

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

**The Shenfield to Southminster branch.**

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



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**Essex County Council, 2011.**



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Cover photo: Althorne level crossing and railway cottage.

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## **SUMMARY.**

This Report presents the results of the field survey of the operating railway line between Shenfield and Southminster. A companion Report is published for the two now-discontinued railway branches from Witham to Maldon, and from Woodham Ferrers to Maldon. Fieldwork was carried out between April and August 2007. The purpose of the Survey was to detail what survives of the structures 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 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 operating railway line between Shenfield and Southminster has public access only at the stations and public roads and tracks.

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. There has also been much reduction in the buildings and structures of the currently operating line.

## **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. Sidings at Mountnessing, Creeksea, Hogwells and elsewhere have been removed.

### **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 disused 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). On the operating line, most bridges appear to be original incorporating upgrades and repairs.

### **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 over difficult terrain.

### **Culverts:**

Many of these are not publically accessible. Those at Reigate Barn and Ferrers Road (East) Woodham Ferrers 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. Long lengths of embanking have been necessary along the Crouch plain.



**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 SHENFIELD TO SOUTHMINSTER BRANCH.

Although the South Essex Railway Co. had obtained authorisation to build a line from Brentwood to Southminster with a branch to Maldon in 1865, no action had been taken. The Great Eastern Railway, formed 3 years earlier, in fact did not open the branch double track line from Shenfield to Wickford for goods traffic until 19th November 1888 and for passengers on 1st January 1889. Single line extensions to Southminster (16½ miles) were opened for goods on 1st June 1889 and to Southend and to Maldon on 1st October the same year. The buildings were designed under the direction of Neville Ashbee (c.1852-1919), FRIBA, Head of the Architectural Section who, with John Wilson (1846-1922) who engineered the track, had transferred from Edward Wilson & Co. in 1883. This firm had constructed many of the earlier GER lines, including the London Liverpool Street extension (1874/5). The building of the Burnham section of the line was contracted to Walter Scott & Co., in the charge of Thomas Middleton (who also constructed the Stour Valley line). He was killed by a moving carriage at Wickford in 1891.

The line was engineered without the need for tunnelling, but some embanking was necessary above the Crouch river TQ767942, at Fenn Creek TQ795974, at Stow Creek TQ838977, and Cliff Reach TQ920973. Significant cuttings were needed at and east of Billericay and more moderate cuttings were needed at Wickford, but the run in to Southminster from Burnham required only Marsh Lane to be raised over the track by a bridge, TQ954969, and the crossing of Pannel's Brook TQ 955972.

Since the main line (built as far as Brentwood by 1840 and extended to Colchester by 1843) had not included a station at Shenfield, one needed to be built in 1888 where the new branch would join the main line. The new station was built some half a mile from the core of Shenfield which was on the Brentwood-Chelmsford Road, where the main line crossed the Hutton Road close to Herrington's Farm. High embanking and a further bridge were here necessary to take the 'down' line below the main line so as not to interfere with traffic. Unlike at Witham, a northern loop which would have allowed engines to proceed directly from the branch northwards to Chelmsford seems never to have been constructed.

The proximity of the river Crouch was used to bring building materials, stock and blue brick and copings, by flat-bottomed barge (much from Kent), close to where they were required. The stations at Billericay and Wickford, the next to be built, differ somewhat from the style of the others further up the line, but still contain the essence of the Domestic Revival theme.

Following a decision by GER in 1880 that all new stations should have at least two cottages for staff, the Station Master's house was provided often integrally with the Booking Office, waiting rooms and station buildings (as at Wickford, Burnham and Southminster). At Shenfield two pairs of cottages initially (c.1886) were provided separate from the station, and a further three pairs in 1901/2, all still extant. At Battlesbridge and Cold Norton the cottages were also separate from the station buildings. Two pairs of cottages survive at Althorne, Southminster and Maldon West, three pairs at Woodham Ferrers and (North) Fambridge. The pair at Hogwell, in 'railway style', are in fact farm cottages built by the company as a condition placed on it by the owner of the farm. On the whole, they have a uniformity of style with a front gable above each half, a window below the gable. The entrance door is sited at the front towards the side of each cottage with a window towards the centre of each.

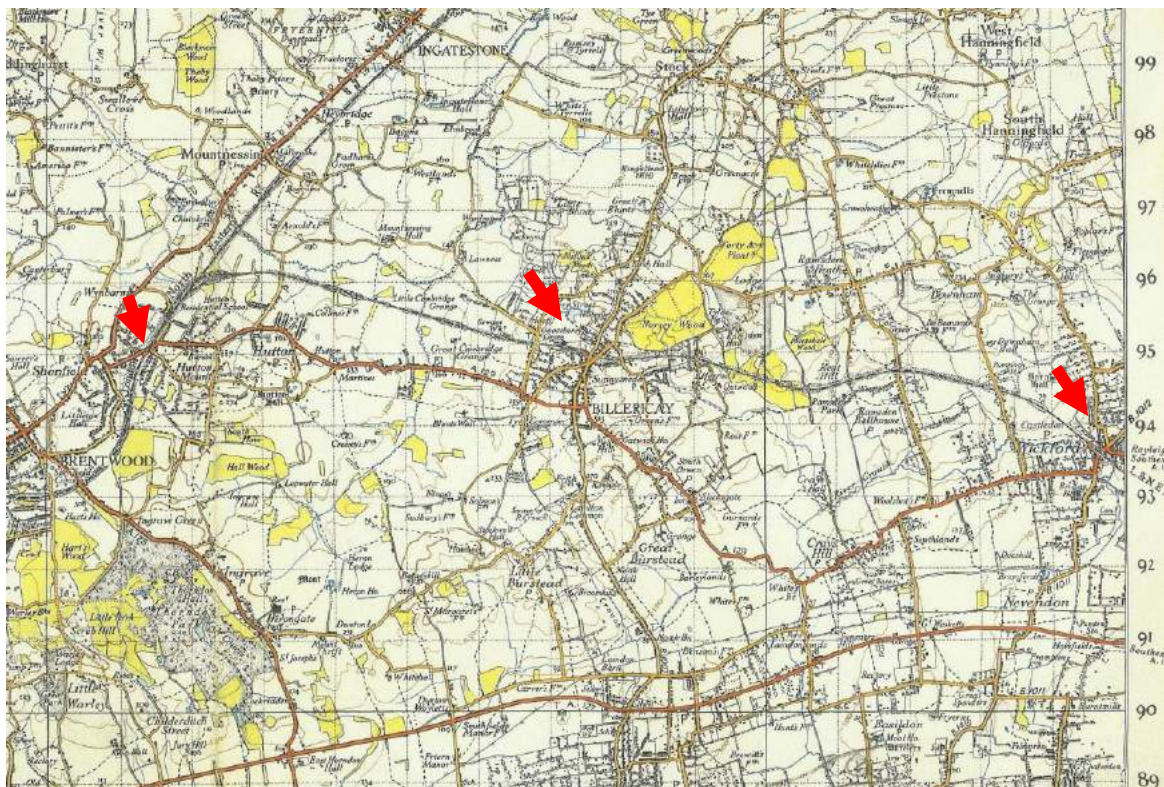
Each station had a signal box (still existing at Fambridge and Southminster in 1981), goods yard and a passing loop. There were goods sheds at Battlesbridge, Burnham and Southminster, sidings at Hogwell and Creeksea. Extension of the line to Bradwell was proposed on several occasions but nothing came of it.

During the 1st World War, troops were moved by train to Burnham and Southminster to protect the Dengie peninsula from possible invasion, and military supplies including anti-aircraft guns were deployed. By the time World War II broke, nine trains a day were running each way to Southminster, but the Woodham Ferrers to Maldon link was discontinued in September 1939. Again troops used the Southminster line to protect the peninsula, and building material was transported along it for the development of Bradwell airfield in 1941.

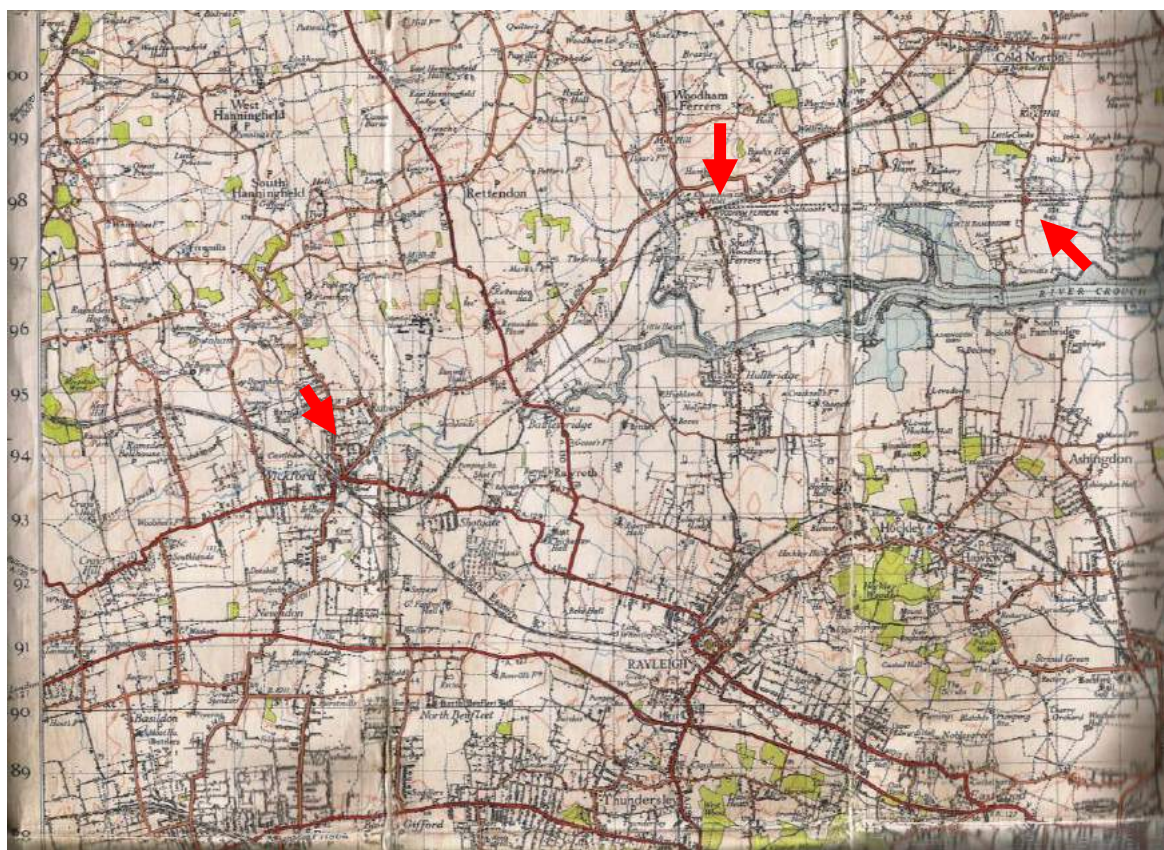
In 1933 the London & North Eastern Railway which had absorbed the Great Eastern Railway in 1923 replaced much of Shenfield Station as part of its main line widening scheme. A new frontage on to Shenfield Broadway was built, now replaced by a newer Booking Office facade with offices. After the 2nd World War, the line continued to transport farm produce, cattle and sheep, gravel, yachtsmen and day-trippers, and in 1957, building material for the nuclear generating station at Bradwell which opened in 1962. A special gantry was built at Southminster for loading the nuclear flasks, colloquially known as 'coffins', on a special waggon. 'Bomb trains' continued to carry this waste until the nuclear station closed in 2002. Diesel units were introduced to the line in 1956 replacing the long-service but elderly steam locomotives. From the early 1960s, the timetable was progressively curtailed and sidings were removed. In 1968 British Rail carried out extensive demolitions of buildings all along the line to try to save money on repairs, but the Goods Shed at Battlesbridge still existed in 1981. Sunday services were withdrawn in 1969. Vigorous petitions saved the line from the fate of closure like so many of other rural lines, and the expansion of South Woodham Ferrers as a commuter town from 1976 has undoubtedly significantly improved its passenger numbers.







Shenfield to Wickford line via Billericay, c.1930.

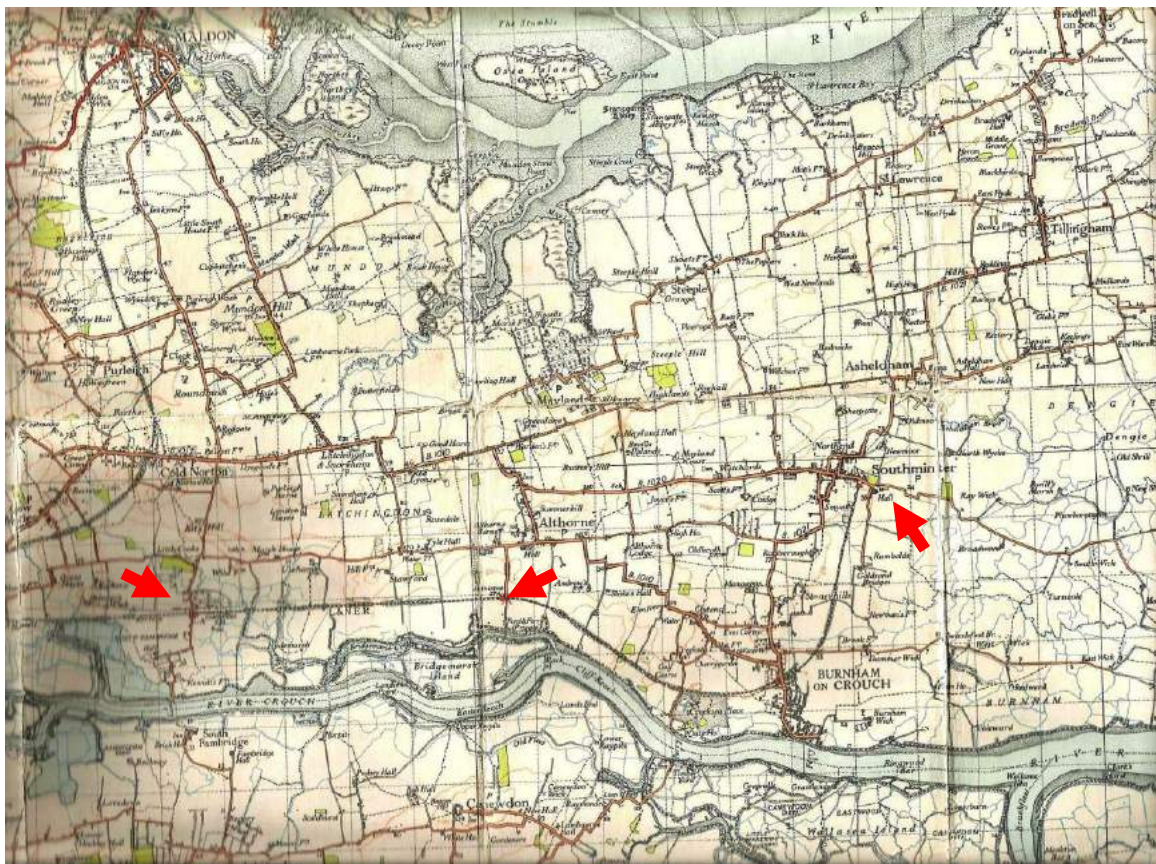


Wickford to Fambridge via Woodham Ferrers, c.1930.





Woodham Ferrers to Althorne via Fambridge, c.1930.



Fambridge to Southminster via Althorne and Burnham, c.1930.



### **Description of the Extant Structures of the Shenfield to Southminster Branch.**

The track is functional, running a scheduled timetable. It is double-track to Wickford, then single to Southminster with a doubling loop at Fambridge Station to allow passing. The track length is *c.*23 miles.

The main line from London to Colchester and the branch to Billericay diverge northeast of Shenfield Station over a series of bridges and embankments.



Shenfield Station from Hutton Road.



Southern section of the older part (?1933, darker brick) of the station, Shenfield.

**MAP** 9a and 9b

**SITE NAME** Shenfield Station (in 1897 Shenfield and Hutton Junction).

**NGR** TQ 614949

**EHER** 000

**PARISH** Shenfield

**SITE DESCRIPTION.** The west-facing station **booking hall facade** with offices above (Photo Film E24/P101024 from west) of brick red brick in regular bond mostly conceals the **older building** of darker red brick in irregular Flemish bond which is exposed at the extreme right (south), (Photo Film E29/P101029) and left of the facade. Below the left wing forming part of the embankment are **3 blind niches** in blue engineering brick (Film E25/ P101025) with, above, a blue brick double-diamond motif imposed in the red brick.

The five platforms, one single to the west and two double, with metal posts and brackets supporting the canopies, are accessed from street level by stairs or lift. Sidings to the southwest.

Signal box, cattle pens, O.S. map 1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** May contain remnants of the c.1886 station at its core, but main part demolished in 1932. Latest facade, c.1972, has partly concealed 1933 modifications. Platform 5 (down-line) are from 1933. Platforms 3/4 are c.1886, altered.

**CURRENT STATUS** Being maintained as a functioning railway station.

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

**GRADE** \*



Southern Hutton Road bridge (northern just visible behind), Shenfield.



Northern Hutton Road bridge, Shenfield.

**MAP** 10

**SITE NAME** Hutton Road bridges.

**NGR** TQ 615950.

**EHER** 000a.

**PARISH** Shenfield

**SITE DESCRIPTION** Both the main line and the Billericay branch cross **Hutton Road** on two adjacent **box-girder bridges** of different construction. The **southern** bridge (Film E P101026 looking N), the narrower of the two, has 3 longitudinal main girders supporting a series of transverse girders (Film E, P101028). The **northern bridge** has four main longitudinal girders and 4 longitudinal minor girders (Film E, P101027 looking west). Both bridges have blue brick piers in engineering bond with blue brick embanking on either side.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Extant bridges the piers probably essentially as in 19th century.

**CURRENT STATUS** Being maintained as a scheduled railway.

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

**GRADE** \*





Under-structure of Hutton Road bridge, Shenfield.



Railway cottages, 6/8 Alexander Lane, Shenfield.



**MAP 10**

**SITE NAME** Hutton Road bridges (contd).

**NGR** TQ 615950.

**EHER** 000a.

**PARISH** Shenfield

**SITE DESCRIPTION** Both the main line and the Billericay branch cross **Hutton Road** on two adjacent **box-girder bridges** of different construction, The **southern** bridge (Film E P101026 looking N), the narrower of the two, has 3 longitudinal main girders supporting a series of transverse girders (Film E, P101028). The **northern bridge** has four main longitudinal girders and 4 longitudinal minor girders (Film E, P101027 looking west). Both bridges have blue brick piers in engineering bond with blue brick embanking on either side.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Extant bridges the piers probably essentially as in 19th century.

**CURRENT STATUS** Being maintained as a scheduled railway.

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

**GRADE** \*



Railway cottages, Alexander Lane, Shenfield.



Railway cottages, 18/20 Alexander Lane, Shenfield.

**SITE NAME** Railway cottages, Shenfield.

**NGR** TQ 614953

**EHHER** 000b.

**PARISH** Shenfield

**SITE DESCRIPTION** Two pairs of **railway cottages**, Nos 2/4, 6/8 Rayleigh Road (built c.1886), 2 stories, 2 front gables with windows below, half-hipped roof, chimney central, lateral front doors (Photo Film E, P101034 from east), and **three pairs of cottages** (EHHER No 20266) of similar design (built c.1901/2) adjacent to the north, 10/12, 14/16, 18/20 Alexander Lane, (Film E, P101030, P101031 from east). The railway embankment runs at the rear (west) of the cottages.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Cottages essentially as built.

**CURRENT STATUS** Now in private occupation.

**RECOMMENDED ACTION** Record and monitor any proposed development. ?List Nos 2/4, 6/8.

**GRADE** \*



“Hutton Junction Hotel” (The Hutton), Rayleigh Road, Shenfield

**SITE NAME** “The Hutton” public house, Rayleigh Road, Shenfield, formerly “Hutton Junction Hotel”.

**NGR** TQ 615953

**EHHER** 000i.

**PARISH** Shenfield

**SITE DESCRIPTION** Public house as illustrated, red brick, 2 stories, timbered gable to frontage, chimney stacks.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Present building may represent that shown as Hutton Junction Hotel shown on O.S. map *c.*1897, with later alterations.

**CURRENT STATUS** Now maintained as a public house.

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

**GRADE** \*

(Film E, P101035 from west)





Alexander Lane bridges from north, Shenfield.



Engineering brick, Alexander Lane bridge, Shenfield.

**SITE NAME** Alexander Lane bridges, Shenfield

**NGR** TQ 616956

**EHHER** 000c.

**PARISH** Shenfield

**SITE DESCRIPTION** The main line and 'up' Billericay line cross **Alexander Lane** by a **girder bridge** on blue brick piers in engineering bond which support 8 longitudinal girders, (Film E/ P101023 from south). 20m further north, the Billericay 'down' line is carried over **Alexander Lane** on a **bridge** of similar design but having only 4 longitudinal girders (Films E/P101021 from north and E/ P101022 shows brickwork).

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Piers probably as built in 19th century.

**CURRENT STATUS** Being maintained as a crossing of a functional railway.

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

**GRADE** \*



Alexander Lane bridge from south, Shenfield.





Shaw Crescent crossing, Arnolds Wood, Shenfield (southern loop).



Looking east from Shaw Crescent (Arnold's Wood) crossing (southern loop), Shenfield.



On a descending embankment, the Billericay 'down' line passes beneath the main line in Arnold's Wood, TQ621960. The 'up' line approaching Shenfield from the east, joins the main line track just north east of the station at TQ618957.

**SITE NAME** Shaw Crescent crossing (Arnold Wood), Shenfield

**NGR** TQ 626962

**EHER** 000d.

**PARISH** Shenfield

**SITE DESCRIPTION** Curving eastwards, both lines are crossed by a **footpath crossing** north of **Shaw Crescent**, protected by a metal stile (Photo Film E, P101033 from south). The 'up' and 'down' lines meet at a **junction** at TQ627962 just west of **Brickley Shaw**.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** No path is here shown on the O.S. map, c.1897

**CURRENT STATUS** Being maintained as a crossing of a functional railway.

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

**GRADE** \*

(Film E, P101034 looking east towards junction with 'down' line)



Wash Road bridge, Mountnessing, from south.



Clapgate Wood crossing, Mountnessing, from north.

**MAP 11.**

**SITE NAME** Wash Road bridge, Mountnessing

**NGR** TQ 634962

**EH**ER 000e.

**PARISH** Hutton

**SITE DESCRIPTION** The branch line, double-tracked, runs southeastwards crossing over **Wash Road** on a blue-grey brick **bridge** of girder construction, cement and metal railing parapet, on an embankment. Here the embankment was widened to accommodate sidings (not extant).

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Piers probably as built *c.* 1888.

**CURRENT STATUS** Being maintained as a crossing of a functional railway.

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

**GRADE** \*

(Photo Film E, P101002 from south)

Embanking continues over a brook (on private land, TQ636960, not viewed), then on a slight embankment to a

**MAP 12.**

**SITE NAME** Mountnessing St Giles Church crossing (Clapgate Wood).

**NGR** TQ 646957

**EH**ER 000f.

**PARISH** Hutton

**SITE DESCRIPTION** **Footpath level crossing**, south of Mountnessing Church protected by 5-barred metal gates.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** A track is shown on O.S. map, *c.* 1897.

**CURRENT STATUS** Being maintained as a crossing of a functional railway.

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

**GRADE** \*

(Photo Film E, P101020 looking south)





Cowbridge Grange bridge from northeast.

The track continues southeast in a cutting to take the track under a farm lane on

**MAP 12.**

**SITE NAME** Cowbridge Grange bridge

**NGR** TQ 657954

**EHER** 000g.

**PARISH** Billericay

**SITE DESCRIPTION** The line passes beneath a **bridge**, red brick, engineering bond, blue brick coping with end capstones, central girder with 2 lateral arches, the northern one brick-blocked.

**ARCHAEOLOGICAL POTENTIAL** Good.

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

**CURRENT STATUS** Being maintained as a crossing of a functional railway.

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

**GRADE** \*

(Photo Film E, P101019 from northeast )



Mountnessing Road (Woodbrook Crescent) bridge, Billericay.



Looking east from Mountnessing Road (Woodbrook Close) bridge, Billericay.

The track is raised on an embankment over a brook SW of the Sewage Works, TQ663954 (not viewed), then in a cutting beneath

**MAP** 13a.

**SITE NAME** Mountnessing Road bridge (Woodbrook Crescent), Billericay

**NGR** TQ 668952

**EHHER** 000h.

**PARISH** Billericay

**SITE DESCRIPTION** The line passes under a **bridge**, (Photo Film E, P101003, east balustrade), blue brick, engineering bond, brick coping

**ARCHAEOLOGICAL POTENTIAL** Good.

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

**CURRENT STATUS** Being maintained as a crossing of a functional railway.

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

**GRADE** \*





Booking Hall entrance from north (Radford Way), Billericay.



Brick structure south side of Booking Hall, Billericay Station.



The line enters Billericay.

**MAP 13b.**

**SITE NAME** Billericay Station

**NGR** TQ 674950.

**EHER** 001a.

**PARISH** Billericay

**SITE DESCRIPTION** From the Booking Hall Office (Photo Film E, P101006 from southwest and Film E/P101010 from north) on the N of the track, a plate-sided **footbridge**, 1994, (Photo, Film E, P101009 from northwest) gives access across the tracks (which run in a cutting) then downstairs to the S platform. Stairs lead down from the Booking Office to the **north platform**, canopied with decorative iron pillars and brackets supporting the iron girders (Photo, Film E, P101007 looking west, and P101008 looking east). Site of Goods Shed and sidings shown in 2nd and 3rd editions O.S. maps (c.1897 and 1924) now occupied by the carpark. Signal Box not extant.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Station buildings contain significant elements of the build c.1888, including the platform canopies. Street frontage (Radford Way) altered c.1960, now café.

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

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

**GRADE** \*\*



The up-line (south) platform, Billericay.



Billericay Station looking west from down-line (north) platform.





The down-platform (north) looking east to Stock Road bridge, Billericay.



From Billericay Station looking east to Stock Road bridges.





Stock Road road bridge with pedestrian bridge on right, Billericay, looking south.



Railway Hotel, Billericay, south of Stock Road bridge.



**SITE NAME** Stock Road bridges, Billericay

**NGR** TQ 676949

**EH**ER 001b.

**PARISH** Billericay

**SITE DESCRIPTION** **Stock Road** crosses over the track (which is in a cutting) by a **bridge**, (Photo, Film E, P101011 from north), blue brick, engineering bond, stone coping, 3 arches. Immediately to the W of the road bridge is a metal single-span pedestrian footbridge with canopied roof (constructed c.1993). [Bridge 754].

**ARCHAEOLOGICAL POTENTIAL** Good.

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

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

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

**GRADE** \*\*

**MAP** 13b.

**SITE NAME** "Railway Hotel", Billericay

**NGR** TQ 675949

**EH**ER 001c.

**PARISH** Billericay

**SITE DESCRIPTION** Hotel/public house, two stories, two gables, 5 upper and 6 lower front windows with wings to the SW of the Stock Road bridge.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** The hotel appears on O.S. map, c.1897.

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

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

**GRADE** \*\*

(Photo, Film E, P101012 from east)



Norsey Road bridge, Billericay, from west.



Jacksons Lane bridge, east parapet, Billericay.

Still in a deep cutting, the track passes under

**SITE NAME** Norsey Road bridge, Billericay

**NGR** TQ 676949

**EH**ER 001d.

**PARISH** Billericay

**SITE DESCRIPTION** Bridge carries the road over the track, blue brick, engineering bond, stone coping, four 25 ft. span arches. [Bridge 755].

**ARCHAEOLOGICAL POTENTIAL** Good.

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

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

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

**GRADE** \*\*

(Photo, Film E, P101013 looking east from Stock Lane bridge)

**SITE NAME** Jacksons Lane bridge, Billericay

**NGR** TQ 680949

**EH**ER 001e.

**PARISH** Billericay

**SITE DESCRIPTION** Bridge takes Jacksons Lane over the track, red brick, engineering bond, brick coping.

**ARCHAEOLOGICAL POTENTIAL** Good.

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

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

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

**GRADE** \*\*

(Photo, Film E, P101014, east balustrade)





From Jacksons Lane bridge, Billericay, looking east.



Outwood Common Road bridge, Billericay, looking west.



The track continues eastwards passing S of Norsey Wood in a series of cuttings (Photo Film E, P101015, looking east from Jacksons Lane bridge).

**MAP 14.**

**SITE NAME** Outwood Common Road bridge, Billericay

**NGR** TQ 691949

**EHER** 002a.

**PARISH** Billericay

**SITE DESCRIPTION** The road is carried over the track on a bridge, girder construction with red brick parapet and blue brick coping, then through Devil's Wood, TQ698946.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Bridge is a modern replacement or significant rebuild.

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

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

**GRADE** \*

(Photo D76 looking west)



Clayspitshills Wood bridge, looking southwest.



From Clayspithills bridge, looking west.





Clayspitshills Wood bridge, looking south.

**MAP** 15a.

**SITE NAME** Clayspitshills Wood bridge

**NGR** TQ 705946

**EHER** 002b.

**PARISH** Ramsden Bellhouse

**SITE DESCRIPTION** To the E of the wood, the railway track passes under a farm lane **bridge**, blue brick, engineering bond, brick coping (many missing), end cap-stones, three unequal arches, some cracks in the parapet. [Bridge 760].

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Bridge is essentially that built c.1888.

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

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

**GRADE** \*

(Photo Film E, P101016 east balustrade, P101017 looking west from bridge, and P101018 from northwest)



Park Lane bridge, Ramsden Heath, looking north.



Embankment at Park Lane, Pump Hill, Ramsden Heath, looking southeast.



The line continues below Kent Hill, TQ710945.

**MAP** 15a.

**SITE NAME** Ramsden Heath Park Lane bridge

**NGR** TQ 713946.

**EH** 003.

**PARISH** Ramsden Bellhouse

**SITE DESCRIPTION** The railway track crosses over the lane by a bridge, cement and girder construction with grey and red brick abutments, metal post balustrade.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Bridge piers probably essentially those built c.1888, with repairs.

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

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

**GRADE** \*

(Photo Film C1/DSCF2690 from south).

**SITE NAME** Pump Hill embankments

**NGR** TQ 715946

**EH** 004.

**PARISH** Ramsden Bellhouse

**SITE DESCRIPTION** The track continues E along **embankments** beneath Pump Hill.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Embankments essentially as built c.1888.

**CURRENT STATUS** Being maintained as a functional railway track.

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

**GRADE** \*

(Photo Film C2/DSCF2691 looking southeast)



Church Road bridge, Ramsden Bellhouse, looking north.



“Fox & Hounds” inn, Ramsden Bellhouse.

**MAP 15b**

**SITE NAME** Ramsden Bellhouse, Church Road bridge

**NGR** TQ 718947

**EHHER** 005a.

**PARISH** Ramsden Bellhouse

**SITE DESCRIPTION** Newly refurbished bridge, girder construction with blue and red brick abutments, cement and metal post balustrade. To the NW of the bridge were sidings and to the SW a signal box, O.S. map 1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Bridge is a recent replacement or significant rebuild.

**CURRENT STATUS** Being maintained as a functional railway bridge.

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

**GRADE** \*

(Photo Film C3/DSCF2692 from south)

**SITE NAME** "Fox and Hounds" public house, Church Road, Ramsden Bellhouse

**NGR** TQ 718948

**EHHER** 005b.

**PARISH** Ramsden Bellhouse

**SITE DESCRIPTION** The **public house** is the 3rd building NW of the bridge, rendered and tiled, two stories, two winged gables and connecting crosswing.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** The building probably 20th century. (A building at this site with a different footprint is shown on 2nd edition O.S. map, c.1897).

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

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

**GRADE** \*

(Photo Film D74 from southeast)



Railway cottages, Church Road, Ramsden Bellhouse.



**SITE NAME** Railway cottages, Church Road, Ramsden Bellhouse

**NGR** TQ 718947

**EHF** 005c.

**PARISH** Ramsden Bellhouse

**SITE DESCRIPTION** Immediately NW of the bridge is a pair of **cottages**, 2 stories, 2 front gables, half-hipped roof, central chimney stack.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** The building essentially as shown on O.S. map c.1924.

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

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

**GRADE** \*

(Photo Film D75 from south east)

**SITE NAME** Castledon Road bridge, Wickford

**NGR** TQ 733944

**EHF** 006.

**PARISH** Wickford

**SITE DESCRIPTION** **Castledon Road** passes over the railtrack by a red brick parapet **bridge**.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Bridge is a recent replacement or significant rebuild.

**CURRENT STATUS** Being maintained as a functional road/railway bridge.

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

**GRADE** \*



Booking pavilion, Wickford Station, from east.



Booking pavilion, Wickford Station, from southeast.

**MAP 16**

**SITE NAME** Wickford Station

**NGR** TQ 745936.

**EHHER** 007a.

**SITE DESCRIPTION** Wickford Station **Booking Pavilion** (ticket window facing S is within the pavilion), 1981.

Ground-floor remnant to its N of **Station Master's House** (upper floor burned down c.1998) lie E of the platforms (Photos Film C6/DSCF2695 from southeast, C7/DSCF2676 from southeast, C10/DSCF2699 from east). Lattice-sided **footbridge**, c.1888, altered, gives access to W platform at N end (Photo Film C9/DSCF2698 looking north). Iron columns and brackets supporting not-original platform roofs (Photo Film C8/DSCF2697 looking north). Down platform canopy c.1888.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Station contains significant elements dating from build of c.1888. The western platform buildings were replaced in 1978.

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

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

**GRADE** \*



Remnant of Station Master's house, Wickford.





Wickford Station



**SITE NAME** Wickford Station (continued)  
**NGR** TQ 745936.



High Street bridge, Wickford, from east.

**MAP** 16a, 16b

**SITE NAME** High Street bridge (Broadway), Wickford

**NGR** TQ 746935.

**HER** 007b.

**PARISH** Wickford

**SITE DESCRIPTION** Wickford, High Street **bridge**, girder construction with blue brick abutments

**ARCHAEOLOGICAL POTENTIAL** Good.

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

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

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

**GRADE** \*

(Photo C11/DSCF2700 from east).

**SITE NAME** Wickford Bypass bridge

**NGR** TQ 748934

**HER** 007c.

**PARISH** Wickford

**SITE DESCRIPTION** Modern bridge of girder and cement construction.

**ARCHAEOLOGICAL POTENTIAL**

**SITE SIGNIFICANCE**

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

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

**GRADE** \*





Wick Lane bridge, looking south.



From Wick Lane bridge, looking west.

The track continues E in a cutting (Photo Film C4).

**MAP 17.**

**SITE NAME** Fanton Curve, Wickford

**NGR** TQ 756930

**EHHER** 007e.

**PARISH** Wickford

**SITE DESCRIPTION** The southern (Fanton) Curve which joined the Southend branch with the Woodham Ferraers branch joining at TQ758933 was removed in 1895, and replaced for a time by sidings which served factories. The line of the Curve has been masked by an industrial estate and bus station, represented approximately by Robert Way. It joined the Woodham branch immediately S of the Southend Road bridge.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE**

**CURRENT STATUS** Redeveloped.

**RECOMMENDED ACTION** None.

**GRADE** 0

**SITE NAME** Southend Road bridge, Wickford

**NGR** TQ 762933.

**EHHER** 007f.

**SITE DESCRIPTION** Southend Road passes under the single track by a girder and concrete **bridge**.

**ARCHAEOLOGICAL POTENTIAL** Moderate

**SITE SIGNIFICANCE** Probably a replacement or significant rebuild.

**CURRENT STATUS** Being maintained as a functional bridge

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

**GRADE** \*

The branch towards Woodham is single-tracked (Film C4/DSCF2693 looking west from Wick lane bridge); it diverges from the branch to Southend at TQ749934 in a tree-lined cutting NE of Salcott Crescent. Double-tracking of that branch began in 1901.

**MAP 17**

**SITE NAME** Wickford, Wick Lane, bridge

**NGR** TQ 753932

**EHHER** 007d.

**PARISH** Wickford

**SITE DESCRIPTION** Wick Lane passes over the single track in a cutting by a blue engineering brick **bridge**, three segmental arches. [Bridge 798].

**ARCHAEOLOGICAL POTENTIAL** Good

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

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

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

**GRADE** \*

(Photo Film C5/DSCF2694 looking south)

**SITE NAME** Wickford, 59/61 Wick Lane, cottages

**NGR** TQ 753931

**EHHER** 007d.

**PARISH** Wickford

**SITE DESCRIPTION** A pair of gabled cottages on east of Wick Lane south of the line, altered.

**ARCHAEOLOGICAL POTENTIAL** Moderate

**SITE SIGNIFICANCE** Cottages probably c.1888 but altered.

**CURRENT STATUS** Being maintained as residences.

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

**GRADE** \*





River Crouch bridge, Southlands Farm, Wickford, from south.



River Crouch bridge, Southlands Farm, Wickford, from north.

An **embankment** raises the track above

**MAP** 18.

**SITE NAME** River Crouch bridge, Wickford

**NGR** TQ 767941

**EH** 008.

**PARISH** Wickford

**SITE DESCRIPTION** River Crouch flows beneath a 3-arched blue engineering brick **bridge**. [Bridge 800].

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Probably the bridge essentially as built c.1888. Repaired 1963.

**CURRENT STATUS** Being maintained as a functional bridge

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

**GRADE** \*\*

(Photos C12/DSCF2701 from south; C13/DSCF2702 from north).





Hawk Hill bridge, Battlesbridge, from south.



Station Master's house, Hawk Hill, Battlesbridge.



**SITE NAME** Railway barriers, Battlesbridge

**NGR** TQ 7726 9458

**EHHER** 20143

**PARISH** Rawreth

**SITE DESCRIPTION** 2nd World War railway barriers immediately W of A130 road not extant.

**ARCHAEOLOGICAL POTENTIAL** 0

**SITE SIGNIFICANCE**

**CURRENT STATUS** 0

**RECOMMENDED ACTION** 0

**GRADE** 0

**SITE NAME** A130 and Battlesbridge bypass (A1245) bridge

**NGR** TQ 774946

**EHHER** 009

**PARISH** Rawreth

**SITE DESCRIPTION** Bridge of modern girder and concrete construction.

**ARCHAEOLOGICAL POTENTIAL**

**SITE SIGNIFICANCE**

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

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

**GRADE** \*

**MAP** 19a

**SITE NAME** Hawk Hill bridge, Battlesbridge

**NGR** TQ 775948

**EHHER** 010a

**PARISH** Rawreth

**SITE DESCRIPTION** Bridge of girder construction supported on blue brick abutments, metal post balustrade .

**ARCHAEOLOGICAL POTENTIAL** Good

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

**CURRENT STATUS** Being maintained as a functional bridge

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

**GRADE** \*

(Photo Film A4/DSCF2636 looking north)

**MAP** 19a

**SITE NAME** Station Master's House, Battlesbridge

**NGR** TQ 775947

**EHHER** 010c.

**PARISH** Rawreth

**SITE DESCRIPTION** Station Master's House of two stories, with tiled gable, windows below on first and ground floor, canopied front door towards centre.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** House probably essentially as built in late 19th century.

**CURRENT STATUS** Being occupied as a private residence.

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

**GRADE** \*\*

(Photo Film C15/DSCF2704 from west).



Battlesbridge Station and footbridge, looking east



Battlesbridge station looking east



Battlesbridge station looking west



Battlesbridge station c. 1920

**MAP** 19a, 19b

**SITE NAME** Battlesbridge Station

**NGR** TQ 776949.

**EHHER** 010b

**PARISH** Rawreth

**SITE DESCRIPTION** Blue-painted metal passenger shelter on platform south of the single track. Platform only on south. Site of former station brick building on south of platform now a scrub patch.

Small car park, accessed by a curving lane from Hawk Hill, to south of platform.

Cottage in a hollow in the angle between Hawk Hill bridge and Station Approach, not original.

Former Goods Shed, O.S. map c.1897, now replaced by a depot of stacked containers. Sidings, signal box and cattle pens, O.S. map, c.1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Significant reductions of the station buildings and structures took place c.1968.

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

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

**GRADE** \*

(Photos Film A1/1DSCF(looking E), and A2/2DSCF (looking W)).

**SITE NAME** Footbridge, Battlesbridge Station

**NGR** TQ 779951

**EHHER** 010d.

**PARISH** Rawreth

**SITE DESCRIPTION** Iron plate-sided **footbridge** 250 yards (210m) NE of station. Former cottage, O.S. map, c.1897, beside it on its SE side not extant.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Site of the house now in a wooded spinney.

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

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

**GRADE** \*

(Photo Film C14/DSCF2703 looking NE)





Hayes Farm bridge looking north



Tabrum's Farm bridge looking east

**SITE NAME** Hayes Farm bridge (north of Hayes Chase caravan park)

**NGR** TQ 788957

**EHHER** 011

**PARISH** Rawreth

**SITE DESCRIPTION** Blue engineering brick, single arch with two brick-blocked fenestrations in the parapet above, lateral capstones, abutments rendered with concrete.

**ARCHAEOLOGICAL POTENTIAL** Good

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

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

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

**GRADE** \*

(Photo Film A5/DSCF2637, from south)

**MAP** 20.

**SITE NAME** Tabrum's Farm bridge

**NGR** TQ 794970.

**EHHER** 012

**PARISH** Rawreth

**SITE DESCRIPTION** Bridge of girder construction supported on blue engineering brick abutments, metal plate parapet, takes the track on a high embankment over the lane to the farm.

**ARCHAEOLOGICAL POTENTIAL** Good

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

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

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

**GRADE** \*

(Photo Film A6/DSCF2638 looking south)





Fenn Creek and dyke viaduct



Fenn Creek looking east towards Ferrers Road (West) bridge



**MAP** 21a.

**SITE NAME** Fenn Creek brick viaduct bridge, Woodham Ferrers.

**NGR** TQ 797976.

**EHF** 013a.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** The embanked track passes over the tidal creek on a 2-arched blue engineering brick **bridge**, iron post balustrade.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Bridge viaduct probably essentially as built c.1888.

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

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

**GRADE** \*\*

The earth embankment continues east 75metres to

**SITE NAME** Woodham Fenn Level Crossing, Woodham Ferrers

**NGR** TQ 798976

**EHF** 013b.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** A public track level crossing , guarded by 'farm' gates.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** A farm track here is shown on O.S. map c.1897.

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

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

**GRADE** \*

The embankment continues 50 metres eastwards to

**SITE NAME** Woodham Fenn viaduct

**NGR** TQ 799977

**EHF** 013c.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** Engineering blue brick single-arched bridge over a dyke.

**ARCHAEOLOGICAL POTENTIAL** Good

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

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

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

**GRADE** \*

(Photo Film C16/DSCF2705, looking south).

**SITE NAME** Ferrers Road (West) bridge

**NGR** TQ 801976

**EHF** 013d

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** Bridge of modern girder and red brick construction

**ARCHAEOLOGICAL POTENTIAL**

**SITE SIGNIFICANCE** Modern bridge carrying western-flank road

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

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

**GRADE** \*

(Photo Film C17/DSCF2706 looking east).



**MAP** 21a

**SITE NAME** The Whalebone Public House, Old Wickford Road, Woodham Ferrers

**NGR** TQ 799979

**EHER.**

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** 2 stories, external brick chimney, additions.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Shown as “Whalebone Inn” on O.S. 1875 and 1895 maps, and as “Whalebone Bone Inn” owner and occupier James Pertwee in Tithe Award, 1843. An unnamed building appears on Chapman & André’s map, 1777.

**CURRENT STATUS** Being maintained as a functional public house

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

**GRADE** \*





Woodham Ferrers Station looking east.



Woodham Ferrers looking west.

**MAP** 21b, 21c.

**SITE NAME** Woodham Ferrers Station (before 1913, Woodham Ferris). See “Lost Railways of the Crouch & Blackwater Estuaries” (Branch Lines to Maldon), 2011.

**NGR** TQ 804977

**EHF** 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)

**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 ).

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

**NGR** TQ 804977

**EHF** 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** \*

**SITE NAME** Railway cottages, Hullbridge Road, Woodham Ferrers (see “The Lost Railways of the Blackwater and Crouch Estuaries” (Woodham Ferrers to Maldon Survey) , 2011).

**NGR** TQ 805977

**EHF** 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).

The single track of the Southminster branch continues E, crossing over cycle/foot **path**.



**SITE NAME** King Edwards Road/Scholars' Walk bridge, Woodham Ferrers

**NGR** TQ 810977

**EHF** 014e.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** Footpath passes under a **bridge** of brightly painted square-arched brick and girder construction.

**ARCHAEOLOGICAL POTENTIAL** Good

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

**CURRENT STATUS** Maintained as a functional railway/footpath bridge.

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

**GRADE** \*

(Photo Film A22/22DSCF (from south))



**SITE NAME** Ferrers Road (East) bridge, Woodham Ferrers

**NGR** TQ 813977

**EHF** 014f.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** The road crosses over the track by a modern girder red brick-clad **bridge**.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Modern bridge.

**CURRENT STATUS** Maintained as a functional railway/footpath bridge.

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

**GRADE** \*

(Photo Film A25/25DSCF, from east)





**SITE NAME** Ferrers Road (East) culvert, Woodham Ferrers

**NGR** TQ 813977

**EHHER** 014g.

**PARISH** Woodham Ferrers

**SITE DESCRIPTION** 20metres to the E of the Ferrers Road (East) bridge is a **water culvert**, blue engineering brick arch with red brick above.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** .

**CURRENT STATUS** Maintained as a functional culvert under the railway track.

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

**GRADE** \*

(Photo Film A24/24DSCF, from south).



Hogwell crossing, looking west.

**MAP 22.**

**SITE NAME** Level Crossing, Hogwell

**NGR** TQ 825978

**EHER** 015a.

**PARISH** Stow Maries

**SITE DESCRIPTION** Level Crossing metal farm gates protect the lane to Hogwell Farm.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Crossing marked on O.S. map c.1897.

**CURRENT STATUS** Maintained as a functional level crossing of the railway track.

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

**GRADE** \*

(Photo Film A27/27DSCF, looking southwest)



Cottages, Hogwell



“Engineering Sidings” bungalow, Hogwell

**MAP 22.**

**SITE NAME** Railway Cottages, Hogwell.

**NGR** TQ 825978

**EHHER** 015b.

**PARISH** Stow Maries

**SITE DESCRIPTION** Immediately to NW of the Crossing, one pair of **cottages**, two stories, two gables with windows below, front doors to lateral side of ground-floor windows. Built as farm cottages by the railway company, c.1889.

A **well** in the garden to W of the southern cottage gives Hogwell its name where the farm pigs were watered before the track separated it from Hogwell Farm (extant as a private house, now not a farmhouse, TQ824977) to the S. Signal box, sidings (closed 1939) and cattle pen, O.S. map, c.1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Cottages essentially as built c.1888.

**CURRENT STATUS** Now in private occupation. (The southern cottage has “original internal fixtures” while the northern has “been renovated inside”).

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

**GRADE** \*\*

(Photo Film A28/28DSCF, from the crossing gates looking northwest)

**SITE NAME** “Engine Sidings” building, Hogwell

**NGR** TQ 825978

**EHHER** 015c.

**PARISH** Stow Maries

**SITE DESCRIPTION** To the N of the cottages, a single-story brick bungalow with double garages called ‘**Engine Sidings**’ on site of former shed.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** A new building or substantial renovation on site of railway sidings shown on O.S. map c.1897.

**CURRENT STATUS** Now in private occupation.

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

**GRADE** \*

(Photo Film A29/29DSCF2661 looking west)







Little Hayes Farm, Stow Maries, crossing

**MAP** 23.

**SITE NAME** Little Hayes Farm crossing

**NGR** TQ 833977

**EHF** 016.

**PARISH** Stow Maries

**SITE DESCRIPTION** 5-barred metal farm **gates**, on a 4 foot (1.2m) embankment, protect the crossing south of Little Hayes farmhouse.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Crossing of a track shown on O.S. map c.1897.

**CURRENT STATUS** Now on private land.

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

**GRADE** \*

(Photo Film A26/26DSCF, from south)

**017.** A series of **embankments** and **water culverts** takes the track above the level of Stow Creek immediately to its S.

**SITE NAME** Rectory Road Level Crossing, Westwick

**NGR** TQ 847977

**EHF** 018.

**PARISH** North Fambridge

**SITE DESCRIPTION** Metal farm **gates** protect the crossing at S end of a field S of the Old Rectory.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE**

**CURRENT STATUS** Now on private land (not viewed).

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

**GRADE** \*







Fambridge station, looking west

**MAP** 24a, 24b

**SITE DESCRIPTION** Fambridge Station bridge

**NGR** TQ 856977,

**EHF** 019a.

**PARISH** North Fambridge

**SITE DESCRIPTION** Bridge over Fambridge Road to west of platform footbridge, girder construction on brick abutments. Steel footbridge, 1985.

**ARCHAEOLOGICAL POTENTIAL** Good

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

**CURRENT STATUS** Being maintained as a road bridge over functioning railway track.

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

**GRADE** \*

(Photo Film A30/30DSCF looking west).



Fambridge Station looking east



Fambridge Station looking west

**SITE NAME** Fambridge Station

**NGR** TQ 856977

**EHF** 019b.

**PARISH** North Fambridge

**SITE DESCRIPTION** Yellow brick passenger **shelter** (Photo Film B1/P1010001 looking east) on platform S of the double track (which reverts to single either end of the platform). Metal **footbridge** from S crosses over the track to N platform at W end (Photo Film B2/P1010002 looking west).

N platform building, signal box, sidings and cattle pen, O.S. map, c. 1897, not extant.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Station was severely reduced c.1968.

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

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

**GRADE** \*





Railway cottages, Fambridge

**MAP** 24a, 24b

**SITE NAME** Railway cottages, Fambridge (1)

**NGR** TQ 856977

**EHER** 019c.

**PARISH** North Fambridge

**SITE DESCRIPTION** 2 pairs of **cottages** on S side of Station Approach road, (inserted newer houses between them, and to W and to E), two stories, double gables with windows below, canopied front door lateral to downstairs windows.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Cottages essentially as built c.1888.

**CURRENT STATUS** Now in private occupation.

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

**GRADE** \*

(Photo Films A32/32DSCF and A34/34DSCF looking southeast)







Railway cottages, Fambridge

**SITE NAME** Railway cottages, Fambridge (2)

**NGR** TQ 856977

**EH** 019d.

**PARISH** North Fambridge

**SITE DESCRIPTION** One pair of **cottages** similar design on SE corner of Station Approach, with half-hipped roof, red brick, upper storey rendered, central chimney stack.

Newly constructed cottage in angle between Station Approach and Fambridge Road bridge (Photo Film A33 looking west) on site of former 19th century cottage.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Original cottages essentially as built c.1888.

**CURRENT STATUS** Now in private occupation.

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

**GRADE** \*

(Photo Film A36/36DSCF looking southeast)

**SITE NAME** Wild Farm bridge, North Fambridge

**NGR** TQ 864978

**EH** 020.

**PARISH** North Fambridge

**SITE DESCRIPTION** A series of flood drains is crossed by a 4-arched brick viaduct bridge, (illustrated in Swindale, 1981, page 30) and culverts (south of Wild Farm, not viewed) to an embankment.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Probably the bridge essentially as built c.1888.

**CURRENT STATUS** Now on private land (not viewed).

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

**GRADE** \*\*







Uleham's Farm bridge



Uleham's Farm



St Michael's church, Latchingdon

#### MAP 25.

**SITE NAME** Uleham's Farm bridge

**NGR** TQ 876978

**EH** 021.

**PARISH** Latchingdon

**SITE DESCRIPTION** Bridge of girder construction on blue brick abutments in engineering bond, metal post balustrades, takes the track over the Uleham's Farm lane.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Probably the bridge piers essentially as built c.1888.

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

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

**GRADE** \*

(Photo Film B3/P1010003, and B4/P1010004 from south)

**SITE NAME** St Michael's church, Lower Burnham Road

**NGR** TQ 888988

**EH** 13503

**PARISH** Latchingdon

**SITE DESCRIPTION** Nave and south porch, 14th century, of former parish church one mile south of Christ Church.. Kentish ragstone and brick.

**ARCHAEOLOGICAL SIGNIFICANCE** Good

**CURRENT STATUS** Residential since c.1976

**RECOMMENDED ACTION** Maintain present listing

**GRADE** \*\*

The track continues E on alternating **embankments** and slight **cuttings**.



Althorne Station, looking west.



Althorne Station, looking east

**MAP** 26

**SITE NAME** Althorne Station

**NGR** TQ 905979

**EHER** 022a. (40543)

**PARISH** Althorne

**SITE DESCRIPTION** Station platform on N side of track (Photo A39/DSCF2671, looking east). Small brick passenger shelter (Photo Film A40/DSCF2672, looking west).

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** The lamp room served as the surviving passenger shelter after the demolition of the remaining buildings c.1968. Station Master's house, station buildings, signal box, cattle pen and sidings, O.S. map, c.1897, not extant.

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

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

**GRADE** \*





Railway cottages, Althorne.

**MAP** 26.

**SITE NAME** Railway cottages, Althorne (1).

**NGR** TQ 906979

**EHHER** 022b.

**PARISH** Althorne

**SITE DESCRIPTION** One pair of two-storied **cottages** facing W on E side of Station Road next to and N of crossing has two front gables, with windows below, central chimney stack, half-hipped roof.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Essentially the cottages built *c.* 1889.

**CURRENT STATUS** Now in private occupation.

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

**GRADE** \*

(Photo Film A41/DSCF2673, from west).

**SITE NAME** Railway cottages, Althorne (2).

**NGR** TQ 906979

**EHHER** 022c.

**PARISH** Althorne

**SITE DESCRIPTION** One pair of similar **cottages** further N has two front gables, external chimney stack on S side.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Essentially the cottages built *c.* 1889.

**CURRENT STATUS** Now in private occupation.

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

**GRADE** \*

(Photo Film A42/DSCF2674 looking northeast).





L-shaped house, Althorne



**MAP** 26.

**SITE NAME** L-shaped house, Althorne

**NGR** TQ 905979

**EHER** 022d.

**PARISH** Althorne

**SITE DESCRIPTION** L-shaped two-storied house on angle between Station Road and station car park facing E has one gable on S side with window below, one on E side with window below, 2 stacks.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** House built on site of former cottage shown on O.S. map c.1897.

**CURRENT STATUS** Now in private occupation.

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

**GRADE** \*

(Photos Film A43/DSCF2675 from south, A44/DSCF2676 from southeast)



Ungated level crossing east of Althorne station, looking east

**MAP** 26

**SITE NAME** Althorne Station Level Crossing

**NGR** TQ 905979

**EHER** 022a. (40543)

**PARISH** Althorne

**SITE DESCRIPTION** Non-gated level crossing at E end of platform at Station Road. (Photo DSCF2677 looking east)

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE**

**CURRENT STATUS** Being maintained as a functioning crossing.

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

**GRADE** \*





Stoke's Hall Farm crossing, looking south to River Crouch.



Stokes Hall Farm, looking north from railway crossing.

**MAP 27.**

**SITE NAME** Stokes Hall Farm crossing

**NGR** TQ 917974

**EH** 023.

**PARISH** Althorne

**SITE DESCRIPTION** Level crossing on low embankment. Track protected by metal farm gates. 'Farm' now also a small light industry. (Film B10/ P1010010 from south).

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Track led to a 'hard' on the River Crouch to which railway building materials were delivered by barge in 1888/9.

**CURRENT STATUS** Now in private occupation.

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

**GRADE** \*

(Photos Film A46/DSCF2678 from north, and Film B9/P1010009 from north to R. Crouch)









River Crouch ferry, Creeksea Place.

**MAP** 27, 28a.

**SITE NAME** Creeksea Place Lodge bridge

**NGR** TQ 933965

**EHER** 024

**PARISH** Creeksea

**SITE DESCRIPTION** Bridge takes the line on a high embankment over Ferry Road. Bridge of girder construction on blue engineering brick abutments.

**ARCHAEOLOGICAL POTENTIAL** Good

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

**CURRENT STATUS** Siding and weigh offices, O.S., c.1897, not extant, but widened embankment to NW of the bridge which accommodated them remains.

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

**GRADE** \*

(Photos Film A48, A49/DSCF2680 and -81 from south)



Burnham station



Burnham station, looking east





Church Road bridge from Burnham station

**MAP** 28b, 28c

**SITE NAME** Burnham Station

**NGR** TQ 948965

**EHF** 025a. (40547)

**PARISH** Burnham

**SITE DESCRIPTION** Two storied brick and gabled **Station Master's house** to S of track, 4 chimney stacks, canopied platform adjoining, built c.1889. South 'Up' platform canopy, c.1889

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Booking Office pavilion demolished c.1968. Station structures reduced c.1968.

**CURRENT STATUS** N platform disused, lattice-sided footbridge, signal box, sidings, cattle pens and double track, O.S. map, c.1897, not extant. Industrial brick buildings to W of station, on site of former Goods Shed, O.S. map, c.1897.

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

**GRADE** \*

(Photos Film A50/DSCF2682 from southwest, A51/DSCF2683 from west).

**SITE NAME** Church Road bridge, Burnham

**NGR** TQ 949965

**EHF** 025b.

**PARISH** Burnham

**SITE DESCRIPTION** Blue brick **bridge**, girder construction, with brick balustrades and lateral capstones, carries Church Road over the track at E end of platform.

**ARCHAEOLOGICAL POTENTIAL** Good

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

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

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

**GRADE** \*

(Photo Film A52/DSCF2684 from west)





Site of former railway cottages, Burnham



Railway Hotel, Burnham

**SITE NAME** Railway cottages, Burnham

**NGR** TQ 948964

**EH** 025d.

**PARISH** Burnham

**SITE DESCRIPTION** Site of cottages S of station now occupied by new-built shops and stores.

**ARCHAEOLOGICAL POTENTIAL** Poor

**SITE SIGNIFICANCE** Two pairs of cottages shown on O.S. map *c.* 1897.

**CURRENT STATUS** Not extant.

**RECOMMENDED ACTION** None.

**GRADE** 0

(Photo Film A53/DSCF2685 from station looking south).

**MAP** 28b, 28c

**SITE NAME** 'The Railway' hotel, Burnham

**NGR** TQ 949964

**EH** 025c.

**PARISH** Burnham

**SITE DESCRIPTION** At SE corner of Station Road/Devonshire Road (formerly Gravel Lane) 150 yards SE of station, hotel, red brick, two stories with gable dormer windows, as illustrated.

**ARCHAEOLOGICAL POTENTIAL** Good

**SITE SIGNIFICANCE** Hotel of a similar footprint shown in O.S. map *c.* 1897.

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

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

**GRADE** \*

(Photo Film A54/DSCF2686 from northwest).



Marsh Road bridge, Burnham, from west



The single track now assumes a northerly direction passing under

**MAP** 29a.

**SITE NAME** Marsh Road bridge, Burnham

**NGR** TQ 964959.

**EH** 026.

**PARISH** Burnham

**SITE DESCRIPTION** Blue engineering brick **bridge** takes the elevated lane over the track.

**ARCHAEOLOGICAL POTENTIAL** Good.

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

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

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

**GRADE** \*

(Photo Film A55/DSCF2687 from west)

**MAP** 29a

**SITE NAME** Pannel's Brook culvert.

**NGR** TQ 956972

**EH** 027.

**PARISH** Burnham

**SITE DESCRIPTION** An embankment and culvert take the track over **Pannel's Brook**.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Culvert probably as built c.1888.

**CURRENT STATUS** Maintained as a railway culvert. On private land (Not viewed).

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

**GRADE** \*

**SITE NAME** Stoneyhills Level Crossing

**NGR** TQ 957976

**EH** 028.

**PARISH** Burnham

**SITE DESCRIPTION** Path E of **Stoneyhills** is protected by a level crossing (not viewed).

**ARCHAEOLOGICAL POTENTIAL** Good.

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

**CURRENT STATUS** Maintained as a railway crossing.

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

**GRADE** \*



Station Master's house, Southminster

**MAP** 30a, 30b

**SITE NAME** Station Master's House, Southminster Station

**NGR** TQ 962996

**EHER** 029a.

**PARISH** Southminster

**SITE DESCRIPTION** **Station Master's house** to W of the track, two stories, two unequal gables to S with windows below, the western one small and eccentric, one gable to W with exposed display timbers beneath, 2 upper and 2 lower windows to W, (the shutters painted a rather striking bright blue), 2 chimney stacks, *c.*1889.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Station buildings reduced from that shown in O.S. map *c.*1897. The Booking Office to the S of the Station Master's House was demolished *c.*1968.

**CURRENT STATUS** Maintained as a railway station terminus building.

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

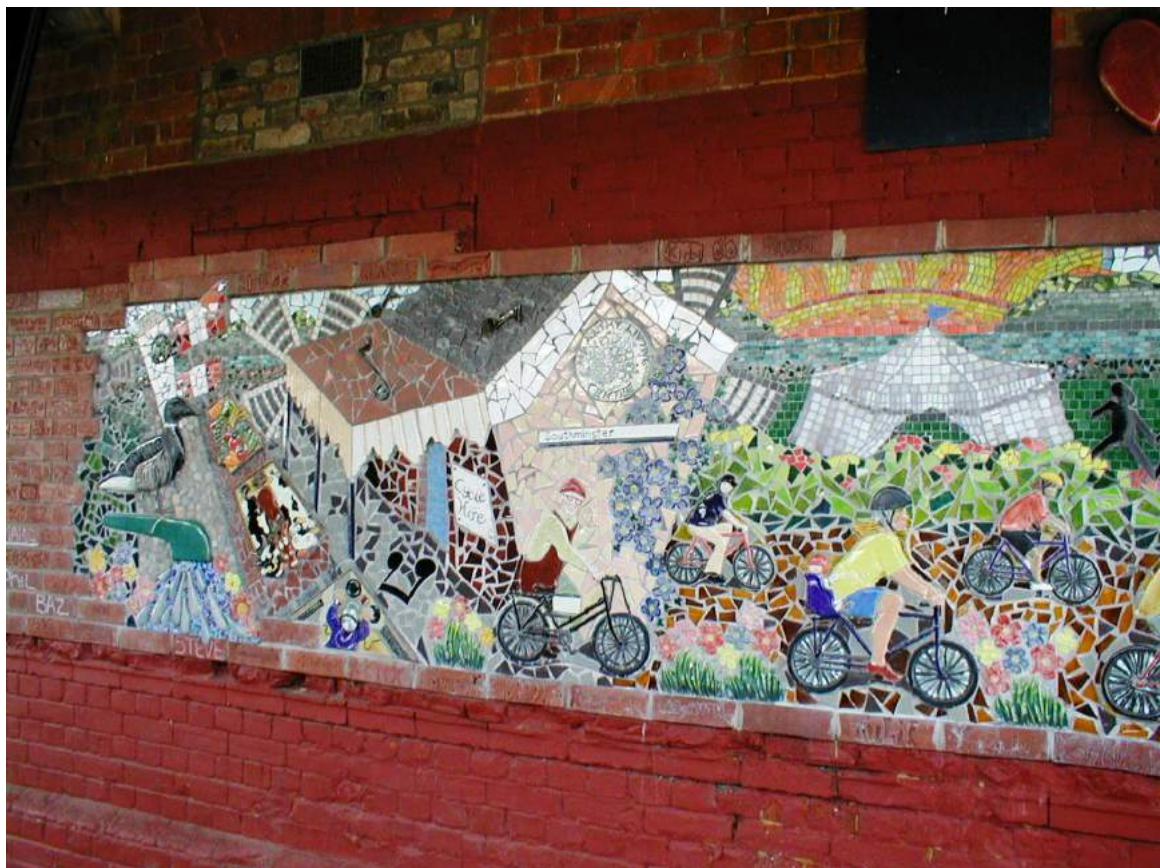
**GRADE** \*

(Films B17/P1010017 from south, B21/P1010021 from southwest)





Southminster station, looking south. (Note mosaic on wall to right).



Mosaic mural, Southminster station platform

**MAP** 30a, 30b.

**SITE NAME** Southminster Station and platform.

**NGR** TQ 962996

**EHHER** 029b. (40545)

**PARISH** Southminster

**SITE DESCRIPTION** **Platform** on W of track, canopies c.1889. Buffers at N end of platform immediately S of Hall Road (Photos Film B18/P1010018 looking north towards buffers, B19/P1010019 looking south - lighten before printing). The station platform has a modern **mural** facing the track (Photo B20/P1010020).

Car park W and S of station.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Station buildings reduced from that shown in O.S. map c.1897. Goods shed, signal box, turntable, locomotive shed, cattle pens and sidings, O.S. map, c.1897, not extant. Former cottage to W of station, O.S. map, c.1897, not extant (replaced by new flats of Tattersalls Chase). A 'Nuclear Flask' is kept (in a locked compound) in the goods yard.

**CURRENT STATUS** Maintained as a railway station terminus.

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

**GRADE** \*





End of the line, Southminster, looking north



Railway cottages, Southminster



**MAP** 30a, 30b

**SITE NAME** Railway Cottages, Southminster

**NGR** TQ 963996

**EHER** 029c.

**PARISH** Southminster

**SITE DESCRIPTION** 2 pairs of red brick **cottages** on S side of Hall Road, 200 yards E of station (facing N), two stories, each having two gables with windows below on first and ground floor, *c.*1889.

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Cottages essentially as built *c.*1888.

**CURRENT STATUS** Now in private occupation.

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

**GRADE** \*

(Photo Film B22/P1010022 from north)

**Malthouse** O.S. map 1897 (MAP 30a), and **Railway Hotel**, O.S. map 1924 (MAP 30b, c) not extant, now replaced by crescent "The Maltings"





St. Leonards church, Southminster, from south.

**MAP** 30, 30b

**SITE NAME** St. Leonards church, Southminster

**NGR** TQ 997958

**EHER** 11249.

**PARISH** Southminster

**SITE DESCRIPTION** Possible site of Saxon minster church (south of St. Cedd's minster at Bradell-juxta-mare).

**ARCHAEOLOGICAL POTENTIAL** Good.

**SITE SIGNIFICANCE** Norman south doorway. 15th century west tower on a 12th century base. Chancel rebuilt and nave re-heightened c.1819. At Domesday, 1086, 30 hides held by the bishop of London.

**CURRENT STATUS** Church

**RECOMMENDED ACTION** Maintain current listing.

**GRADE** \*\*\*





## 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:

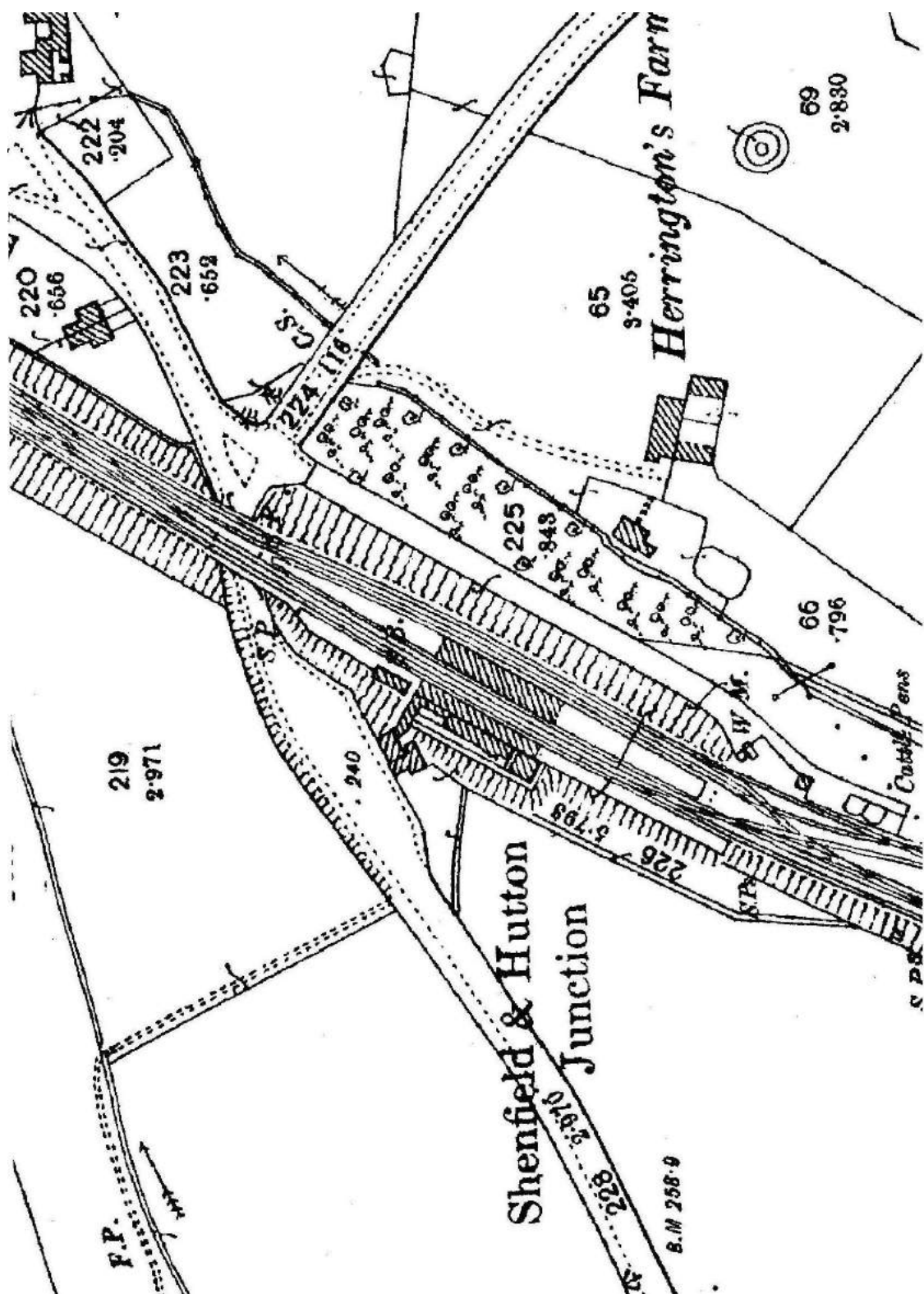
Maldon East Goods Shed  
Maldon West Goods Shed  
Station Master's House at Langford  
Station Master's House and platform at Wickham Bishops  
Two Cottages at Shenfield, Nos 2/4 and 6/8 Rayleigh Road



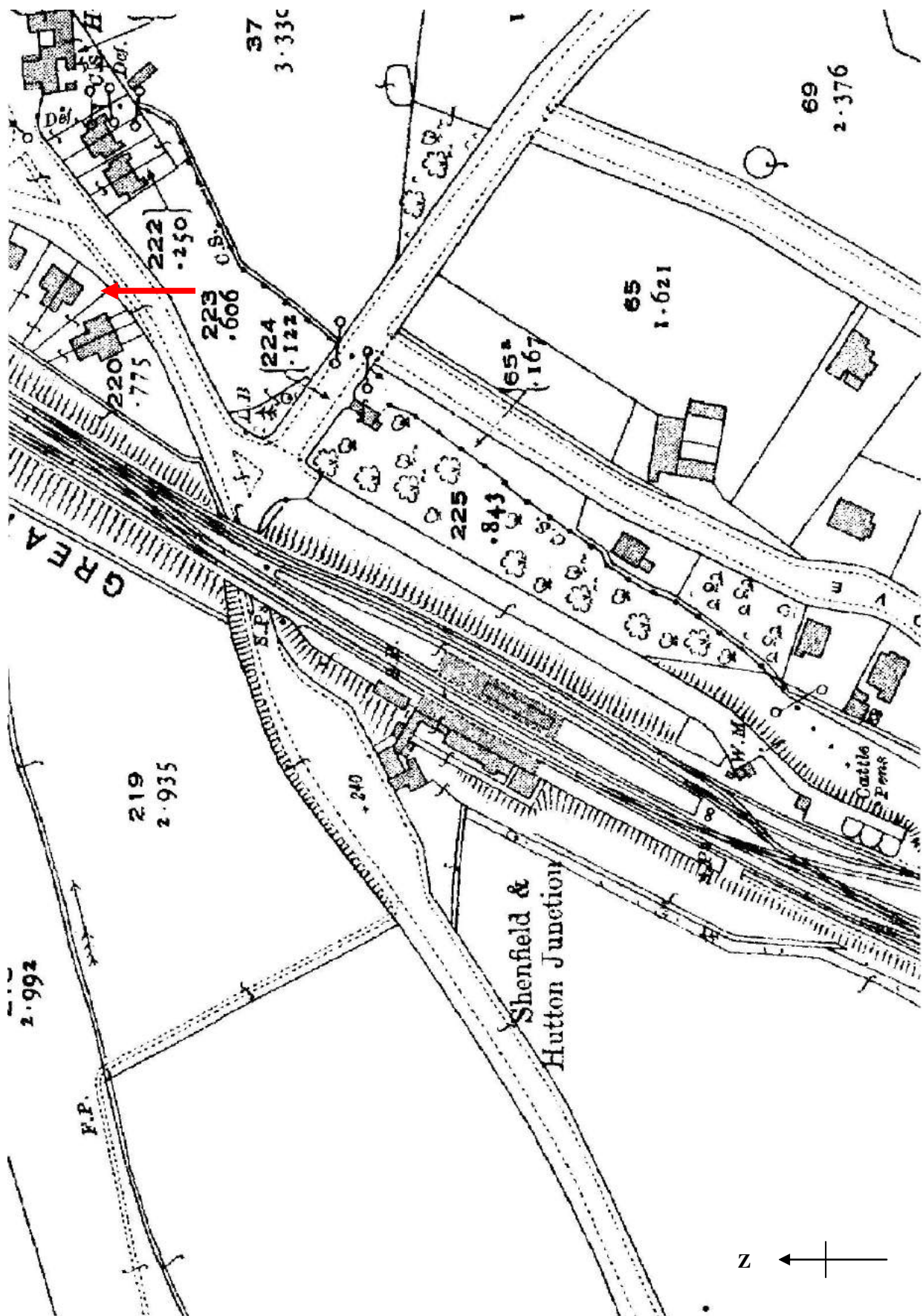


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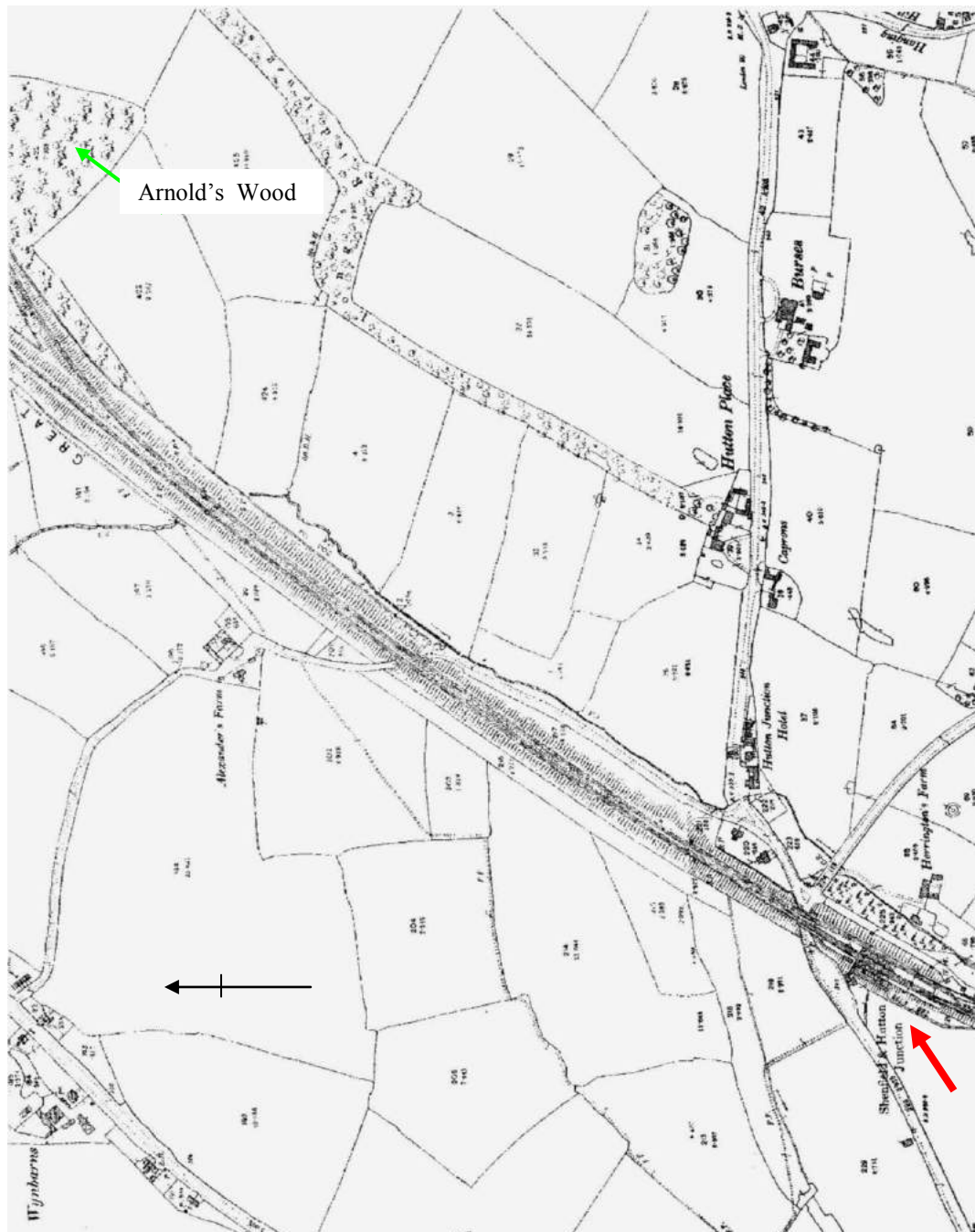


MAP 9a. Shenfield Station, c.1897.

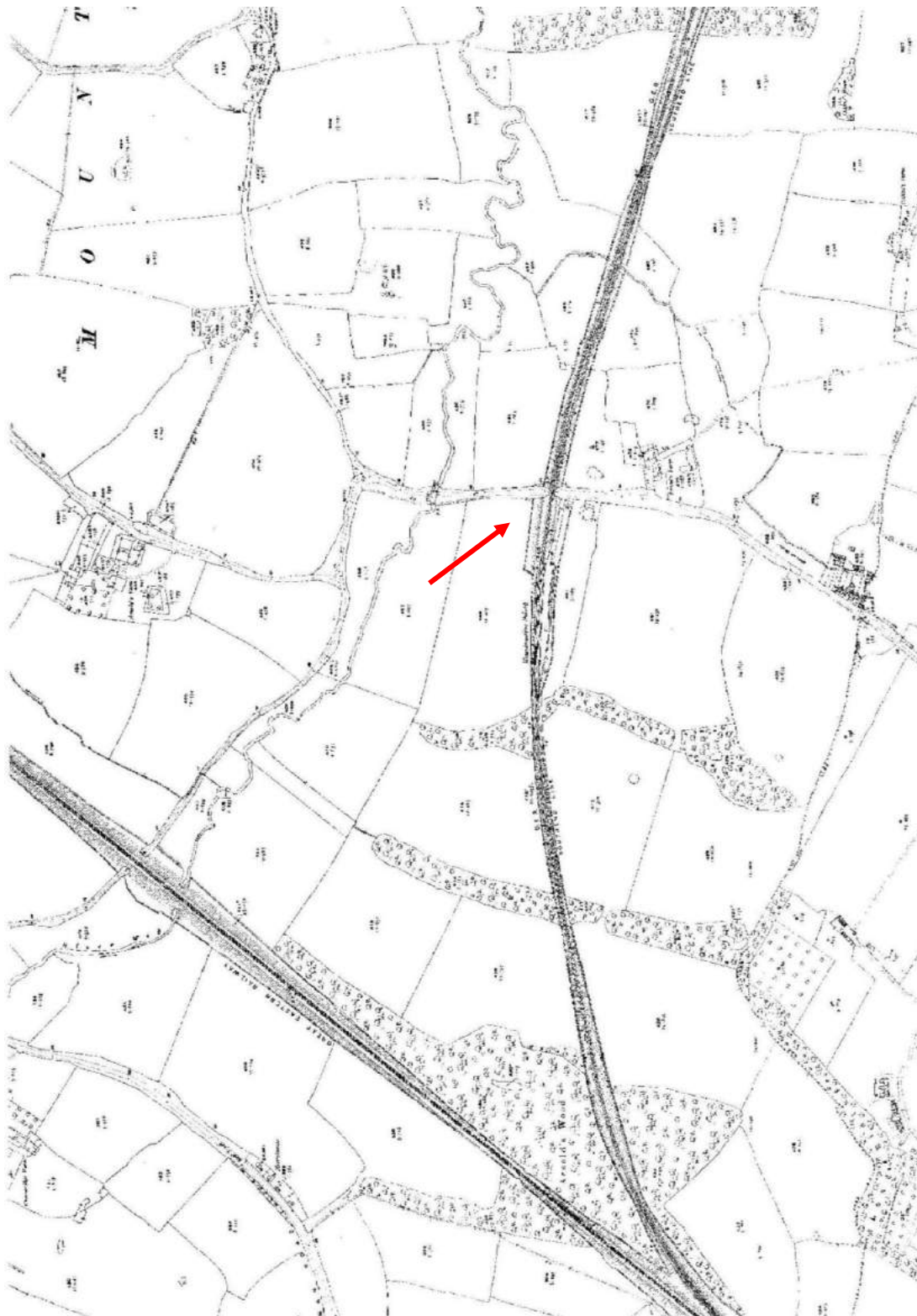


MAP 9b. Shenfield station, c.1924. (Note railway cottages, top right).

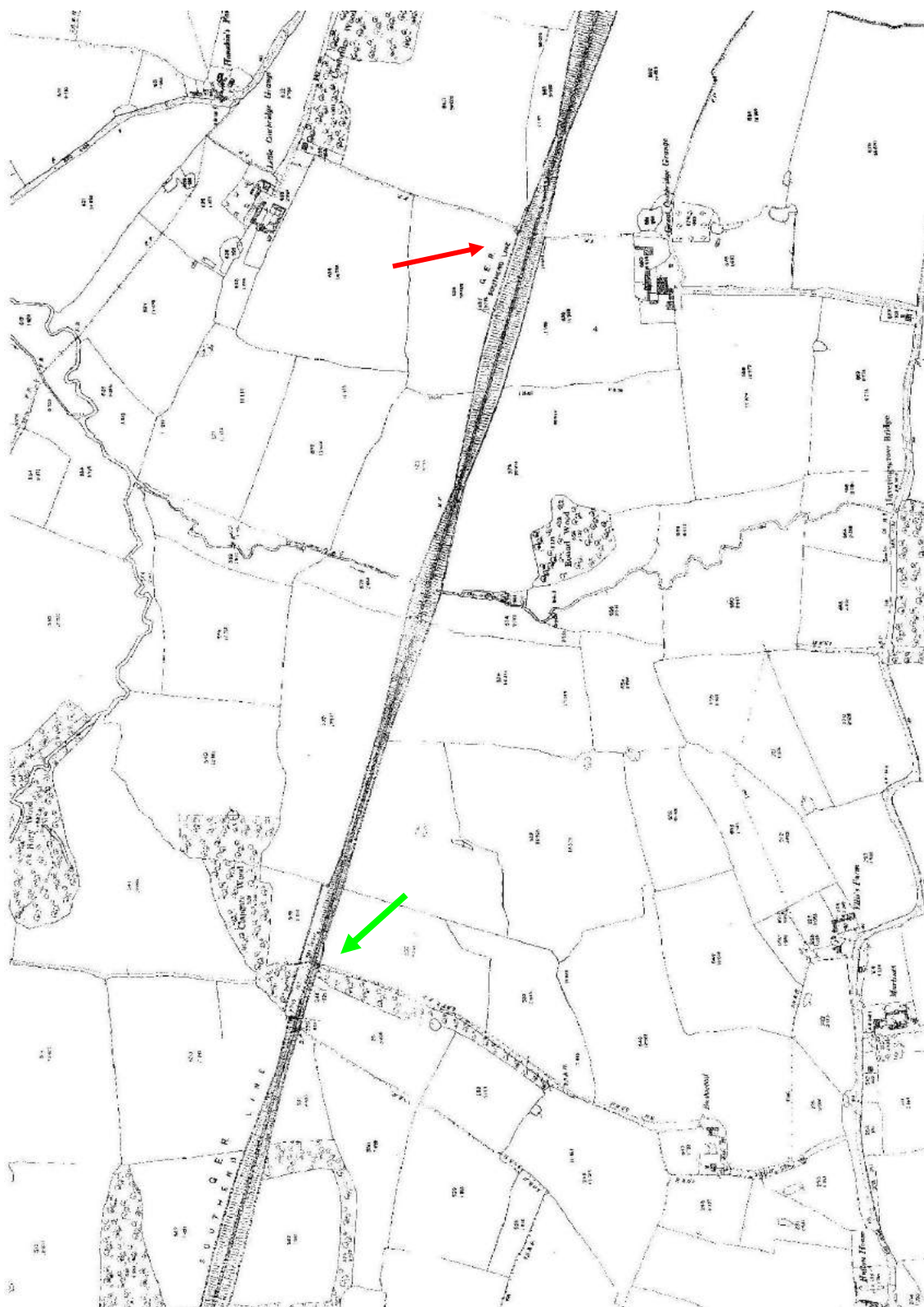




**MAP 10.** North of **Shenfield & Hutton Junction** (bottom left), the Southminster branch diverged from the Colchester line east north east through Arnold's Wood. c.1897.



**MAP 11.** Wash Road, Mountnessing, bridge and siding (red arrow), c.1924.

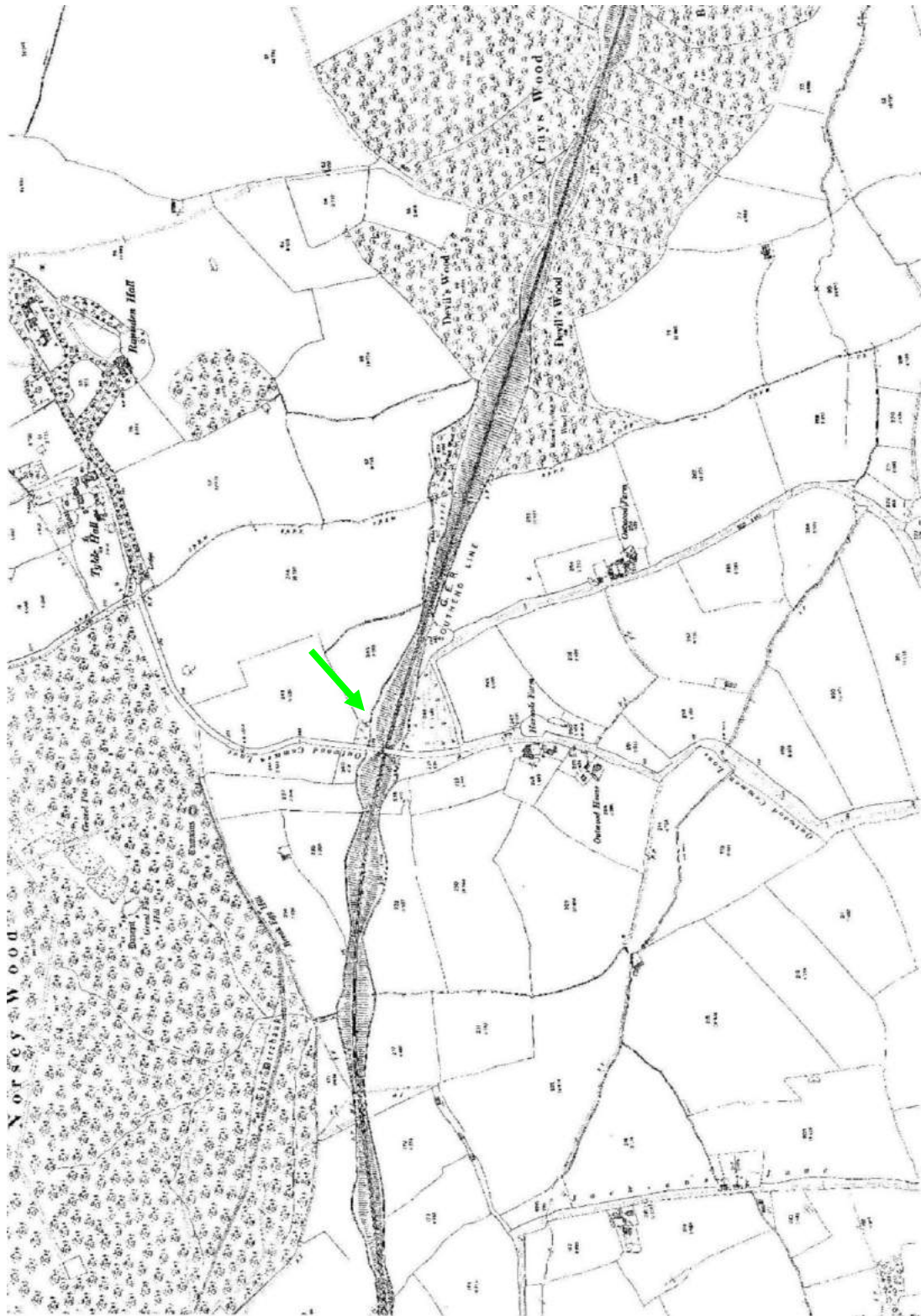


MAP 12. Clapgate Wood (green) and Cowbridge (red) crossings, c.1924.



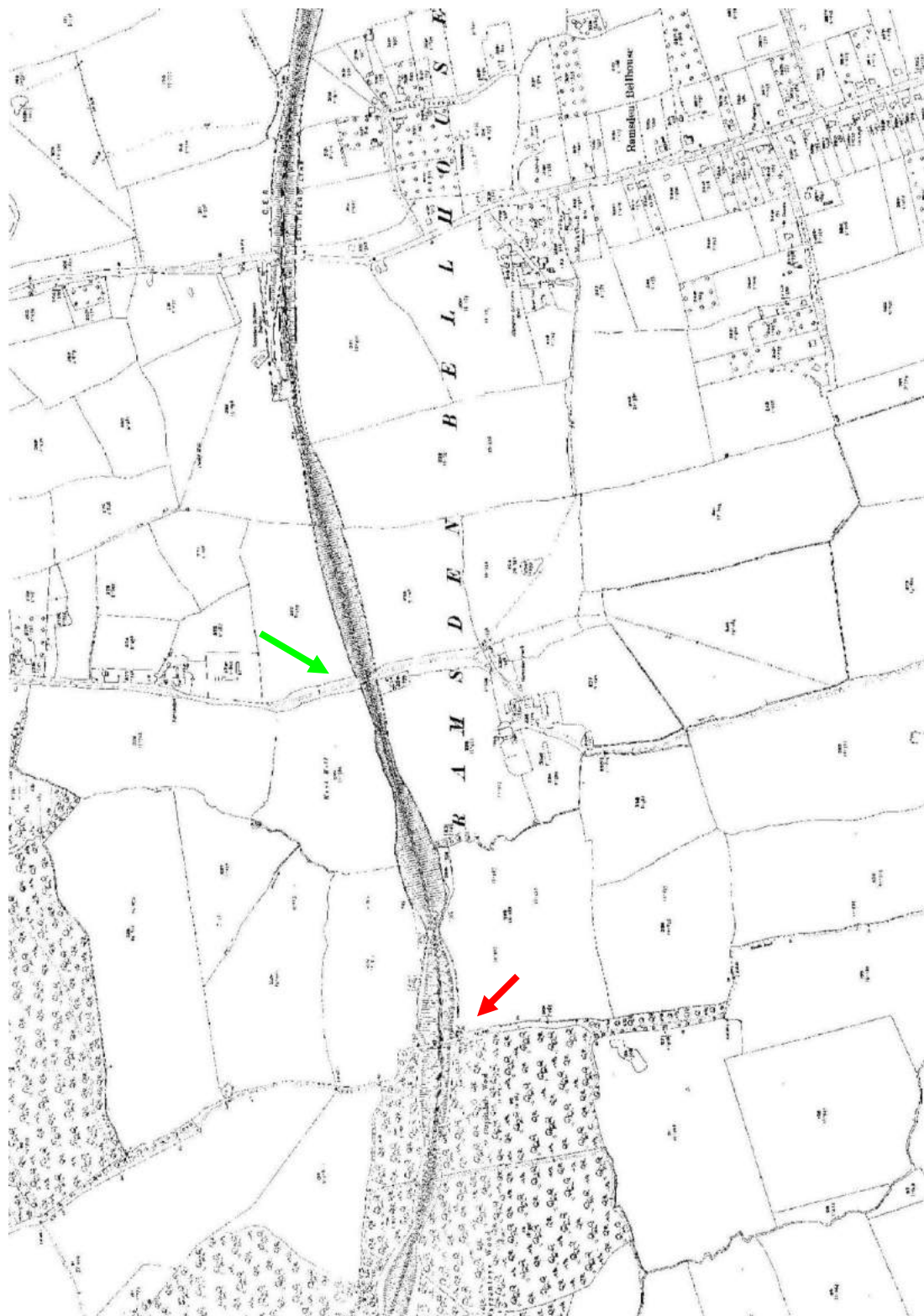




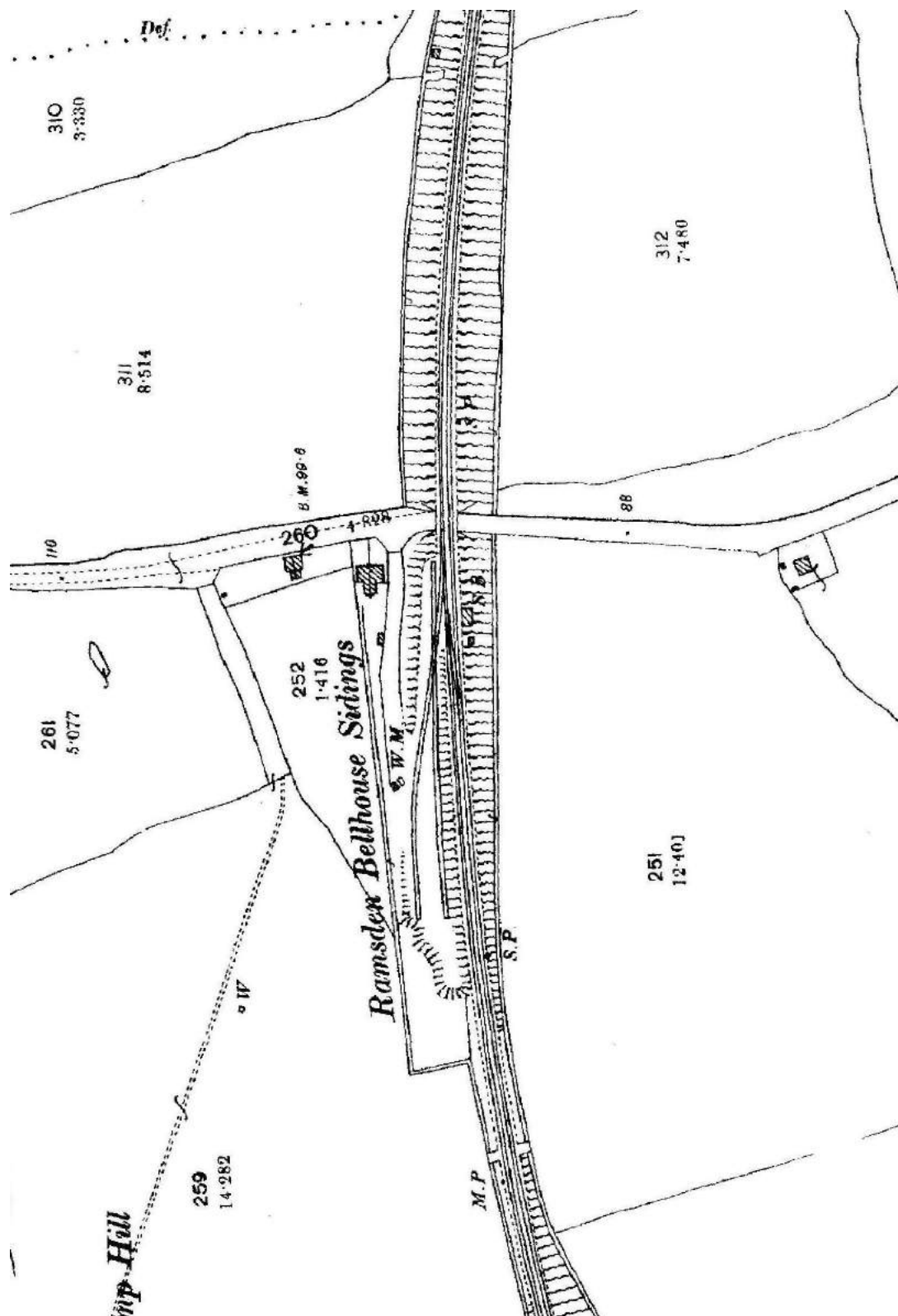


MAP 14. Outwood Common bridge, c.1924.

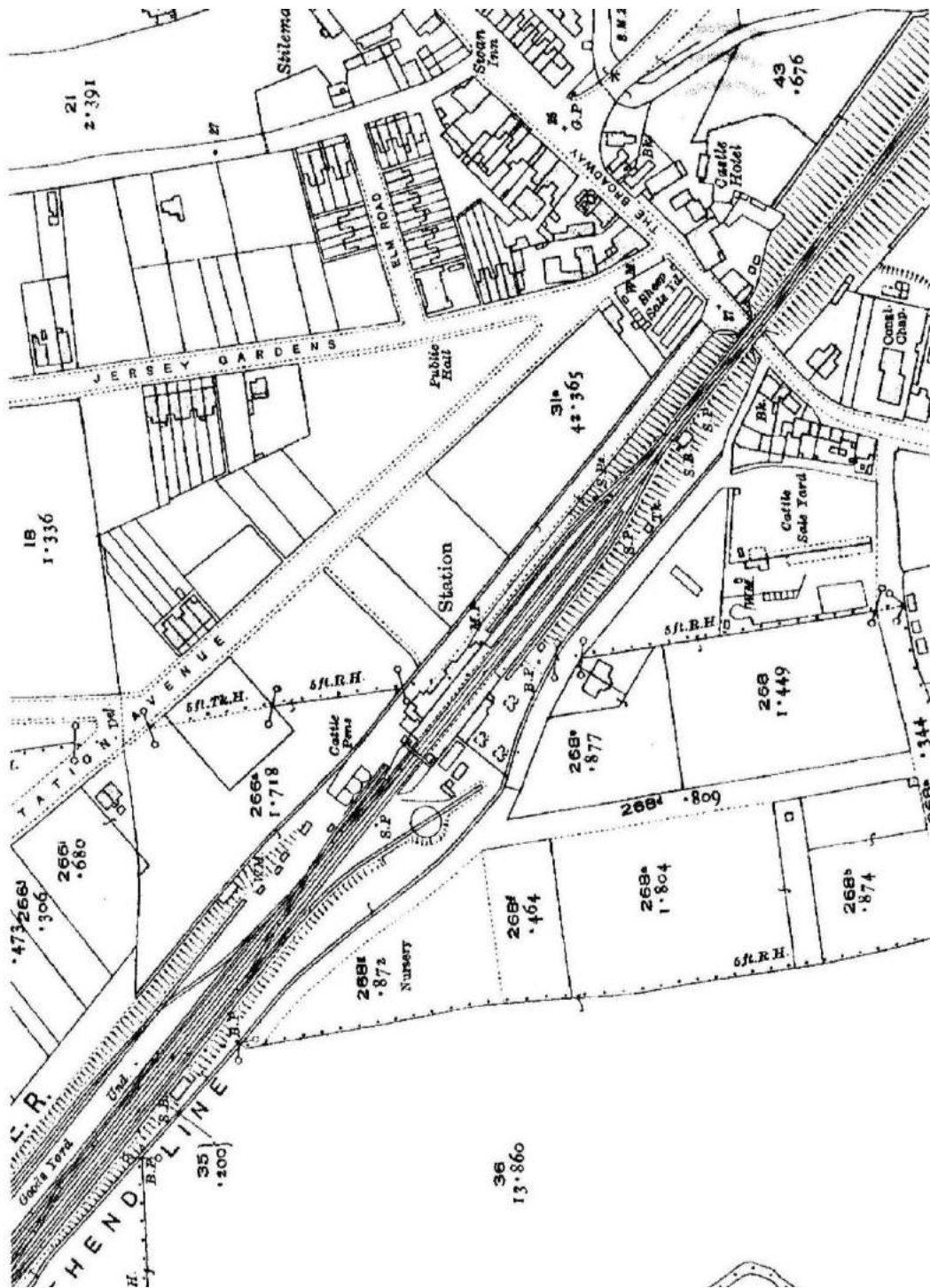




**MAP 15a.** Clayspitshills bridge (red), and Park Lane bridges (green), c.1897.

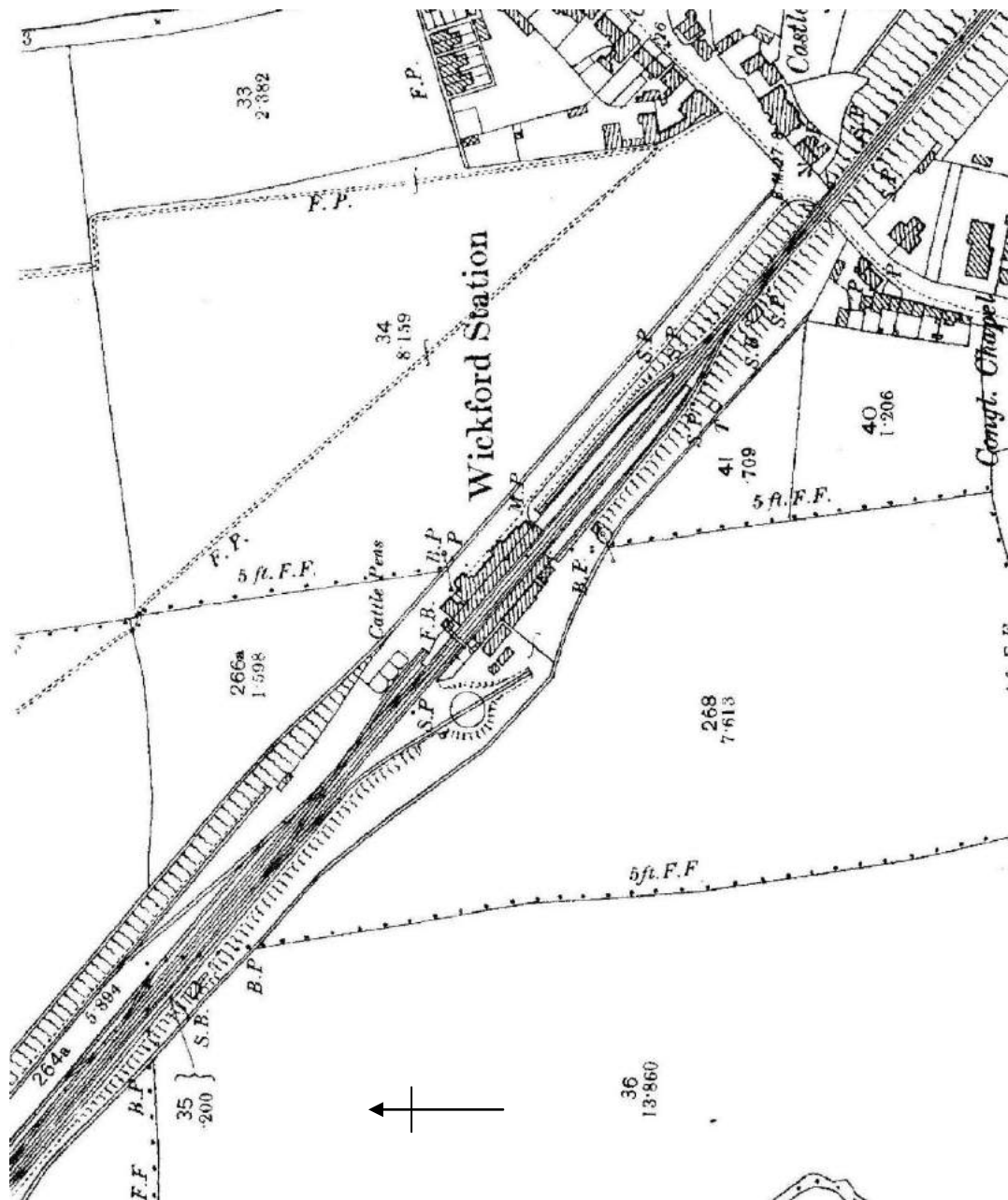


MAP 15b. Church Road and cottages, Ramsden Bellhouse, c.1924.

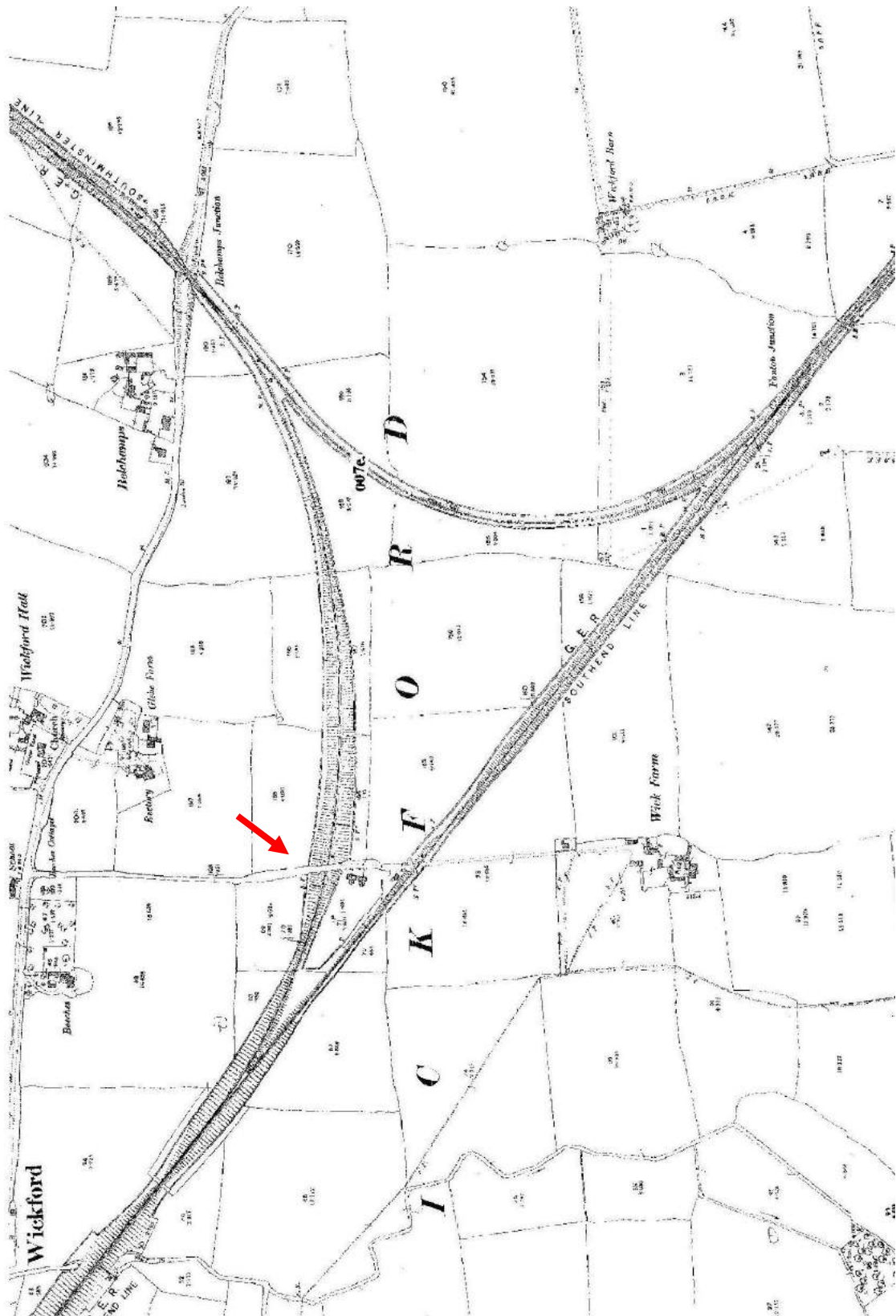


MAP 16a. Wickford station, c. 1897.

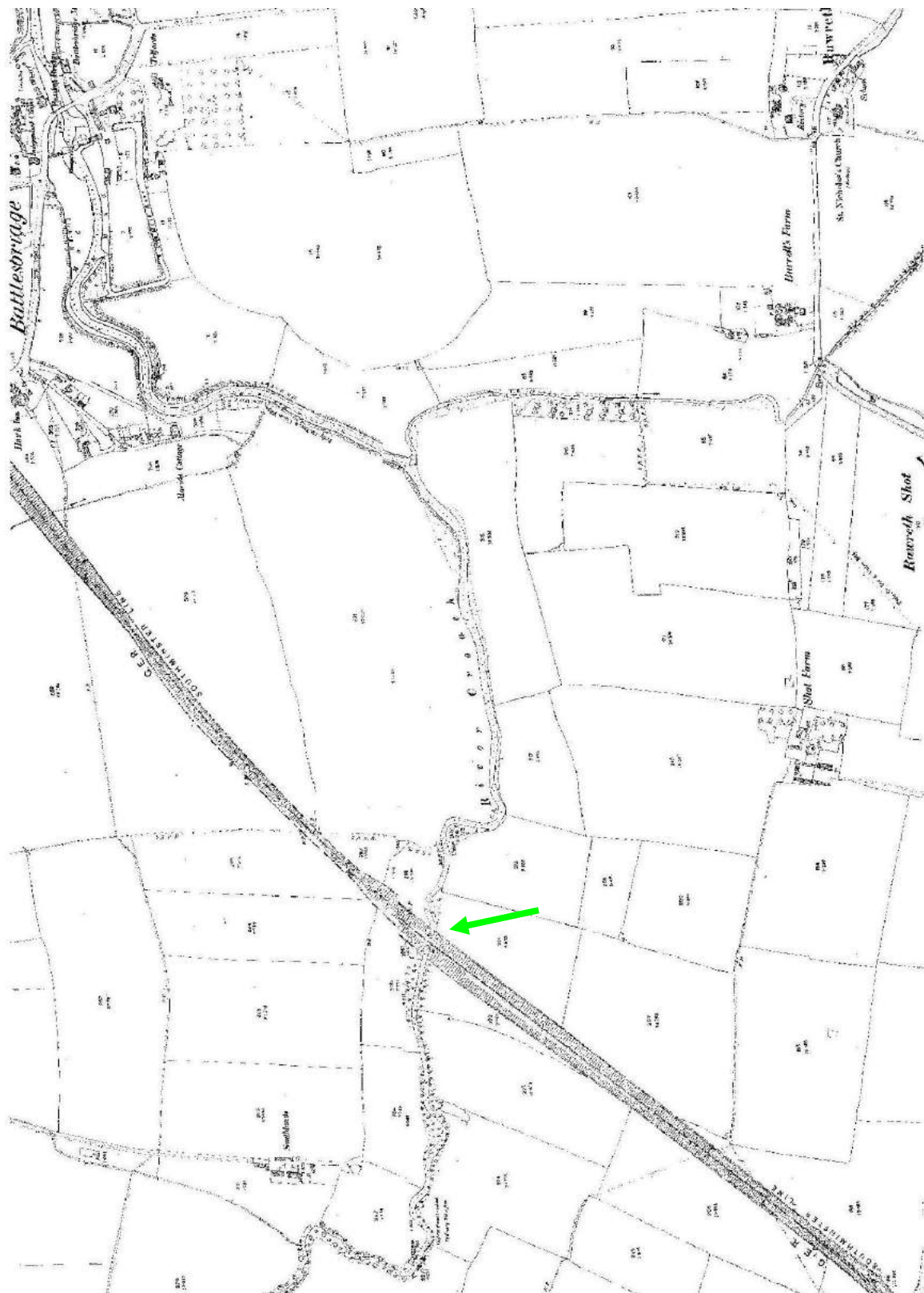




MAP 16b. Wickford Station, c.1924.

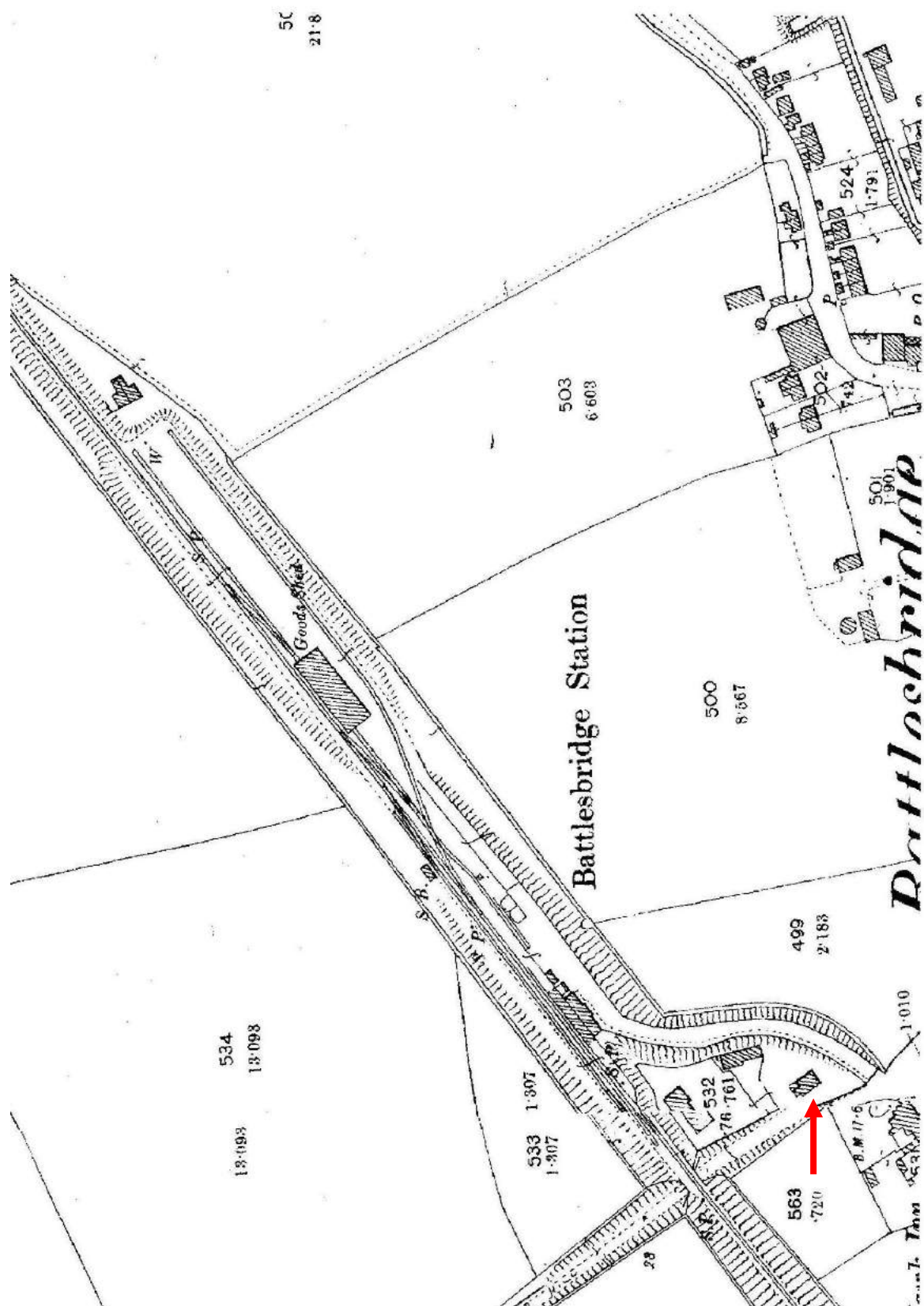


MAP 17. The Wickford Curves and Wick Lane bridge (red), c.1897.

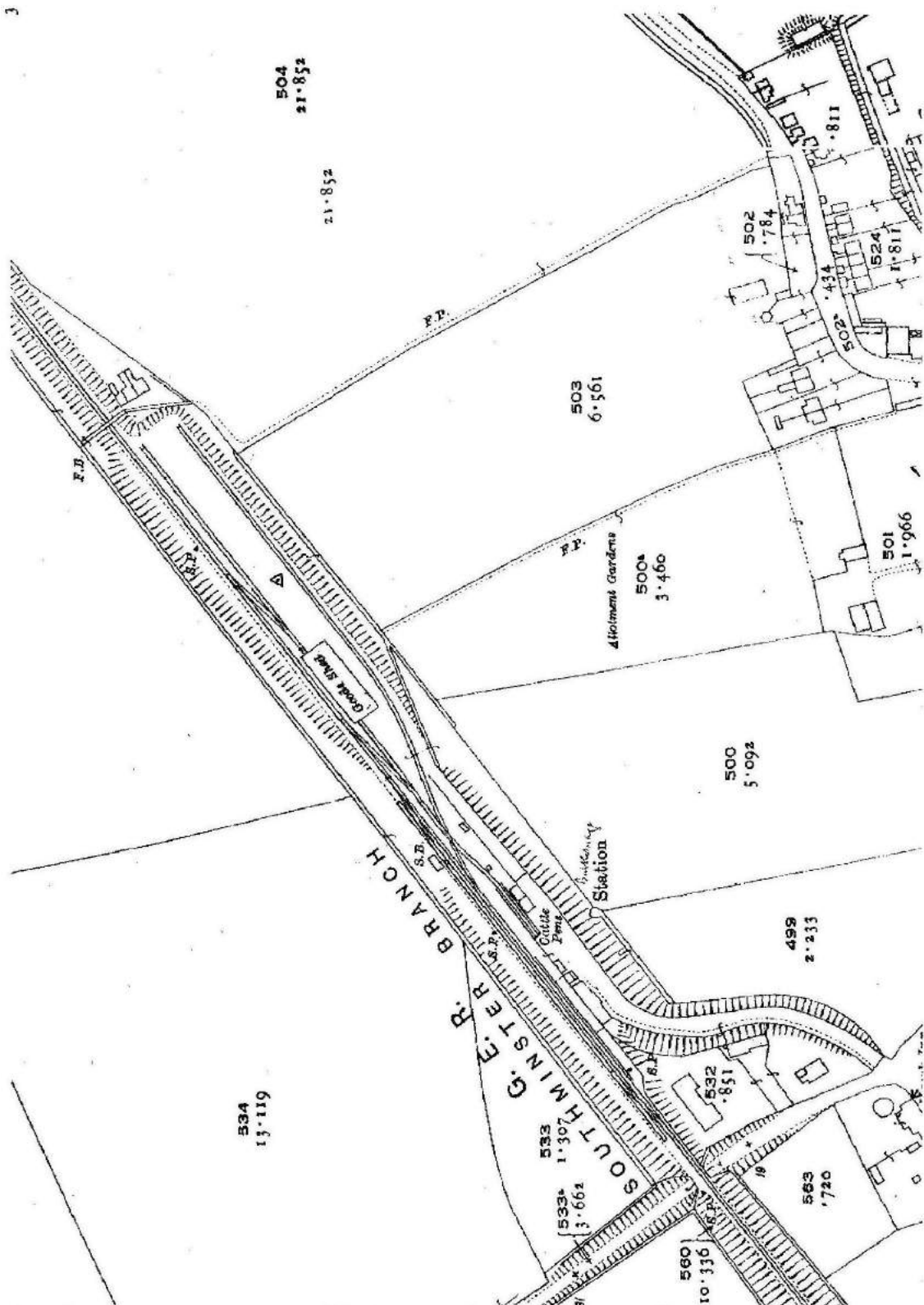


MAP 18. River Crouch crossing SE of Shortlands Farm, Wickford, c.1897.

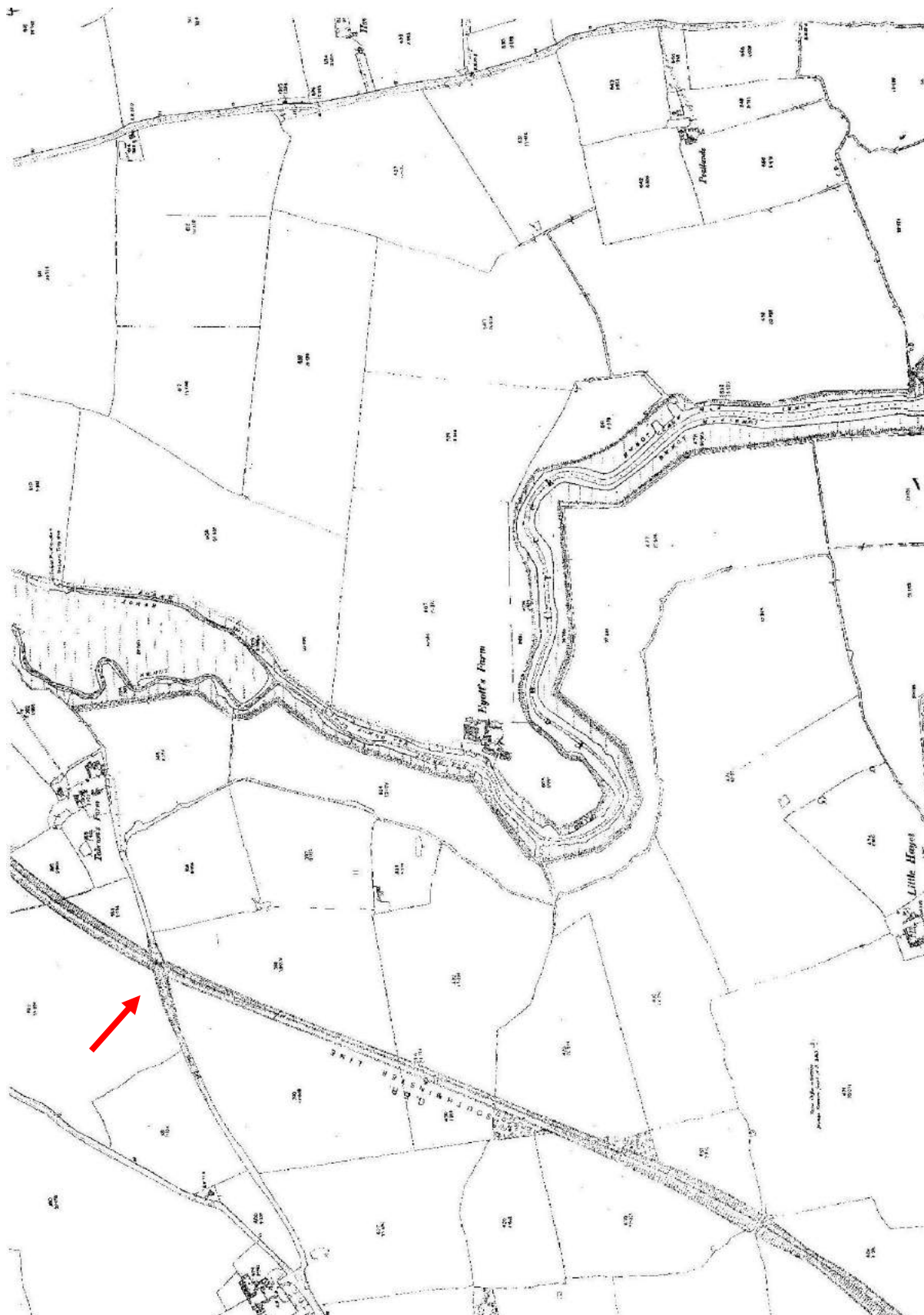




MAP 19a. Battlesbridge, showing Station Master's house (red), c. 1897.

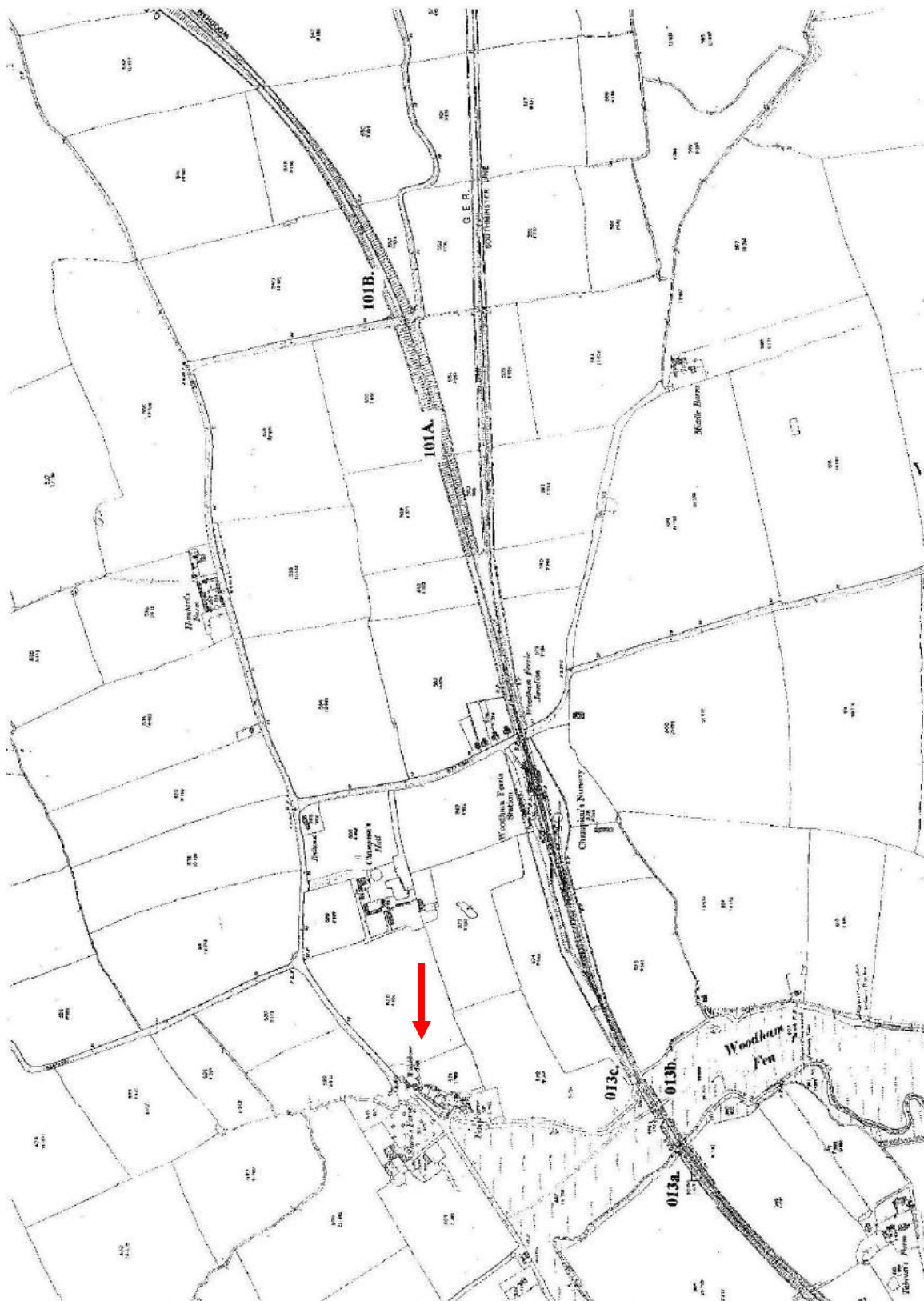


MAP 19b. Battlesbridge, c.1924

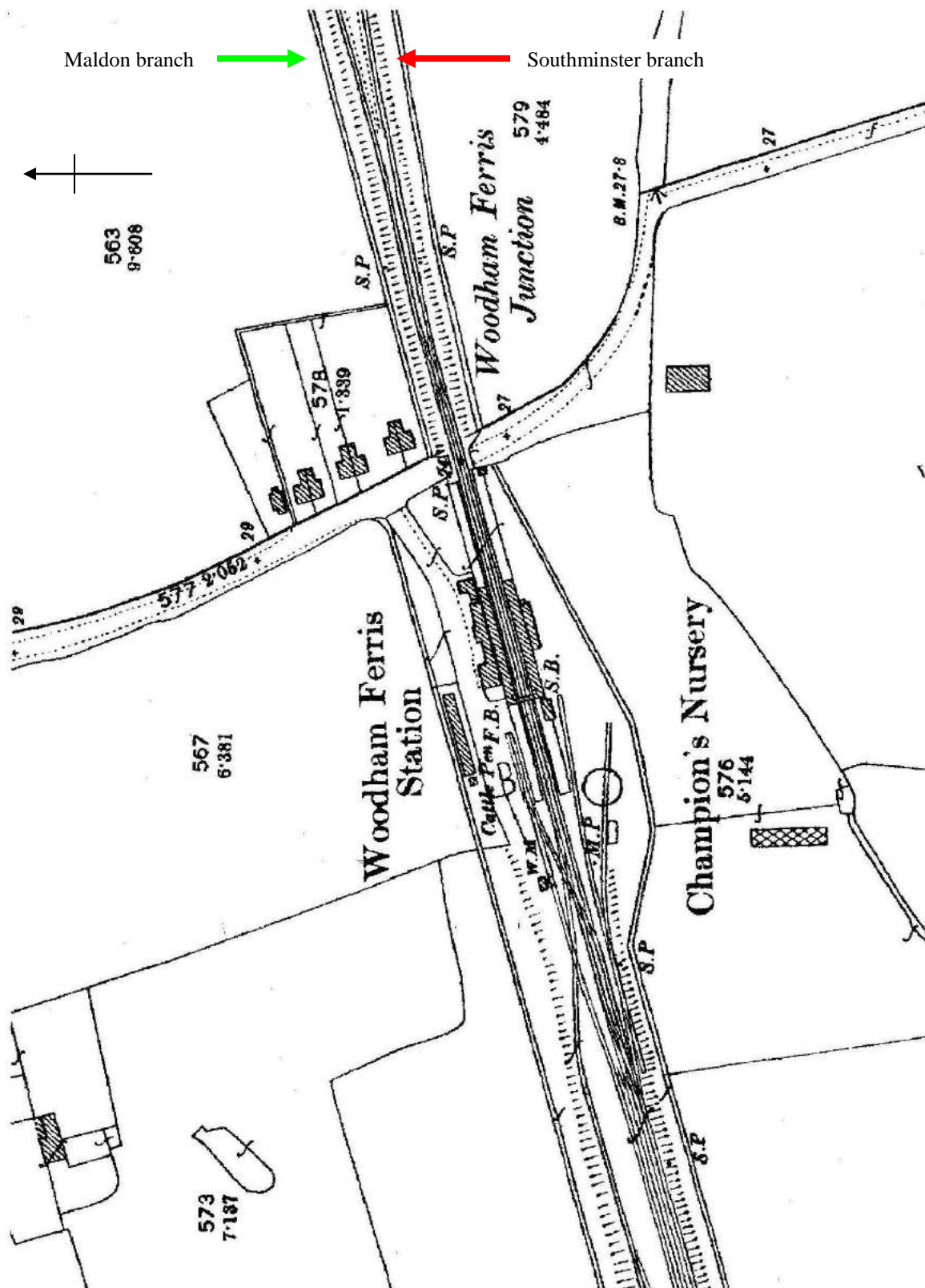


**MAP 20.** Tabrum's Farm bridge, c.1897.

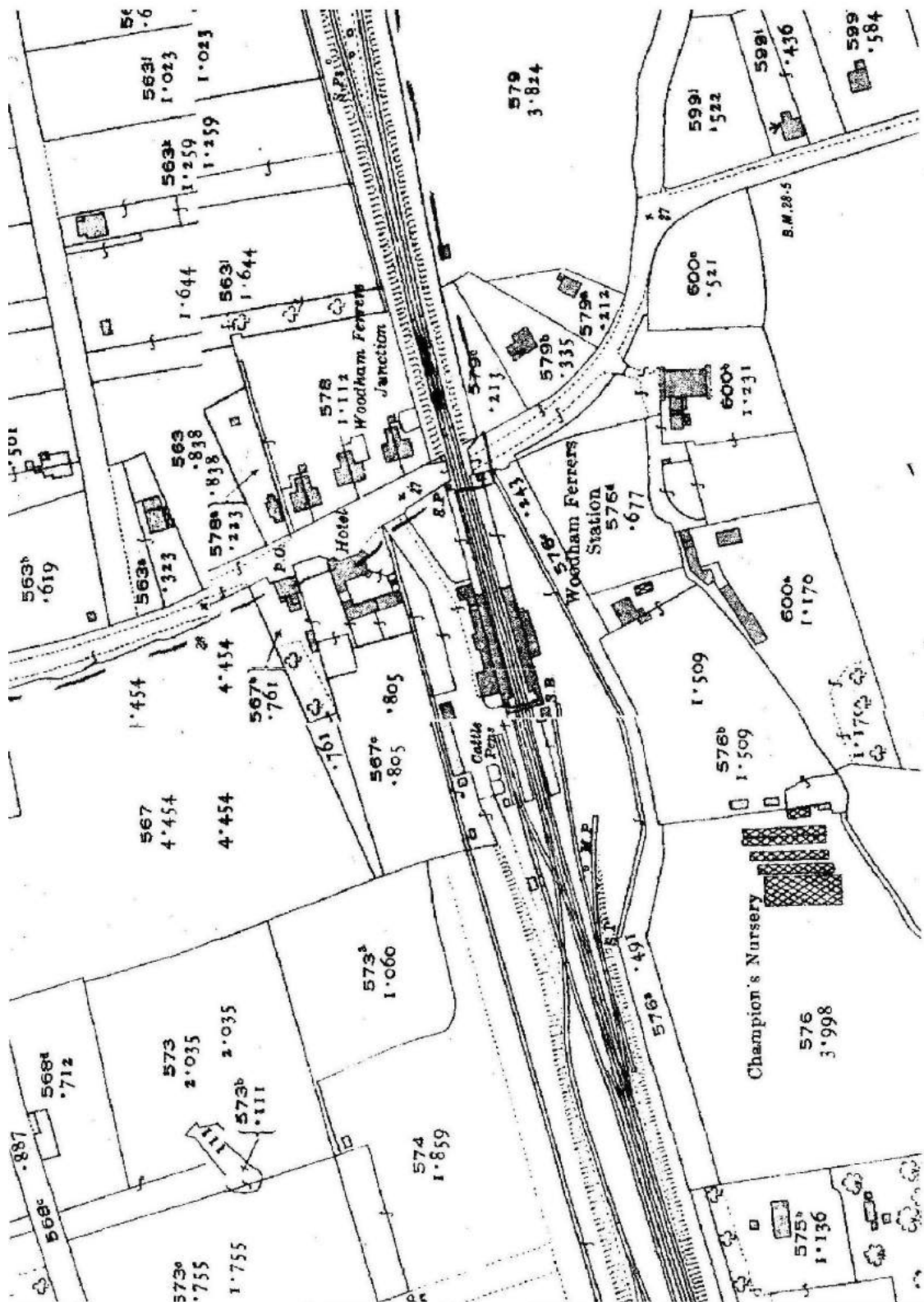




MAP 21a. Woodham Fenn and Whalebone Inn (red), c.1897.

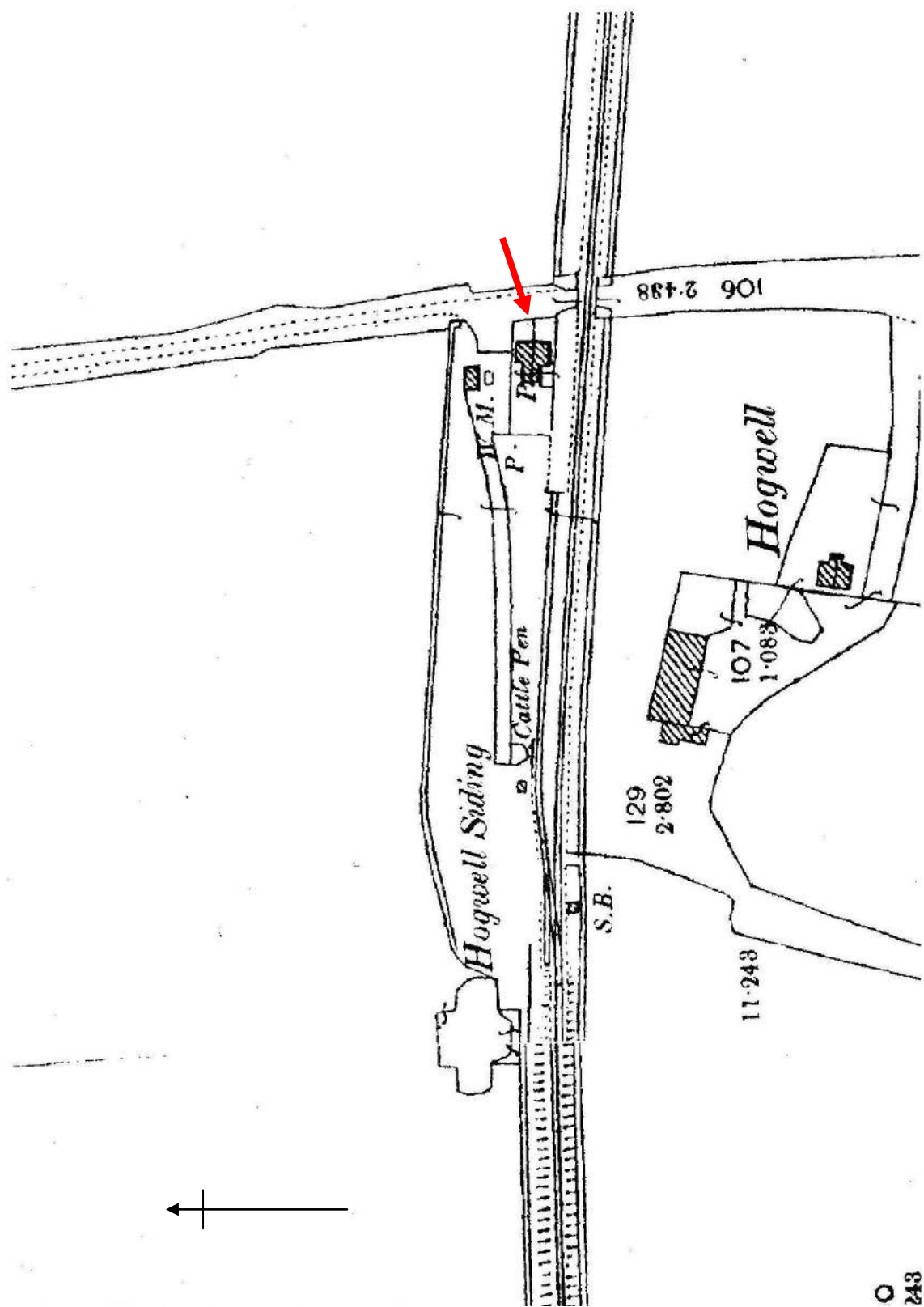


MAP 21b. Woodham Ferrers, c.1897. The Southminster branch is the more southerly on the right.



MAP 21c. Woodham Ferrers, c.1924.

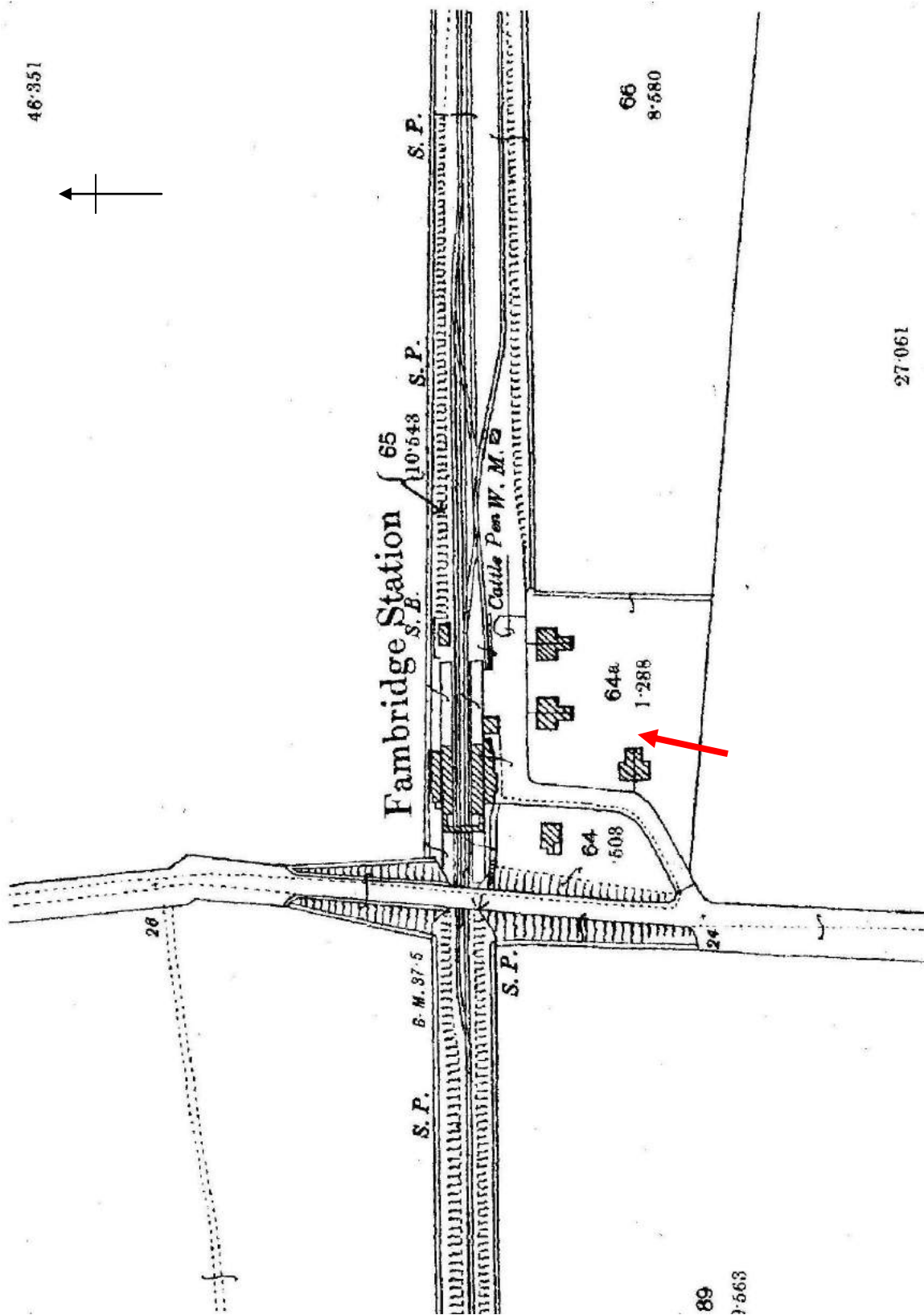




MAP 22. Hogwell, south of Morris' Farm, and cottages, c.1897.

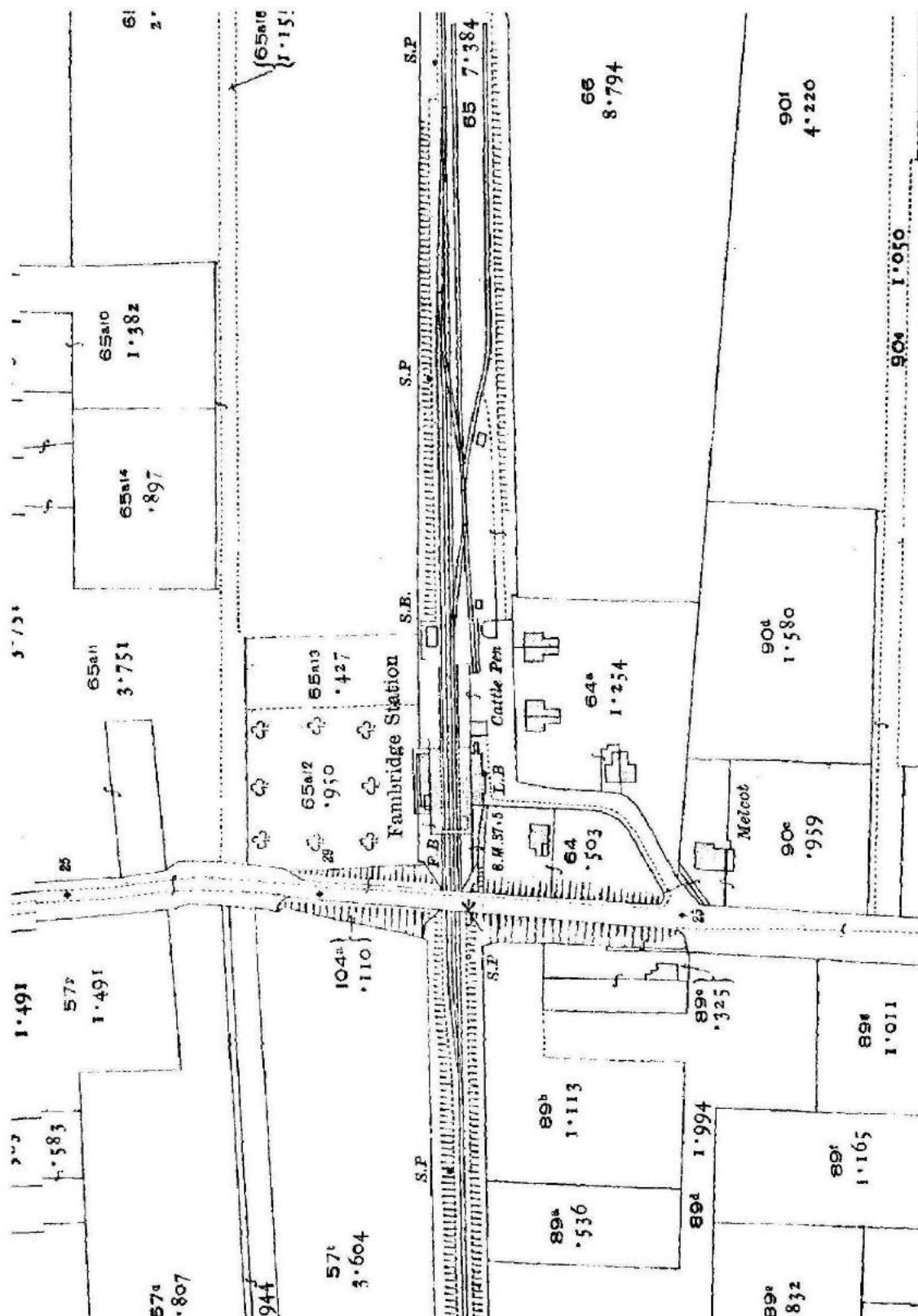


MAP 23. Little Hayes bridge, Stow Maries, c. 1897.

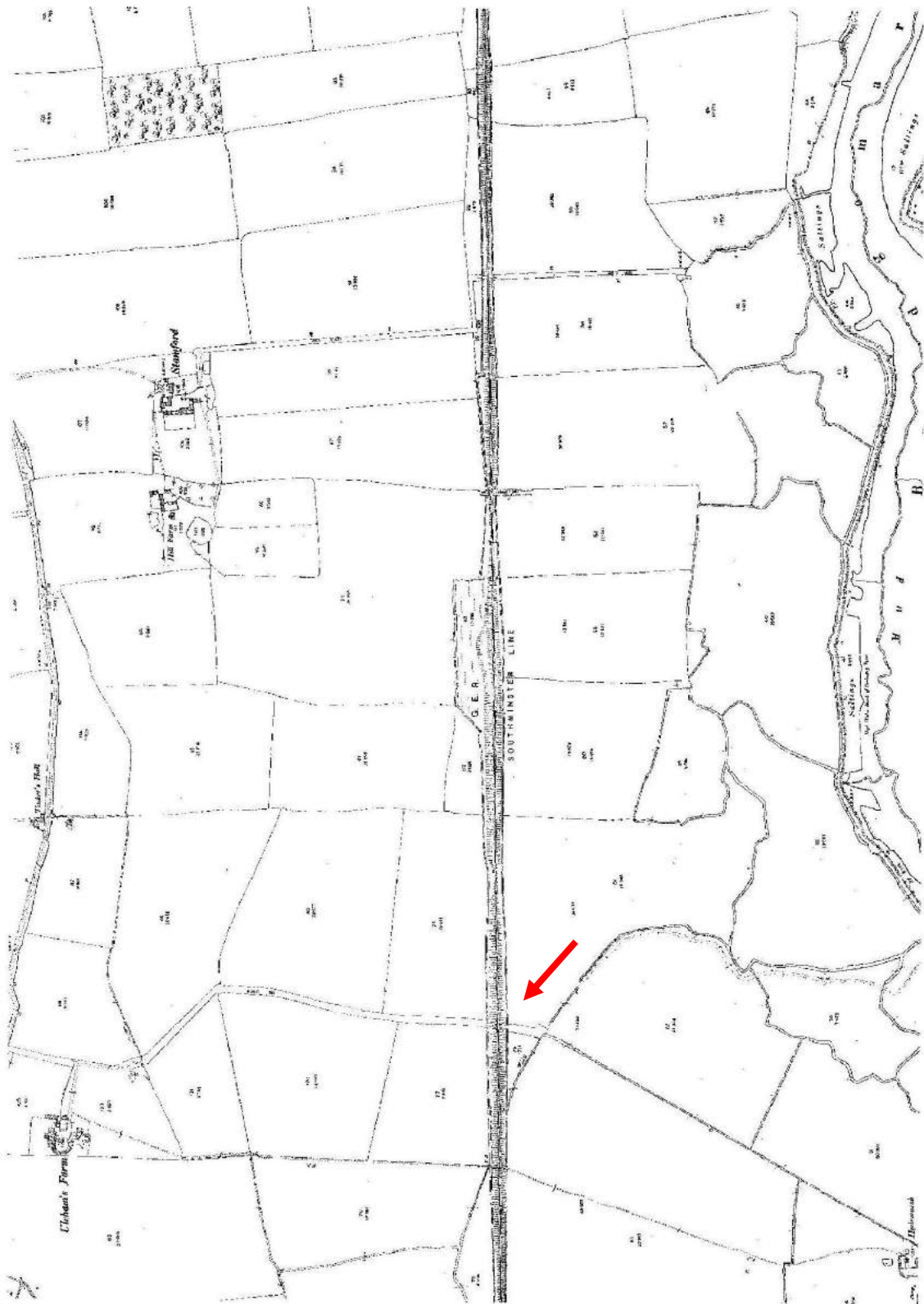


MAP 24a. Fambridge station and cottages, c.1897.

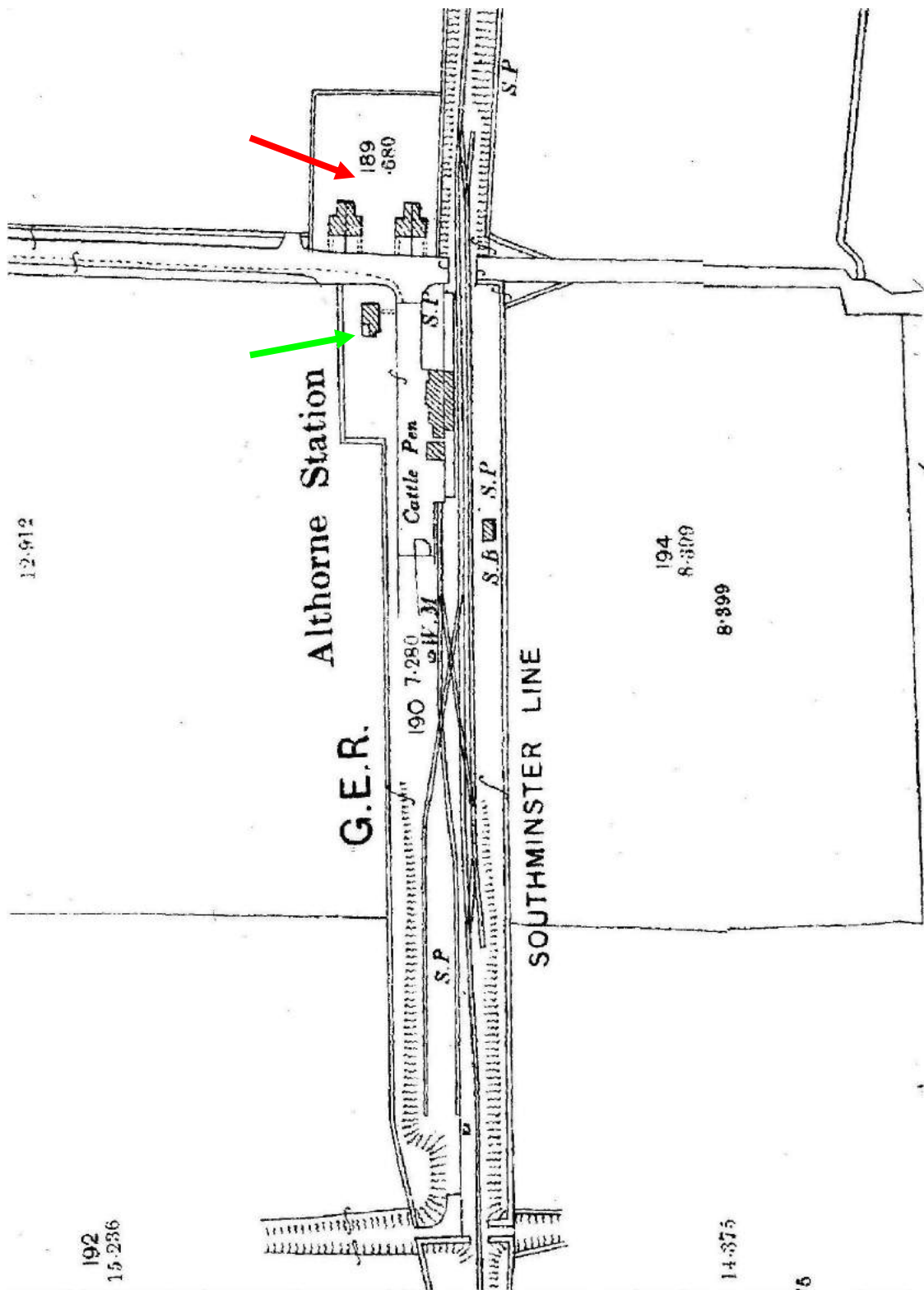




MAP 24b. Farnbridge station, c. 1924.



**MAP 25.** Uleham's Farm bridge, c.1897.



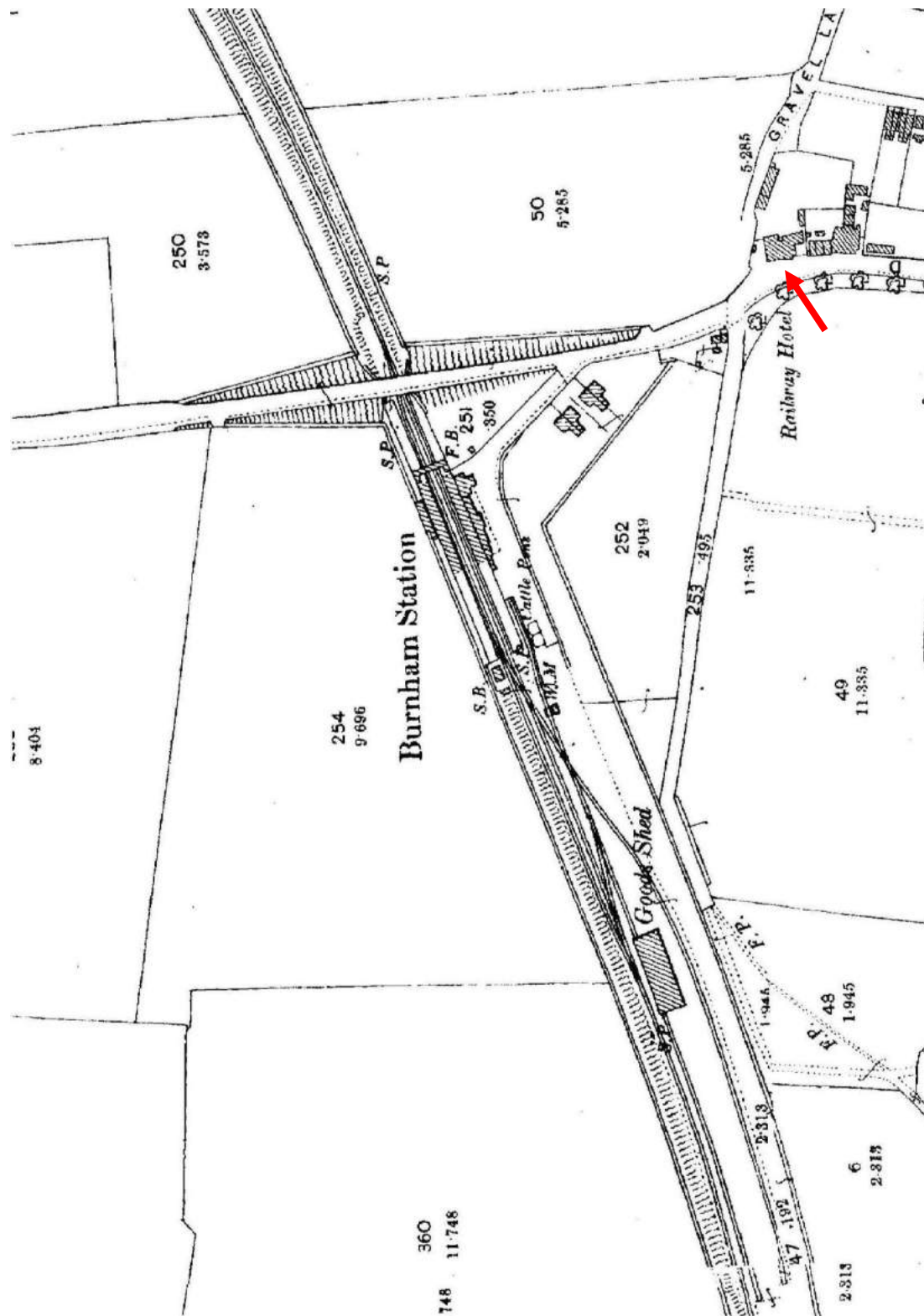
MAP 26. Althorne, c.1897. Note Railway cottages (red) and “L-shaped house” (green).





MAP 27b. Stokes Hall crossing and Creeksea bridge, c.1897.

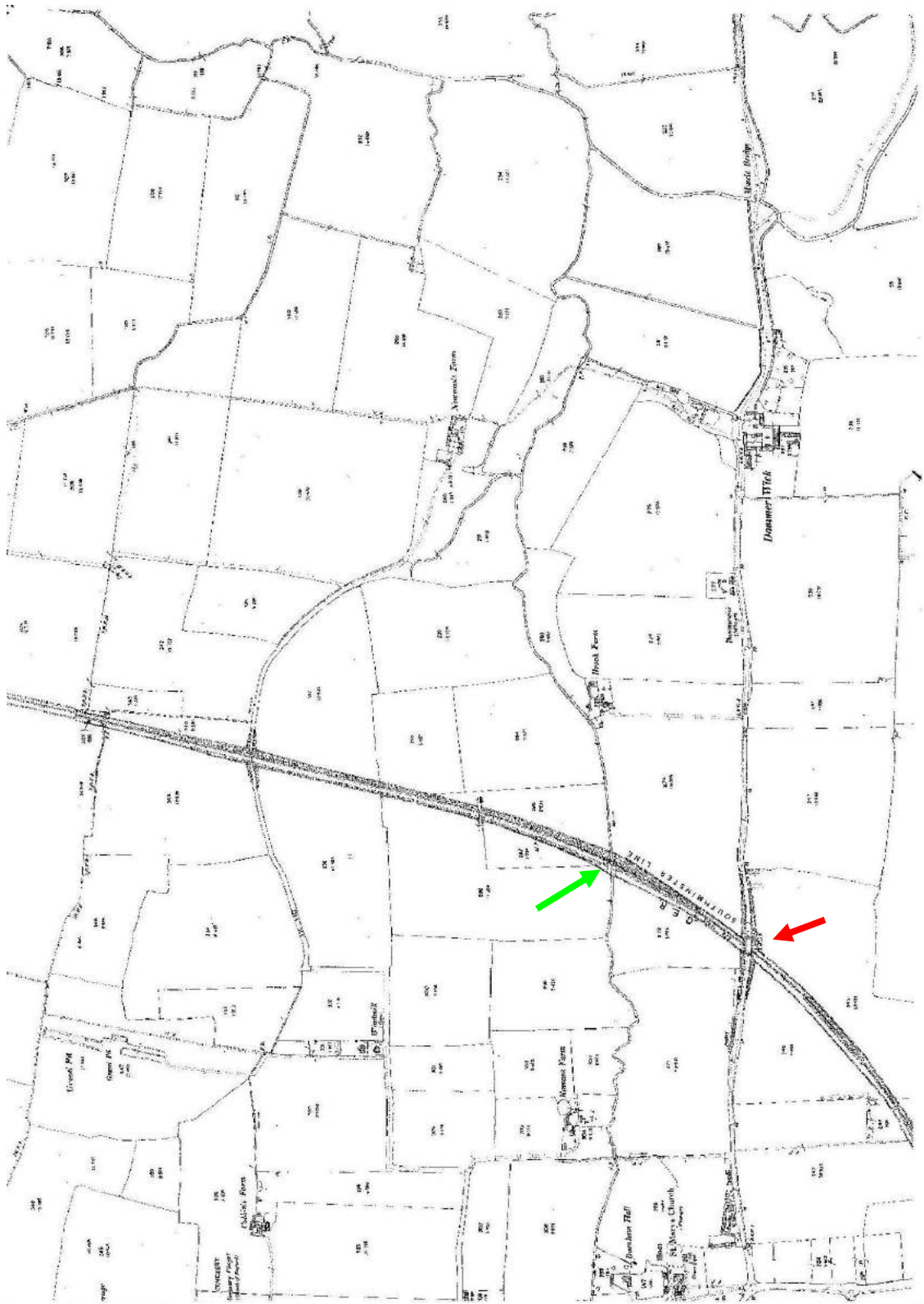




**MAP 28b.** Burnham station and **Railway Hotel**, c.1897.





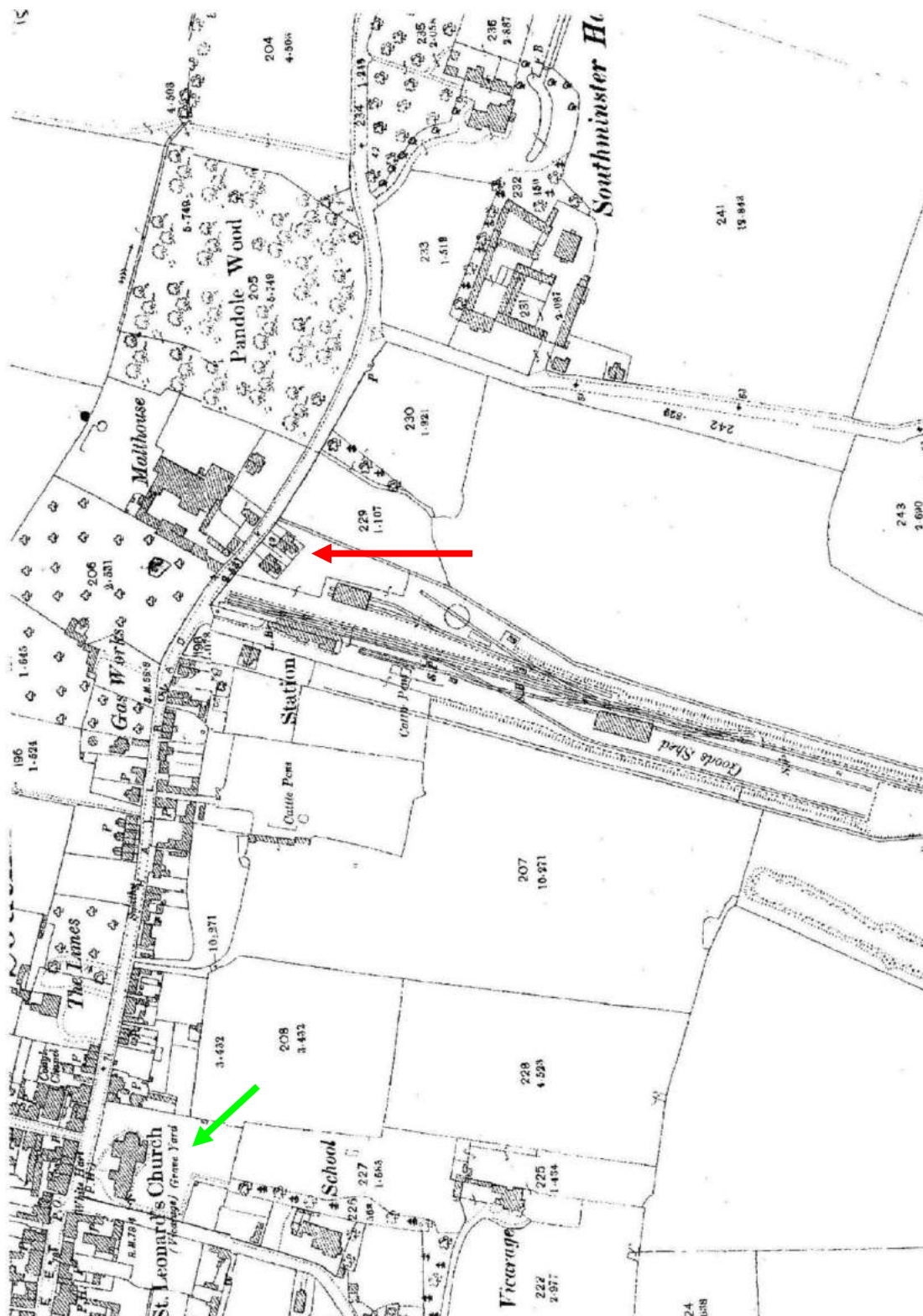


**MAP 29a.** Marsh Road bridge, Burnham (red), and Pannel's Brook (green), c.1897.

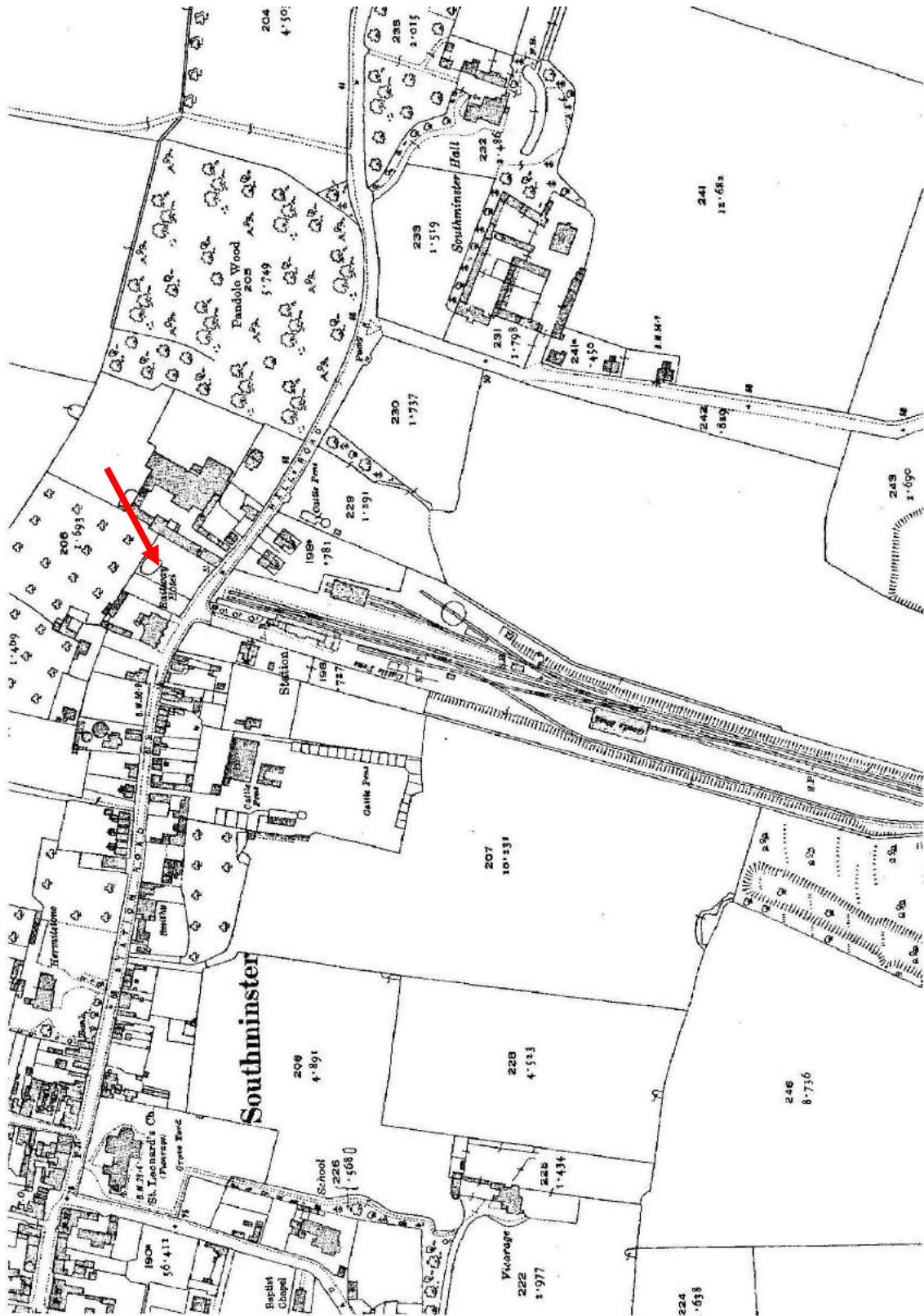


MAP 29b. South of **Southminster station**, c.1897.





MAP 30a. Southminster, c.1897. Note Railway cottages (red), Malthouse and St Leonards Church.



MAP 30b. Southminster, c.1924. Note **Railway Hotel**.

