development.

**GRADING** \*\*

**SITE NAME** The Witham southern loop.

**NGR** TL 823153

**EHHER** 18507

**PARISH** Witham

**SITE DESCRIPTION** The loop towards Wickham Bishops is now extinguished by Industrial Estate.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Loop shown on O.S. map, c.1875.

**CURRENT STATUS** None

**RECOMMENDED ACTION** None

**GRADING** 0

**SITE NAME** The Witham northern loop

**NGR** TL 823155

**EHHER** 18507

**PARISH** Witham

**SITE DESCRIPTION** The northern loop towards Colchester was carried on a track (now represented by Eastways (Road) which runs between the present railway line to Colchester to its NW and RDC Industrial Estate buildings on its SE. Sidings, goods shed, cattle pens, coal yard, signal box shown on 2nd and 3rd editions O.S. maps (c.1897 and 1924) not extant.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Loop shown on O.S. map c.1875.

**CURRENT STATUS** None

**RECOMMENDED ACTION** None

**GRADING** 0





Catholic bridge from the east.



Line of the railtrack looking southeast from Catholic bridge.

**MAP 2**

**SITE NAME** Catholic Bridge, Witham

**NGR** TL 825151

**EHHER 48601**

**PARISH** Witham

**SITE DESCRIPTION** The bridge takes the Colchester Road over the former track, yellow-grey brick abutments and balustrade, stone coping, iron-girder construction, now supported by metal reinforcement posts beneath [Bridge 872]. (Film Photo D38, from south). The line of the track follows SW initially in a cutting then at ground level (Film Photo D39 towards southwest) to cross

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Essentially the original bridge built in c.1888.

**CURRENT STATUS**

**RECOMMENDED ACTION** Record and monitor prior to any proposed development.

**GRADING** \*\*

Public path from Catholic Bridge to Blue Mills Road, briefly diverting east of Saul's Bridge.

**SITE NAME** Road barrier, Catholic Bridge, Witham.

**NGR** TL 825150

**EHHER 20597**

**PARISH** Witham

**SITE DESCRIPTION** Road barrier, 2nd World War.

**ARCHAEOLOGICAL POTENTIAL** 0

**SITE SIGNIFICANCE** 0

**CURRENT STATUS** 0

**RECOMMENDED ACTION** 0

**GRADING** 0





Line of track at Armiger Way, Witham, looking southeast.



Pasture Road, Witham, crossing.



**SITE NAME** Armiger Way, Witham, footpath crossing

**NGR** TL 825144

**EHHER**

**PARISH** Witham

**SITE DESCRIPTION** A footpath, running SE from Armiger Way (new houses) opposite Chess Lane crosses the line of the former track.

**ARCHAEOLOGICAL POTENTIAL** Moderate

**SITE SIGNIFICANCE** Level Crossing leading to the Rifle Range marked on 1st edition O.S. map, c.1875.

**CURRENT STATUS** None

**RECOMMENDED ACTION** Monitor and record any proposed development.

**GRADING** \*

(Photo D40 looking south)

Continuing southwards at ground level, the former track crosses Pasture Road.

**SITE NAME** Pasture Road crossing, Witham

**NGR** TL 825142

**EHHER** 48602

**PARISH** Witham

**SITE DESCRIPTION** Pasture Road, a new road leading to recent development crosses the line of the former track.

**ARCHAEOLOGICAL POTENTIAL** Moderate

**SITE SIGNIFICANCE**

**CURRENT STATUS** None

**RECOMMENDED ACTION** Monitor and record any proposed development.

**GRADE** 0

(Photo Film D41, looking south)



River Brain embankment crossing east of Saul's bridge.

**MAP 2**

**SITE NAME** River Brain crossing

**NGR** TL 826139

**EH** 48603

**PARISH** Witham

**SITE DESCRIPTION** The track approached the River Brain on an earth embankment (extant on both sides of the river floodplain) and crossed it on a wooden viaduct (not extant), 100 metres E of Saul's Bridge (Maldon Road). The present gap between the earth embankment ends is c.150 metres.

**ARCHAEOLOGICAL POTENTIAL** Footings of the wooden viaduct may survive in waterlogged conditions.

**SITE SIGNIFICANCE** One of only three identified wooden viaducts in this Survey.

**CURRENT STATUS** None visible

**RECOMMENDED ACTION** Monitor and record any proposed development.

**GRADE** \*

(Photo D42 looking east towards site of viaduct; river on right)





Concrete cube (tank stop), Constance Close, Witham



Path marks line of track, Constance Close, showing northerly of two tank stops.

## MAP 2

The track then continued southwards.

**SITE NAME** Constance Close crossing, Witham

**NGR** TL 825135

**EHER** 48604

**PARISH** Witham

**SITE DESCRIPTION** 206. Constance Close, a road leading to new development built on the line of a former path. (1st edition O.S. map, c.1875, here marks a Crossing leading to fields).

206a. Either side of the track line, 10 metres S of Constance Close crossing are 2 **concrete cubes** c.1 metre cubed, the more westerly of which has a 6" metal triangle pierced by 3 holes on its upper surface (?2nd World War defence).

Mile Post shown on 2nd edition O.S. map (c.1897) not extant. Now part of "River Brain Trail".

**ARCHAEOLOGICAL POTENTIAL** 206: Poor. 206a: Good

**SITE SIGNIFICANCE** 206: Site of an Occupation road to fields. 206a: World War II Defence.

**CURRENT STATUS** None.

**RECOMMENDED ACTION** Monitor and record any proposed development

**GRADE** \*

(Film Photos D43 eastern cube, D46 western cube)





Line of track north of Witham bypass bridge, looking north.



Witham bypass (A12) bridge over line of track.



**SITE NAME** A12 Witham bypass bridge

**NGR** TL 824133

**EHHER** 48605

**PARISH** Witham.

**SITE DESCRIPTION** The track passes under the modern girder and red brick A12 **bridge**, c.35 m wide. The track is part of “River Brain Trail”.

**ARCHAEOLOGICAL POTENTIAL** Poor.

**SITE SIGNIFICANCE**

**CURRENT STATUS** None.

**RECOMMENDED ACTION**

**GRADE** \*

(Photo D44 from south)



Line of track from Blue Mills Road, looking north.

**SITE NAME** Blue Mills Road crossing

**NGR** TL 824130

**EHER** 48606

**PARISH** Witham

**SITE DESCRIPTION.** Entering a cutting, the track passed under **Blue Mills Hill** (Wickham Hill) by a bridge (not extant, demolished 1977). The track is part of “River Brain Trail”.

**ARCHAEOLOGICAL POTENTIAL** Poor.

**SITE SIGNIFICANCE** Track shown on O.S. map c.1875

**CURRENT STATUS** None.

**RECOMMENDED ACTION** Maintain present status.

**GRADE** 0

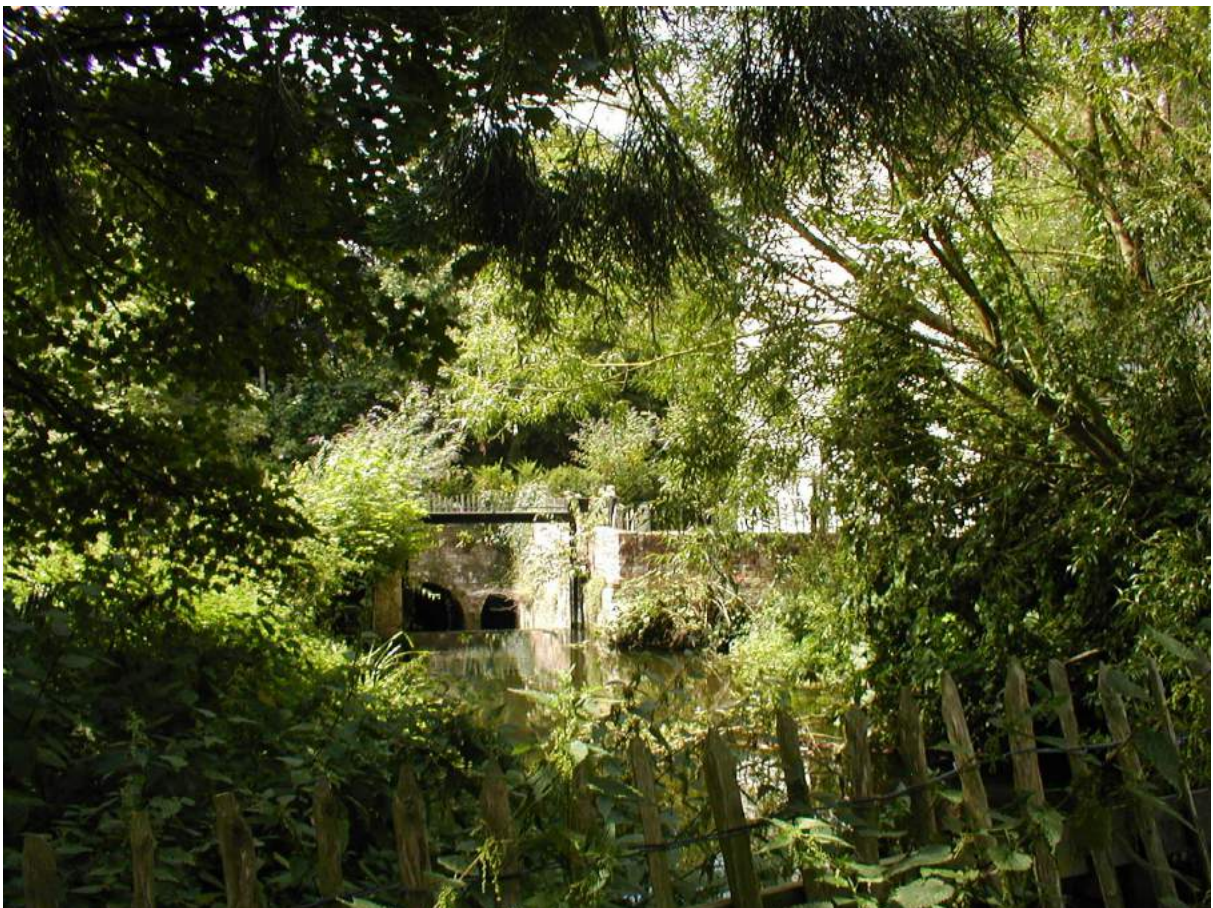
(Photo D47 looking north)

On an embankment E of Wickham Place Farm, the track approached River Blackwater, crossing the Wickham Place mill leet by





Wooden trestle viaduct, Wickham Bishops.



Wickham Bishops mill leet.

**MAP 3**

**SITE NAME** Wickham Place Mill Viaducts

**NGR** TL824118, TL824117

**EHHER** 8457

**PARISH** Wickham Bishops

**SITE DESCRIPTION** **Wooden trestle viaduct** bridge [Bridge 868]. Wickham Mill bridge has the date 1739 inscribed on the western parapet. The northern (Mill Race) viaduct is 11 span, c.36m long. The track embankment is now interrupted by the insertion of a cottage, then the track crossed the River Brain meander 100m further S another **wooden viaduct**, 12 span, c.50m long [Bridge 867].

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Two of only three wooden viaducts in this Survey.

**CURRENT STATUS** Scheduled Monument.

**RECOMMENDED ACTION** Maintain present status.

**GRADE** \*\*\*

(Photo D48 from southeast, D49 from southwest)

**References:**

Burges, G., Witham to Maldon Railway Survey of Bridges and Culverts, Essex County Council, 1993. (Structure 15).

Fuller, S., Note on Timber Viaducts, Feb. 1993.

Gould, S., Watching Brief during Repairs, 11/3/1996.

Hume, Ian, Timber Trestle Railway Viaduct, Wickham Bishops.

Lancaster University Measured Survey of Wickham Bishops Timber Viaduct, Dec. 1994.





“Broomhills”, south of Wickham Bishops station, backs onto Station House.



Maldon Road bridge, Wickham Bishops, from southwest.



### MAP 3

**SITE NAME** Wickham Station (renamed Wickham Bishops in 1913).

**NGR** TL824116

**EHHER** 48608

**PARISH** Wickham Bishops

**SITE DESCRIPTION** **Station Master's House**, 210A, on the W of the platform, half-timbered, two-storied southern gable and single storey northern extension (not viewed, but illustrated as in 1957 in Kay, 2006, page 12, in a photograph taken looking NW with the mill in the background), built c.1848. Now in private ownership.

210B. The entrance drive (Photo D52 from south) to the recent "Old Station" bungalow represents the former station **entrance** and line of the **siding** to the road. Sidings, signal box shown on 2nd (c.1897) and 3rd (c.1924) editions O.S. map not extant, though apparently the platform is extant (not viewed).

210C. East of the bungalow drive is a 2-storied house "**Broomhills**", with a central gable, 2 side wings, walls rendered, canopied porch (Photo D51 from south), in same position as that shown on 2nd and 3rd editions O.S. map.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** One of the few stations in a significantly intact original condition.

**CURRENT STATUS** In private occupation.

**RECOMMENDED ACTION** Monitor and record prior to any proposed development. List Station Master's House.

**GRADE** \*\*

**SITE NAME** Maldon Road bridge, Wickham Bishops

**NGR** TL824116

**EHHER** 18521, 48609

**PARISH** Wickham Bishops

**SITE DESCRIPTION.** A **bridge**, three segmental arches, takes the **Maldon Road** over the track in a cutting, yellow-grey brick piers and balustrade, engineering bond, stone coping, girder construction with side arches, the western one blocked by brick [Bridge 865].

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Essentially the original bridge built in 1888.

**CURRENT STATUS** Maintained as a road bridge.

**RECOMMENDED ACTION** Record prior to any proposed development.

**GRADE** \*\*

(Photo D53/P1010035 from south)



St Peter's Church Lane bridge.



St Peter's Church interior and porch.



#### MAP 4

The track line continues in a wooded strip cutting southwards to pass under

**SITE NAME** St. Peter's Church lane bridge

**NGR** TL826113

**EHHER** 211, 8214, 18522, 48610

**PARISH** Wickham Bishops

**SITE DESCRIPTION** A bridge carrying the lane to **St. Peter's Church**, yellow-grey brick piers and balustrade, stone coping, three segmental arches [Bridge 864].

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Essentially the original bridge built in 1888.

**CURRENT STATUS**

**RECOMMENDED ACTION** Record prior to any proposed development.

**GRADE** \*\*

(Photo D54 from north)

St. Peter's church (now leased to Friends of Friendless Churches) has a nave and chancel of 11th century, flint rubble with Roman bricks. It stands in a spinney west of the former railway track. **EHHER**: 8214.



St. Peter's church and porch.





Wickham Hall bridge from southwest.



Wickham Hall and moat.

The track then bears more easterly in a woodland strip (Photo D58) to

**MAP 4.**

**SITE NAME** Wickham Hall bridge

**NGR** TL830105

**EHHER** 8218, 3869, 3870, 8219, 18525, 48611

**PARISH** Wickham Bishops

**SITE DESCRIPTION** The track passes in a cutting under the single span **bridge** west of **Wickham Hall**, 4 iron girders, grey brick piers, metal sheet and post parapets.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Essentially the original bridge built in 1888.

**CURRENT STATUS** In possession of Wickham Hall owners?. Some cracking of brick structure

**RECOMMENDED ACTION** Record prior to any proposed development.

**GRADE** \*\*

(Photo D59 from SE, D60 from SW)

Wickham Hall, moated, is 16th century **EHHER:** 3869, 3870, 8218, 8219.





Reigate Barn culvert from east.



Reigate Barn culvert from west.



**MAP 4**

**SITE NAME** Reigate Barn crossing and culvert

**NGR** TL 832104

**EHHER** 18526, 48612

**PARISH** Wickham Bishops

**SITE DESCRIPTION** SW of **Reigate Barn** the line of the track on an embankment crosses a brick **water culvert**, c.18” diameter. The grass lane from the Barn crosses the embankment on a slight rise, immediately S of the culvert.

**ARCHAEOLOGICAL POTENTIAL** Moderate.

**SITE SIGNIFICANCE** Probably the culvert built in 1888.

**CURRENT STATUS** On private land.

**RECOMMENDED ACTION** Record prior any proposed development.

**GRADE \***

(Photo D62 from east, D63 from west)



Witham Road bridge, Langford (earthblocked).

The track continued SE on an embankment then a cutting to pass under

**MAP 5.**

**SITE NAME** Witham Road bridge, Langford

**NGR** TL837095

**EHHER** 48613

**PARISH** Langford

**SITE DESCRIPTION** The bridge, of which only the grey brick balustrade with stone coping is visible, the remainder and beneath covered with earth.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Essentially the bridge built in 1888, now partly buried.

**CURRENT STATUS**

**RECOMMENDED ACTION** Record prior to any proposed development.

**GRADE** \*\*

(Photo D64 from SW).

**SITE NAME** Road barrier, Witham Road bridge and cutting, Langford.

**NGR** TL837095

**EHHER** 20290

**PARISH** Langford

**SITE DESCRIPTION** Anti-tank block, not extant.

**ARCHAEOLOGICAL POTENTIAL** 0.

**SITE SIGNIFICANCE** 0

**CURRENT STATUS** 0

**RECOMMENDED ACTION** 0

**GRADE** 0





Langford station platform edge looking east.



Station Master's cottage, Langford.

**MAP 5**

**SITE NAME** Langford & Ulting Halt - platform.

**NGR** TL843088

**EHER** 46131

**PARISH** Langford

**SITE DESCRIPTION**

The blue bricks of a 2 metre length of the **Langford and Ulting Halt platform** are exposed immediately SE of the embanked bridge. The platform shelter is not extant.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Probably the platform bridge built in 1888, now partly buried. House now a private residence.

**CURRENT STATUS** Platform on a public footpath. House in private possession .

**RECOMMENDED ACTION** Excavate and record if development proposed. ? List Station Master's House.

**GRADE** \*\*

(Photo D66 looking south).

**SITE NAME** Station Master's House, ("Railway Cottage"), Langford & Ulting Halt.

**NGR** TL843088

**EHER** 38969, 38970

**PARISH** Langford

**SITE DESCRIPTION** The **Station Master's House**, facing N, is 10 metres SW of the bridge, red-tiled, hipped roof, 2 lateral chimney stacks, central front door, 2 upper front windows, 2 ground floor front windows. (The Boundary Stone marked on the 2nd edition O.S. map, c.1897, was not found). This House dates from the 18th century (Swindale, 1995, page 10).

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** House is now a private residence.

**CURRENT STATUS** House in private possession .

**RECOMMENDED ACTION** ? List Station Master's House.

**GRADE** \*\*

(Photo Film D65 from north).





Maldon Road bridge, Langford, looking north.



**MAP 5**

**SITE NAME** Maldon Road bridge, Langford

**NGR** TL842089

**EHHER 18529, 48616**

**PARISH** Langford

**SITE DESCRIPTION.** The track passed under **Maldon Road B1019 bridge**, of which only the grey brick balustrade with stone coping is visible, the remainder and beneath covered with earth [Bridge 859].

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Essentially the bridge built in 1888, now partly buried.

**CURRENT STATUS** Being maintained as a road bridge.

**RECOMMENDED ACTION** Record prior to any proposed development.

**GRADE** \*\*

(Photo D67 from S)

**SITE NAME** Heybridge Road, Maldon, alignment

**NGR** TL846083

**EHHER**

**PARISH** Maldon

**SITE DESCRIPTION** The track line continues in a straight line at ground level in a SE direction (Photo D66) to an embankment N of the Chelmer and Blackwater Navigation, the line now approximately marked by the **Heybridge Road B1018**.

**ARCHAEOLOGICAL POTENTIAL** Poor.

**SITE SIGNIFICANCE** Track shown on O.S. map *c.*1875

**CURRENT STATUS** Line replaced by a road.

**RECOMMENDED ACTION** None.

**GRADE** 0

**MAP 5**

**SITE NAME** Chelmer and Blackwater Navigation East bridge

**NGR** TL851076

**EHHER 40164.**

**PARISH** Maldon

**SITE DESCRIPTION.** The railway crossing of the **Chelmer and Blackwater Navigation** was by an iron bridge, now a modern (1990) girder and blue brick bridge. SE of this bridge, on the N side of the track, 1st edition O.S. map, *c.*1875, shows a turntable and sidings serving the wharf (none extant).

**ARCHAEOLOGICAL POTENTIAL** Poor.

**SITE SIGNIFICANCE** Bridge shown on O.S. map *c.*1897.

**CURRENT STATUS** Modern bridge carries the road.

**RECOMMENDED ACTION** Monitor and record any proposed development.

**GRADE** 0

**SITE NAME** The Causeway, Maldon, crossing

**NGR** TL853076

**EHHER.**

**PARISH** Maldon

**SITE DESCRIPTION.** The track crossed over **The Causeway** by an underpass iron bridge for animals, and, on its E, a level crossing, now marked by a roundabout on the S side of which is the former Maldon Iron Works building, founded 1853. Signal box in the NE angle between the track and The Causeway, O.S. map *c.*1897, not extant. Crossing Keeper's cottage in SE angle between the track and The Causeway not extant.

**ARCHAEOLOGICAL POTENTIAL** Poor.

**SITE SIGNIFICANCE**

**CURRENT STATUS**

**RECOMMENDED ACTION** Watching-brief and Record any proposed development.

**GRADE** 0



Maldon East station, north side.

**MAP 6 and 7**

**SITE NAME** Maldon East Station

**NGR** TL 855074

**EHHER** 38470, 48617.

**SITE DESCRIPTION** Station, red brick with stock brick dressings, front arcade of nine arches, brick balustrade, radial glazed windows on ground floor, 'Jacobean' chimney stacks (Photos C38, C39, C40, C41). On the W side are two iron pillars supporting the canopy, c.1890 (Photo C42). The N side where was the platform is now a timber yard. The station building is now offices.

**ARCHAEOLOGICAL POTENTIAL** Excellent.

**SITE SIGNIFICANCE** The building essentially unchanged since its building c.1848

**CURRENT STATUS** Listed Grade ?

**RECOMMENDED ACTION** Maintain present listing.

**GRADE** \*\*\*

**SITE NAME** Engine House, Maldon East Station

**NGR** TL855073

**EHHER** 15072, 48618

**PARISH** Maldon

**SITE DESCRIPTION.** SE corner of the **Engine House**, built 1848, survives as a painted brick end with blind arcades and brick frieze to an otherwise more recent breeze block building, now offices, (Photo C37).

Sidings, cattle pens, steam mill, dock, and "Long Pond" dock (parcel 119), O.S. map c.1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** The remnant of the building essentially unchanged since its building c.1848

**CURRENT STATUS** Recent building in office use .

**RECOMMENDED ACTION** Record and monitor any proposed development.

**GRADE** \*\*

**MAP 6**

**SITE NAME** Terrace of Cottages. Nos. 3, 5,7 and 9 Station Road, Maldon (East)

**NGR** TL853073

**EHHER**

**PARISH** Maldon

**SITE DESCRIPTION** Terrace of four cottages, 2 stories, yellow brick with red brick quoins and around windows, bay windows on ground floor, lateral front doors with stone lintels onto the road, grey tiled roof.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** The remnant of the buildings, probably late 19th/early 20th century, of workers' cottages around the iron works, wharves and station. (Shown on O.S. map c.1924 but not c.1897).

**CURRENT STATUS** Occupied as residences.

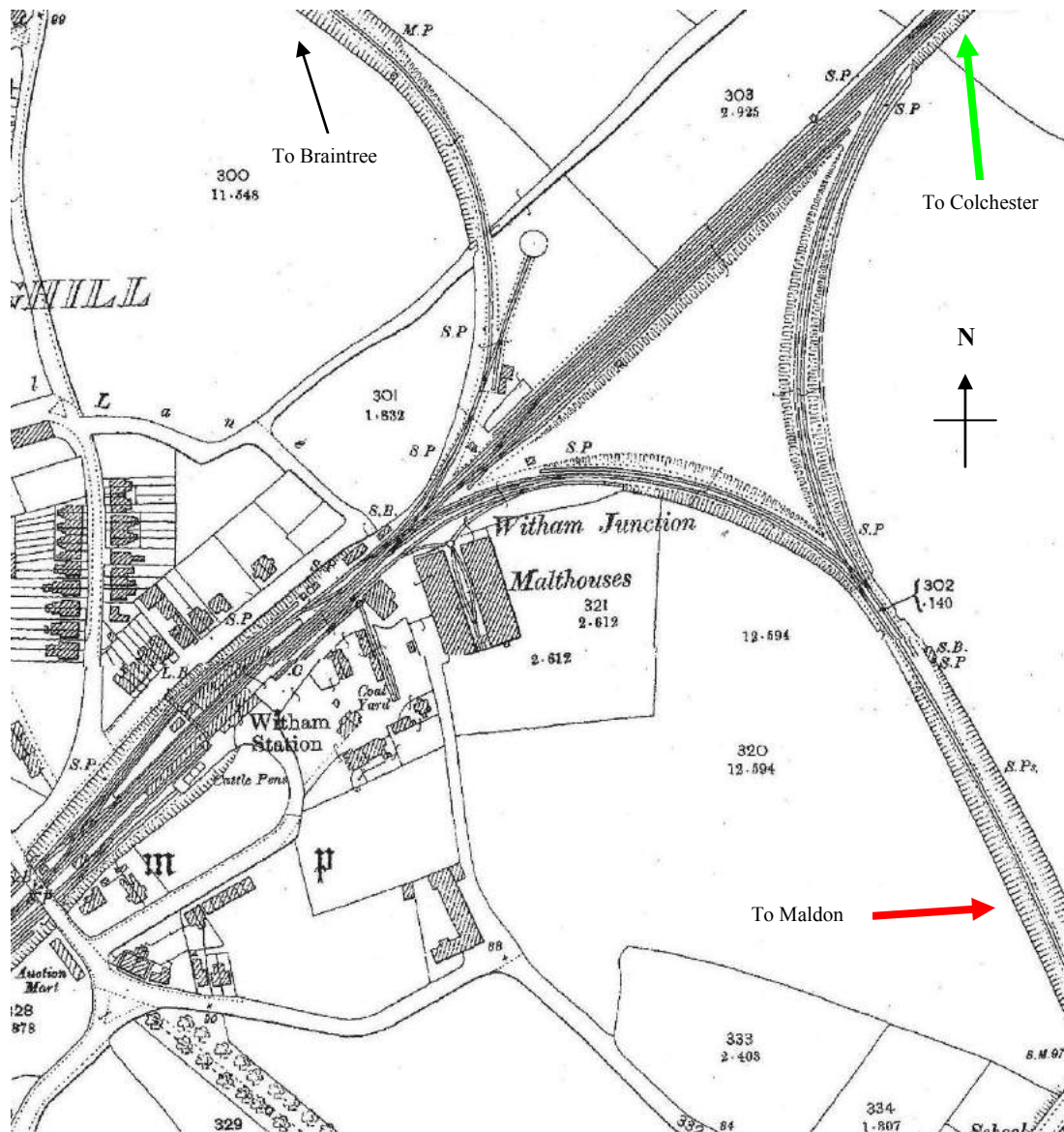
**RECOMMENDED ACTION** Record and monitor any proposed development.

**GRADE** \*\*

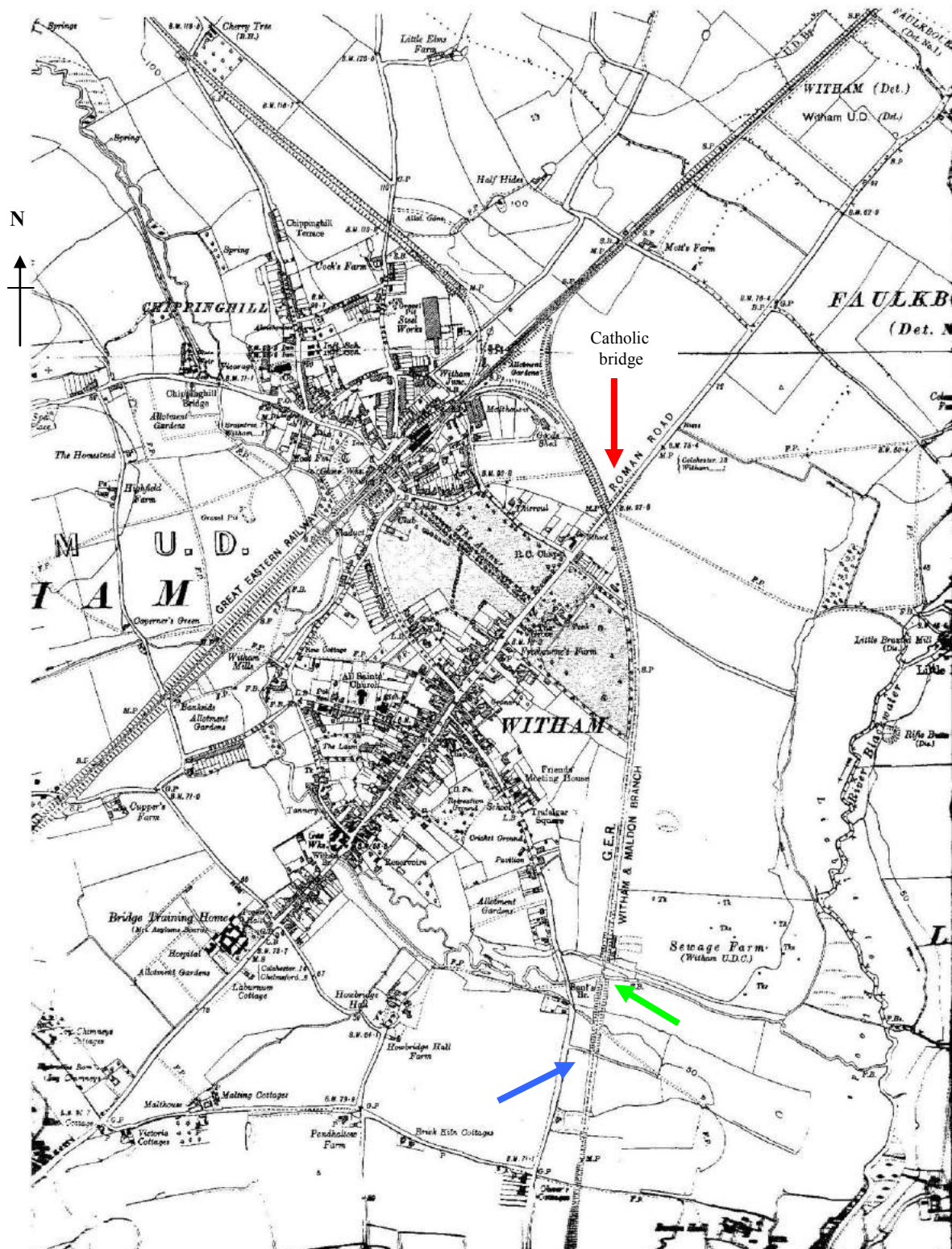
(Film photo C43/DSCF2732 from southeast).





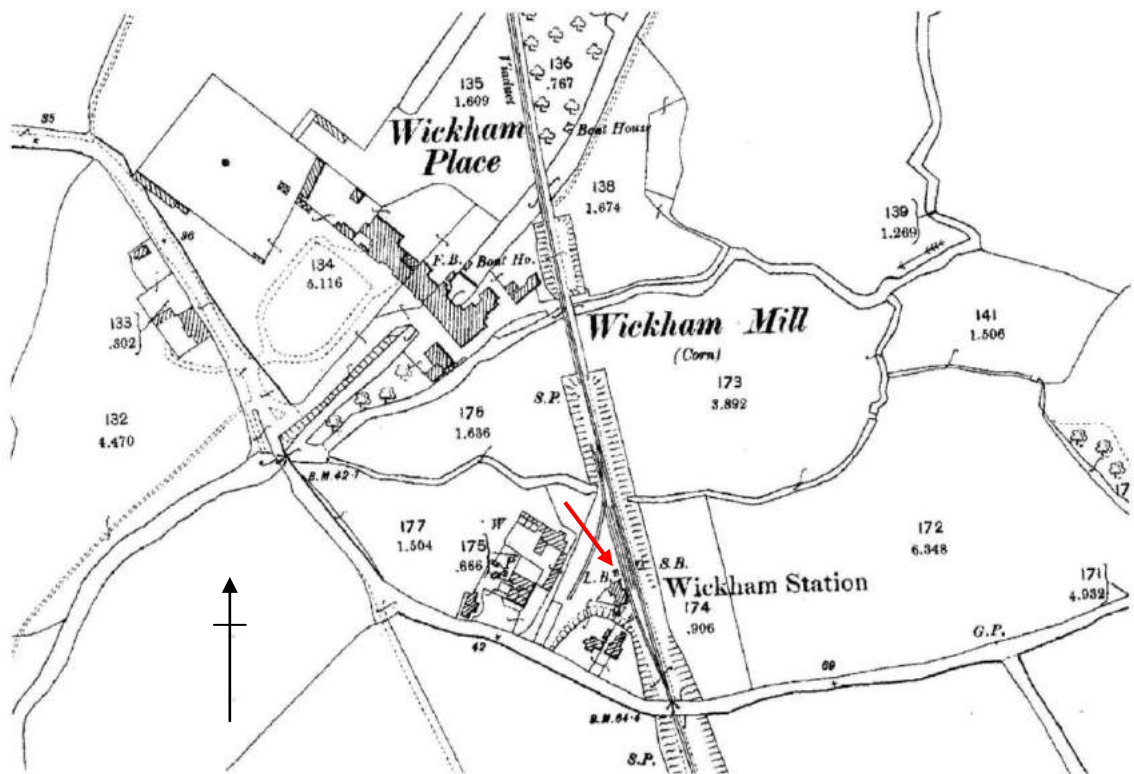


MAP 1. Witham Junction c. 1897. The Colchester line runs to the northeast; Maldon branch runs to the southeast.

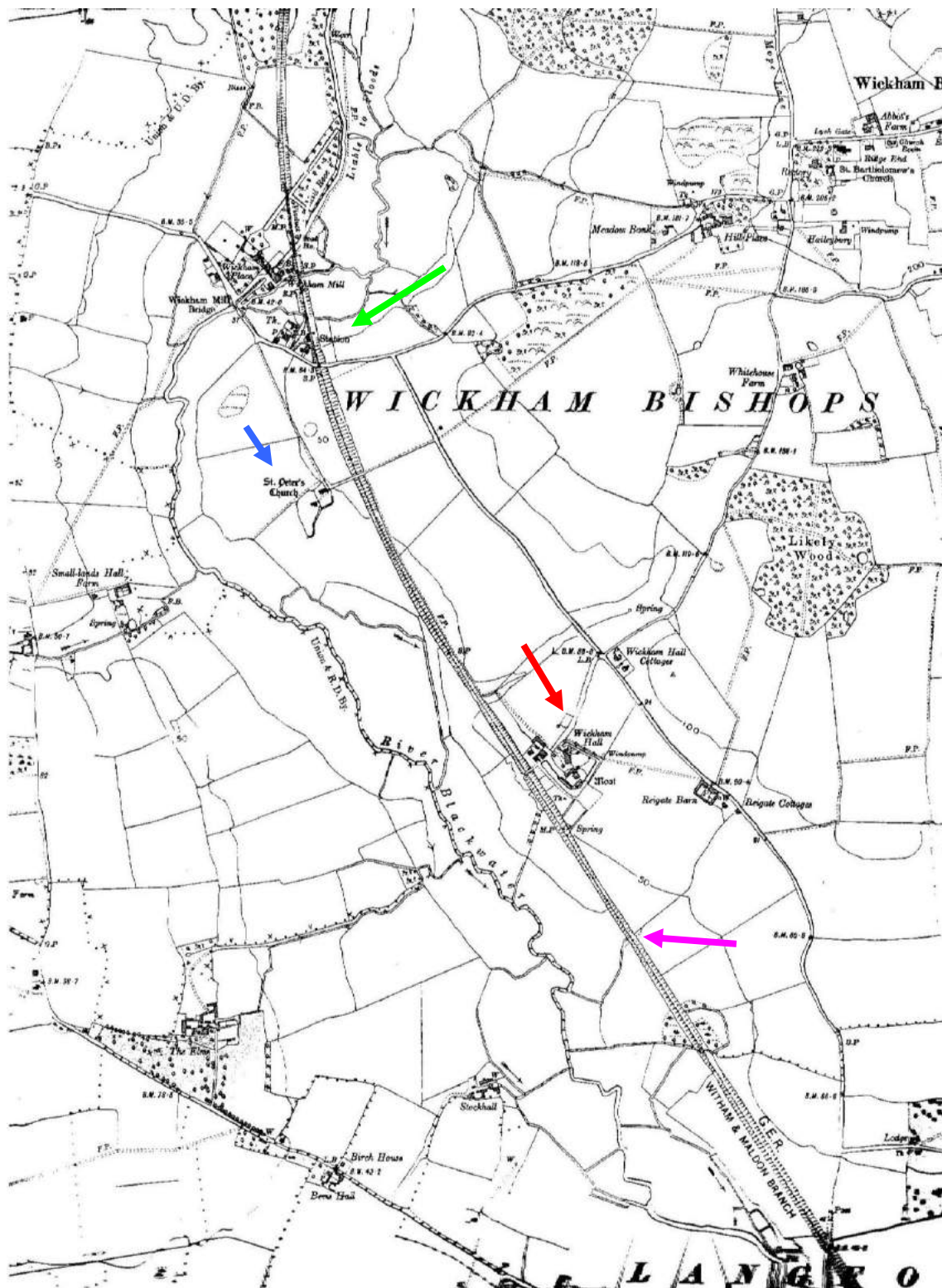


MAP 2. Witham Junction c. 1924. The Maldon branch runs south. Note **Saul's Bridge** and **Constance Close crossing**.

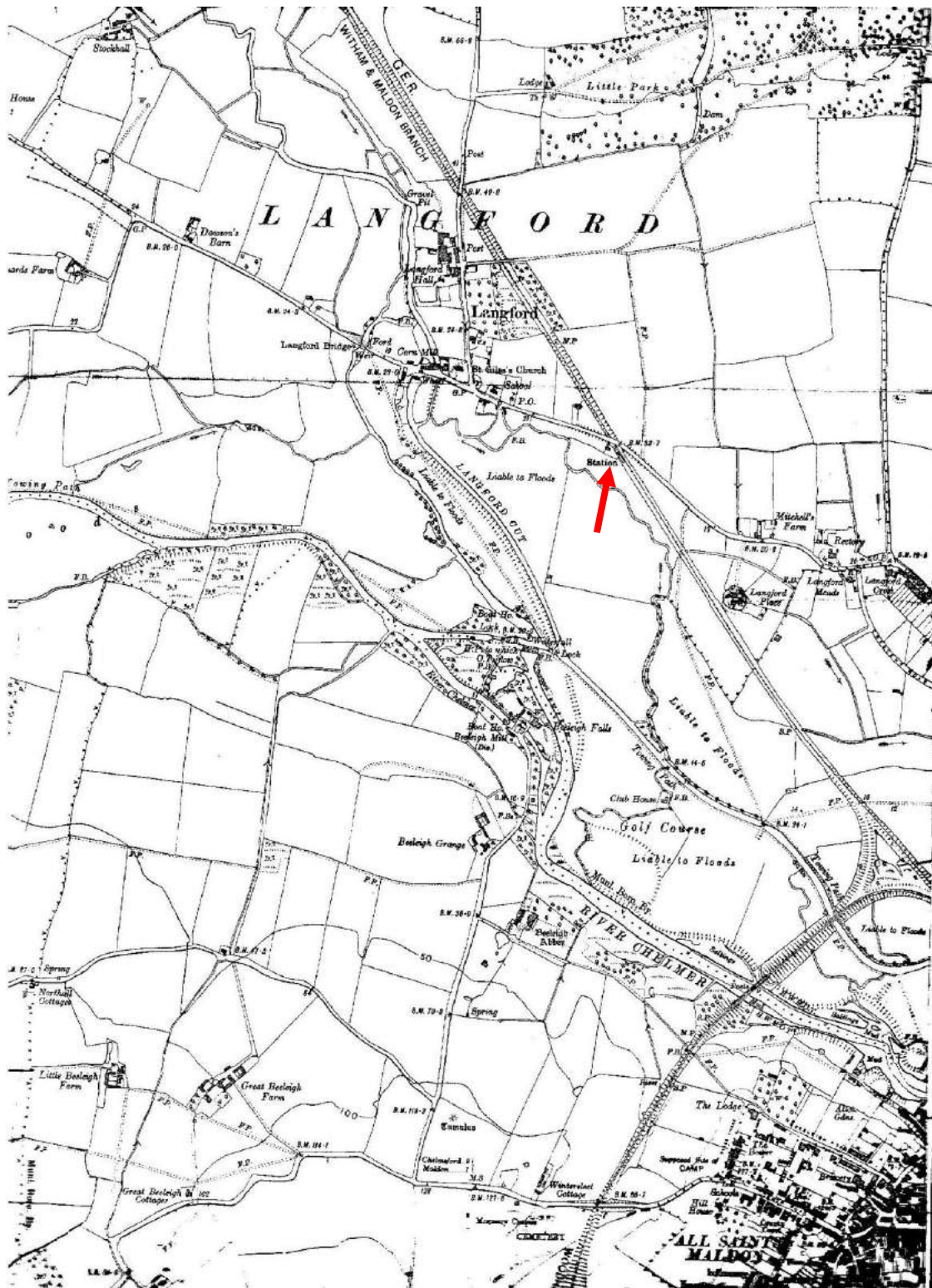




MAP 3. Wickham Bishops, and **Station House**, c.1924.

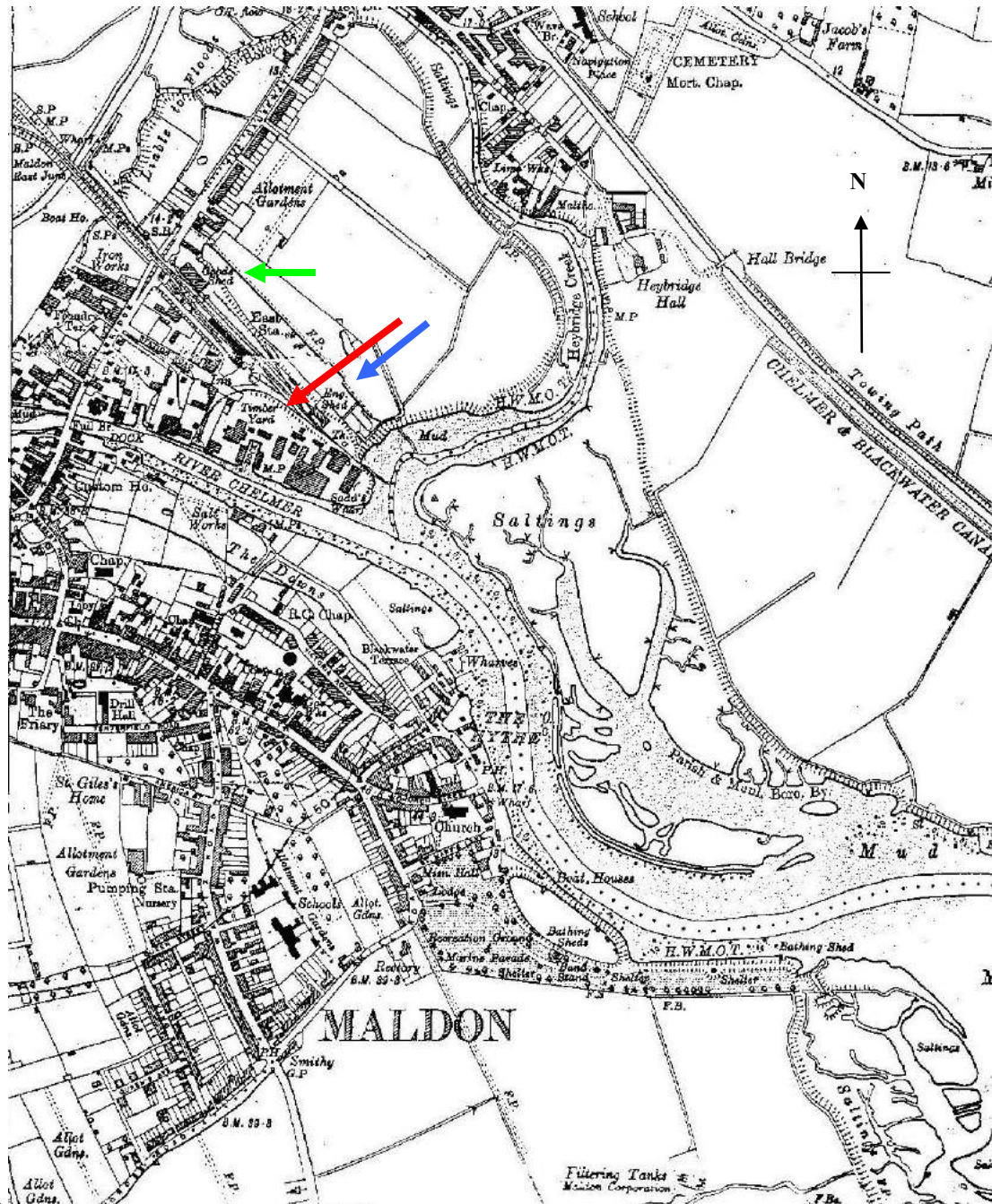


MAP 4. Wickham Bishops to Langford, c.1924. Note Wickham Station, St Peter's church, Wickham Hall and Reigate Barn culvert.



MAP 5. Langford to Maldon, with **Langford Station**, c.1924.





MAP 6. Maldon East station, c. 1924 north of River Chelmer, showing Goods Shed, Engine Shed, and Timber Yard.



MAP 7. Maldon East station, showing Engine House, c.1875.

List of culverts currently on the Essex Heritage Environment Record (EHER: **18507** etc) for the Wickham-Maldon line:

18508	18516	18526
18509	18517	18527
18511	18518	18528
18512	18519	18530
18513	18520	18531
18514	18523	18532
18515	18524	18533.

See Burges, G., 1993. Witham to Maldon Railway, Survey of Bridges and Viaducts. ECC paper TL80.



## RECOMMENDATIONS.

Suggestions for some themes:

1. The Blackwater Rail Trail incorporates part of the former Witham-Maldon track. There is potential to extend this Trail and to develop a Woodham-Maldon Trail.
2. The woodland strips marking much of the Witham-Maldon track and the Woodham-Maldon track offer a wildlife haven and should be preserved.
3. The extant stations, bridges and viaducts, Maldon West Goods Shed, Maldon East Goods and Engine Sheds, remnant stations and extant railway houses offer the study of the development of 19th century industrial architecture from c.1848 (Witham-Maldon) and c.1888 (Billericay-Southminster and Woodham-Maldon).
4. A Crouch north estuary shore path exists but is underused. Potential exists to promote this shore as a "Trail" with access from the stations. Access via Uleham's Farm and via Stokes Hall would be beneficial.
5. A "Pilgrims' Trail" from Southminster to Bradwell Chapel could be developed by opening a public path from Southminster Station through Cherry Orchard to Cripplegate, across Oldmoor to Dengie and Tillingham, then promoting the path across Bradwell Marshes to Sandbeach and along the sea wall to the Chapel.

6. Suggesting for Listings:

Maldon East Goods Shed  
Maldon West Goods Shed  
Station Master's House at Langford  
Station Master's House and platform at Wickham Bishops  
Two Cottages at Shenfield, Nos 2/4 and 6/8 Rayleigh Road



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