NTP-E
Statement of History and Significance: East of Leeds
Revised Draft

Prepared for
Network Rail
August 2014

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Contents

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NTPE: ELRs east of Leeds

1.0 Introduction

1.1 Summary

This document has been prepared in connection with the proposed electrification of the Northern Trans-Pennine railway route from Manchester to York and Selby. It deals specifically with the eastern part of that route, from Leeds to Selby and Colton Junction (south of York). A sister report i(in preparation) considers the route west of Leeds

The aim of this report is to provide an assessment of the significance of the historic buildings and structures along this part of the route. It does so under four headings:

- first, a summary history of the line.
- second, a description of its constituent elements such as stations, bridges and tunnels
- third, an assessment of significance, and
- fourth, a gazetteer of historic structures along the route

1.2 Sources

This report is based on a review of all the buildings and structures along the route, mostly through desk-based analysis, but also by site visits in the case of the more important structures. This exercise has been accompanied by an examination of the existing secondary literature about the line, plus research into original records and other material held at the West Yorkshire Archive Service, the National Railway Museum and The National Archives. In particular, the Leeds & Selby's monthly Directors' Board Minutes at the National Archives, which contain monthly reports by the line's engineers, Walker & Burges. The Network Rail National Records Centre at York has kindly supplied copies of original drawings for a number of structures. It is worth noting that compared with other railways of its date, the Leeds-Selby line has received less attention from historians. The research undertaken has been as comprehensive as possible but cannot exclude the possibility that other information about the line may come to light.

1.3 Methodology

The methodology used in this assessment exercise has been based on the references to significance in the *National Planning Policy Framework* (2012), as amplified by two non-statutory English Heritage documents; *Conservation Principles, Policies and Guidance* (2008) and the *Listing Selection Guide: Transport Buildings* (2011). The methodology is discussed further in Chapter 4 of this report and in the introduction to the Route Structures Gazetteer (Chapter 5).

The part of the Northern Trans-Pennine route under discussion is known to railwaymen by abbreviations called Engineering Line References (ELR) (see map opposite). They are:

- HUL 2, 3 + 4 — the route from Leeds to Selby, as built in 1830–4
- CFM — Church Fenton to Micklefield, the spur opened 1869 by the North Eastern Railway
- NOC — Church Fenton to Colton Junction, opened 1839 as part of the York & North Midland Railway

Structures on these lines are referred to by their ELR prefix and sequential structure number.

1.4 Acknowledgements

This report has benefited from advice and assistance received from a number of individuals and organisations. In particular, we would like to thank Tony Rivero and Paul Whitaker from Network Rail and Bee Mumby of the Network Rail Records Centre.

Examples of the outstanding stonework of Leeds & Selby Railway bridges, which were completed in 1834: above, Halton Dial (HUL4/30); opposite top, Roman Ridge Road (HUL4/14); opposite below, Austhorpe Lane (HUL4/21)

NTPE: Construction phases east of Leeds

2.0
History of the Route

2.1 Introduction

The route of the Leeds-Selby line and its connecting lines form an important part of today's northern railway network. In terms of route mileage the line is not very long. Leeds to Selby is just over 19 miles - and it was built to meet largely local needs, but over time it has taken on a strategic role: hence the need for its electrification. From the historical point of view its principal importance is that it was one of the first major lines to open after the successful completion of the pioneering Liverpool & Manchester Railway of 1830.

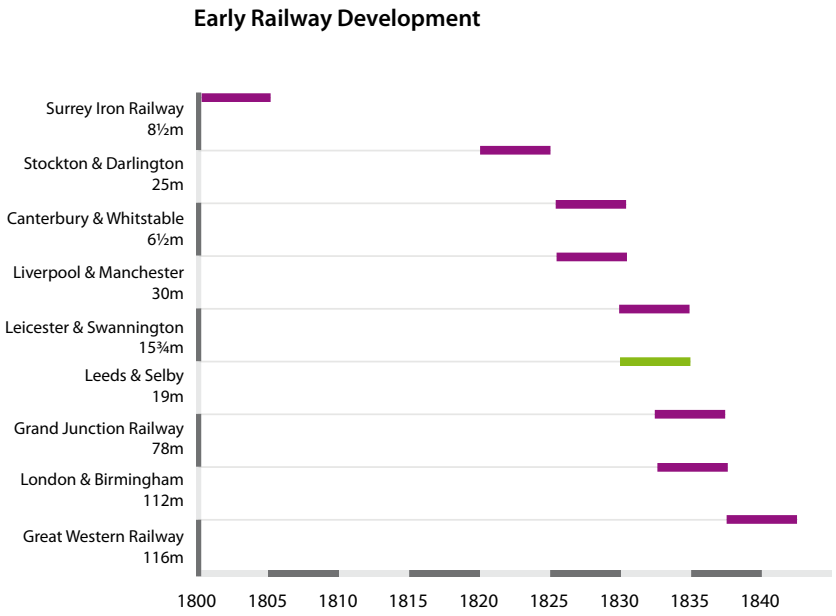
This chapter discusses the background to the historical development of the line, its construction, and the subsequent alterations and additions. It also outlines the career of James Walker (1781-1862), the main engineer involved. The individual elements of the line are discussed in more detail in Chapter 3.

2.2 Early railway development

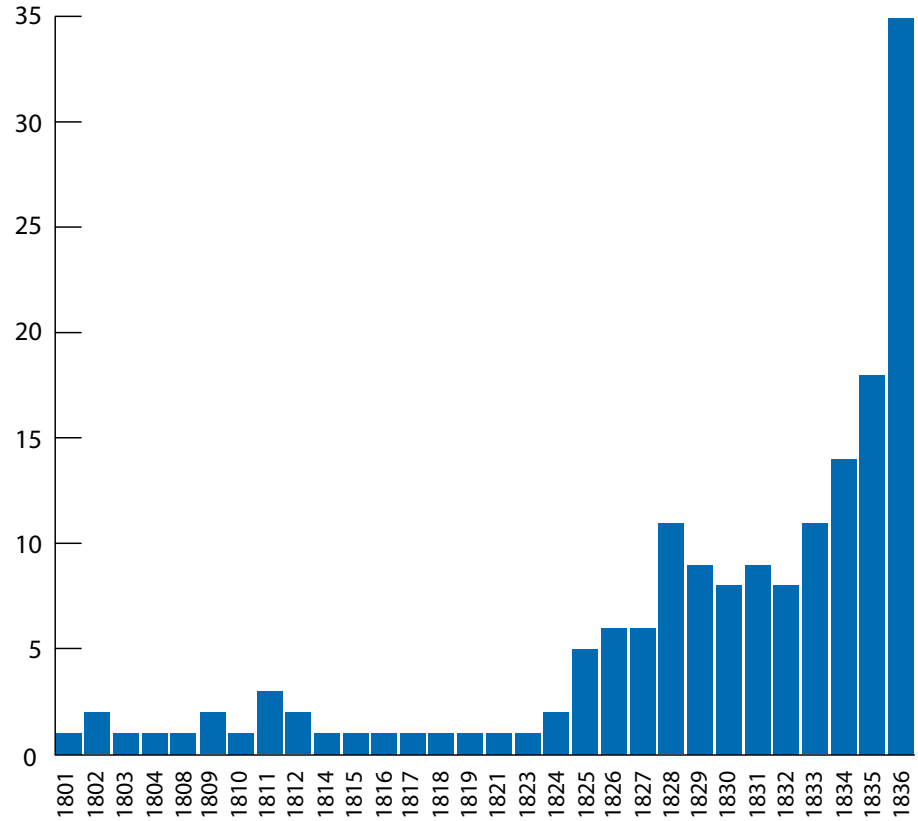
The opening of the Liverpool & Manchester Railway in September 1830 is generally regarded as heralding the beginning of the 'Railway Age', in which Britain played a pioneering role. What distinguished the Liverpool & Manchester from earlier railway projects was its length (30 miles), the boldness of its civil engineering, its use of steam locomotives, the provision of fully-developed passenger stations (see illustrations on pp. 8-9) and the decision to provide a comprehensive timetabled service of passenger and freight trains. There had been plenty of previous railway ventures but none of them combined all those characteristics. Most were short lines to link coalfields or quarries to canals or rivers. Only the Surrey Iron Railway, promoted in 1801, aspired to a grander vision linking London and Portsmouth, and it fell far short of meeting that aim. The most typical early lines were the waggonways of the northeast linking coal mines to the River Tyne, almost all of them reliant on horse power. The Stockton & Darlington Railway (1821-5), developed from their example, was much longer (25 miles) and was distinguished by its use of locomotives. But horses still did part of the work and the company subcontracted some of its operations, including passenger services operated like stage coaches according to toll payments, and it was left to the Liverpool & Manchester to combine all the elements of a locomotive-operated line. The Liverpool & Manchester line created the public confidence in railways.

The idea of a railway from Leeds to Selby had been debated from 1814 onwards, but it was after the completion of the Stockton & Darlington in 1825 that firm plans were discussed. The Leeds & Selby Railway was authorised by Parliament in 1830, four months before the Liverpool & Manchester opened, and was opened fully by December 1834. Work on it started well before the great trunk lines of the Railway Age, the London & Birmingham Railway and the Great Western Railway, were authorised (see tables over the page). In some respects it was another example of a 'feeder line' to link a city to the nearest major river, but it developed to become a fully-constituted railway engineered on an ambitious scale.

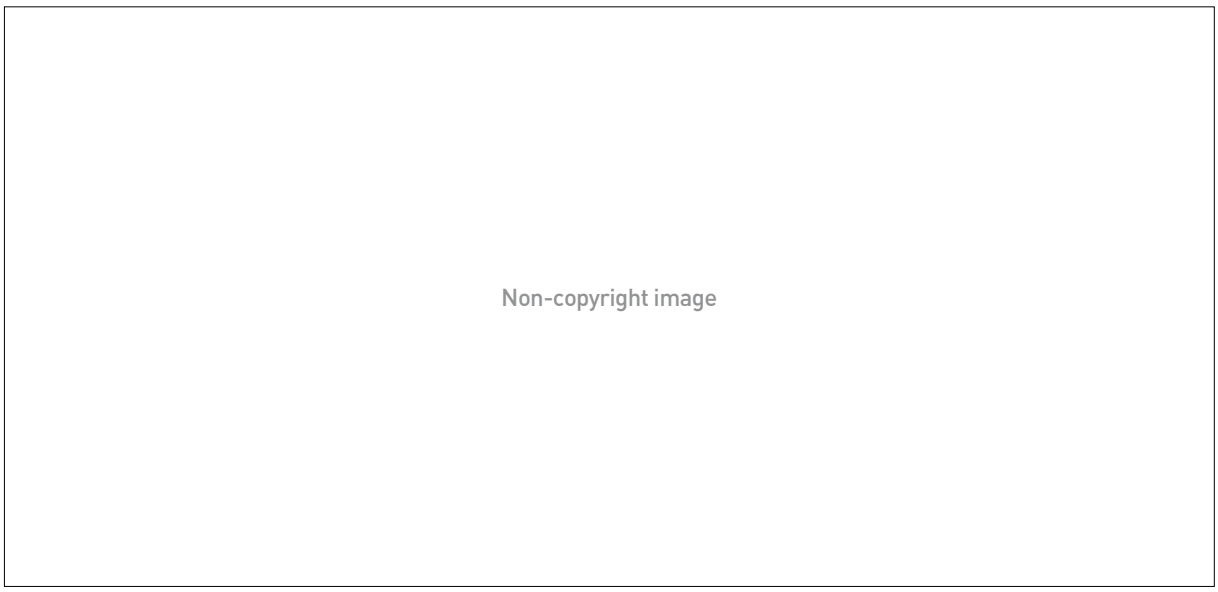
Early railway construction



Railway enabling acts 1801-1836

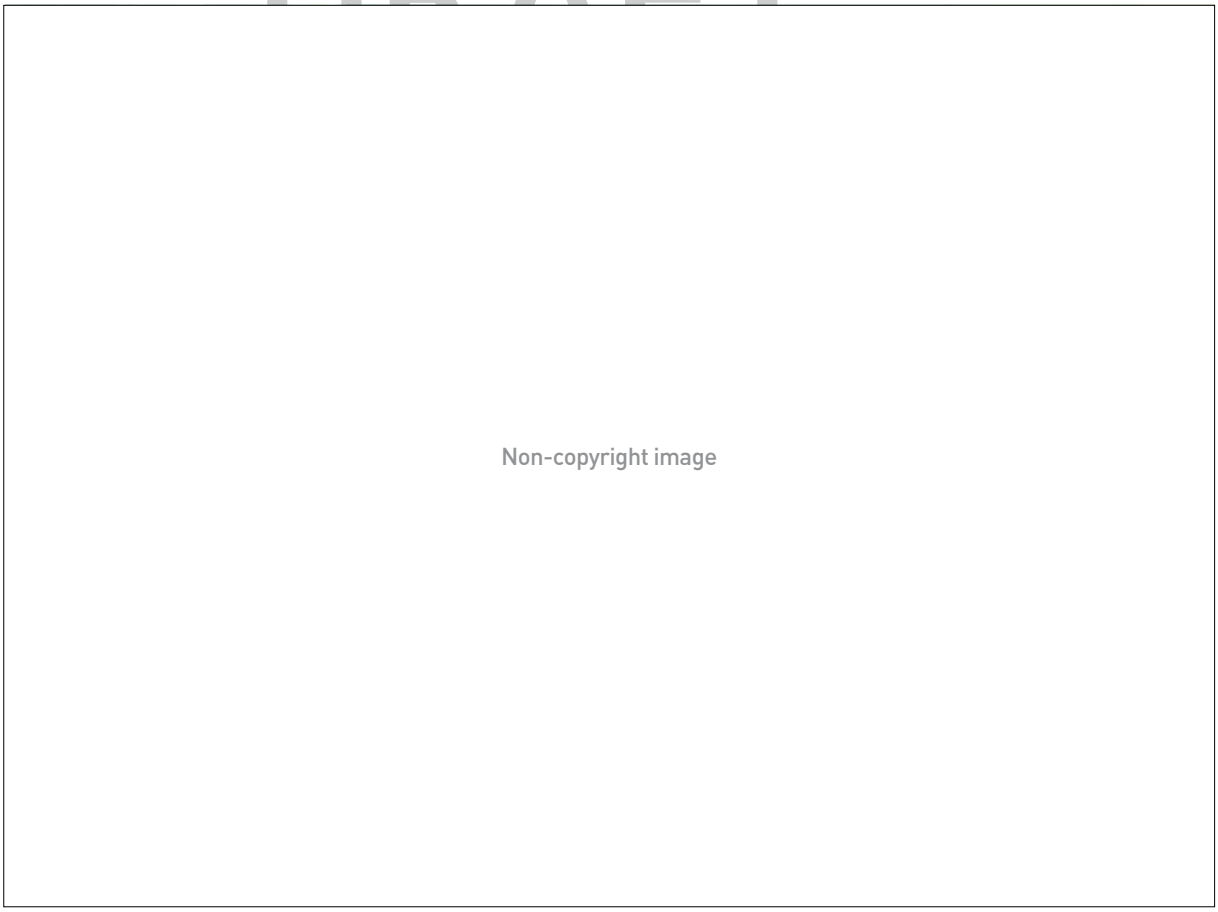



N
The railway network in 1841
(locomotive hauled lines)
Engineer:
George and/or Robert Stephenson
I. K. Brunel
other
Dundee
Edinburgh
Glasgow
Ayr
Newcastle
Carlisle
Whitby
Darlington
Preston
York
Leeds
Hull
Liverpool
Manchester
Nottingham
Derby
Leicester
Birmingham
Gloucester
Swansea
Bristol
LONDON
Southampton
Brighton



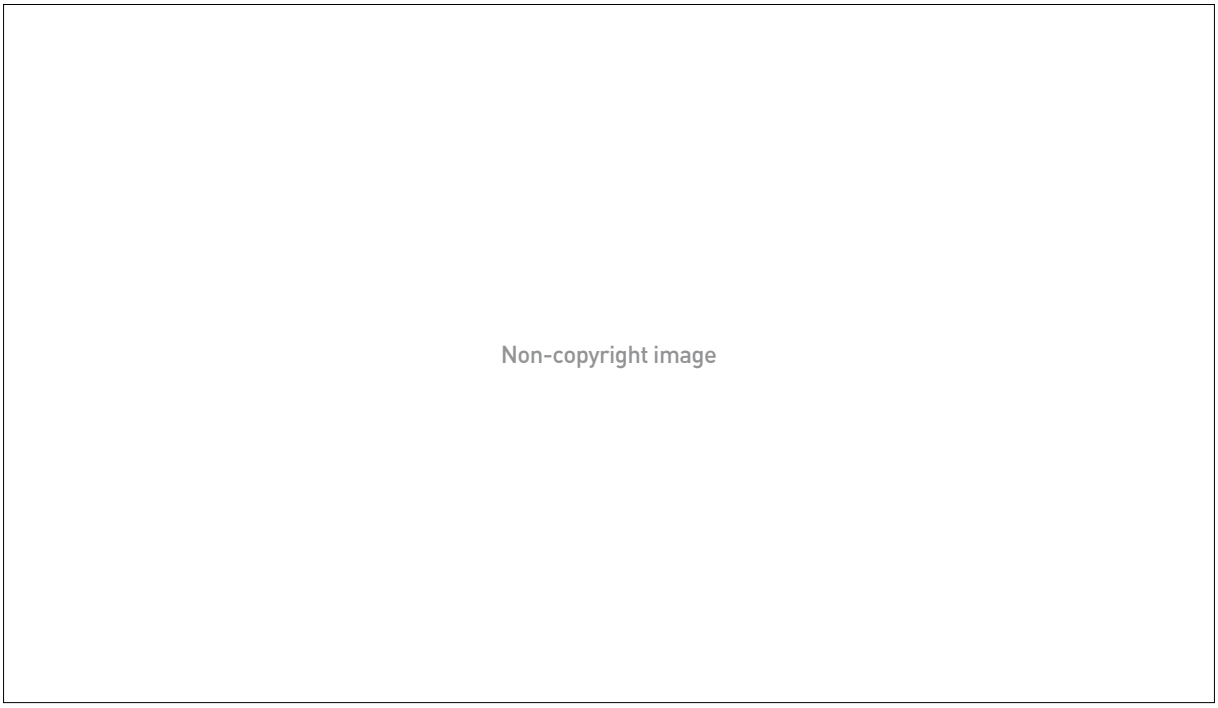
Thurston, R.M., 1886, A History of the Growth of the Steam-Engine

Stockton & Darlington Railway: Skerne Bridge, Darlington: George Stephenson and Ignatius Bonomi, 1825



A.T.T. Bury (revised edition 1833), Coloured Views on the Liverpool and Manchester Railway. London: Ackermann & Co; plate 12.

Liverpool & Manchester Railway: Rainhill Bridge: George Stephenson and Jesse Harltey, 1828.
A famous early skew bridge



NRM - coloured aquatint after the drawing by S Kelper. Ref: 10301499

Liverpool & Manchester Railway: Edge Hill Station, Liverpool; 1836 (dem.)

© Manchester Libraries

Liverpool & Manchester Railway: Liverpool Road Station, Manchester; 1830

2.3 The Origins of the Project

2.3.1 Linking Leeds to the sea

As a major textile manufacturing centre Leeds needed a connection to the sea for the import of raw wool and the export of finished cloth. In the early nineteenth century a 30 mile river and canal link allowed goods to be transported to Selby and thence onwards to Hull by the River Ouse, but that route was slow and subject to monopolistic canal charges. Thus there was a strong incentive for business interests to investigate the potential of a railway link, not just from Leeds to Selby but onwards to Hull. This could also benefit local coal mine and quarry owners. In 1825 George Stephenson was asked to survey a possible route to Selby which he did with the assistance of Joseph Locke, who had been apprenticed to him two years earlier.

2.3.1 Terrain

The territory through which the line would pass was not that easy. If the line started in Leeds north of the River Aire it would immediately encounter Richmond Hill, followed by a long incline of c. 6 miles to Garforth. There was then descent of c. 7 miles to Milford before the flat terrain of the Ouse Valley was reached. For the steeper sections of the route Stephenson proposed to use inclined planes worked with stationary steam engines. At Selby goods would be transferred to packet boats to complete the journey via the Ouse and HUmberto Hull.

2.3.3 Locomotive haulage

In the very year that he carried out the Leeds-Selby survey Stephenson advanced the cause of locomotive haulage by using it on the Stockton & Darlington Railway. It is conceivable that if the Leeds-Selby project had proceeded at that time he might have rethought what form of power to use. As it was, financial uncertainties led to the project being postponed: Stephenson instead concentrated his energies on the Liverpool & Manchester Railway.

2.4 Construction of the Line

2.4.1 James Walker and the revised scheme

After an interval of five years the Leeds-Selby project was revived and another engineer, James Walker, was asked to review the Stephenson proposal. Walker was not a novice to railway design as he knew Stephenson and had been asked to report on the motive power to be used on the Liverpool & Manchester. It had been at his suggestion that the famous Rainhill Trials took place, at which the Stephenson & Co. engine 'Rocket' proved victorious.

Having resurveyed the route Walker suggested some adjustments to the original scheme, allowing it to be built for horse or locomotive power without the need for inclined planes. According to his report, 'no part of it will rise more than 1 in 135'. At Leeds, he proposed a terminus at Marsh Lane, north of the River Aire, and a tunnel through Richmond Hill. It was also at his suggestion that the plan put before Parliament allowed sufficient land to be purchased for the construction of a four track line. It was his scheme that was sanctioned in 1830, for a line from Leeds to the River Ouse at Selby via Crossgates, Garforth and Milford.

A3 non-copyright image

West Yorkshire Archive Service

The 1829 Survey of the route by James Walker

DRAFT

2.4.2 Contract administration

Early railway builders followed the same principles of engineering design and contract administration established in constructing canals and turnpike roads. In this instance Walker acted as the consulting engineer, and used a resident engineer for the day-to-day supervision and some of the detailed design, at first Thomas Dyson and from 1832 George Smith. There appears to have been no separate architectural appointment, probably because Walker and Smith felt themselves fully competent to design the few modest buildings along the route.

The contracts were awarded to two contractors:

- Nowell & Sons of Dewsbury: the section from Leeds to Osmondthorpe, at a value of £25,444. This included the construction of Richmond Hill Tunnel and its approaches (DirMin. 25th.Sept.1830).
- Homer & Pratt of Goole: the rest of the line, for £83,000 (DirMin. 16th. Dec.1830).

2.4.3 Engineering structures

The Richmond Hill Tunnel was the most significant engineering work on the line (see para. 3.3) but elsewhere the scale of the project was unusual because of the decision to provide for four tracks. This meant an overall width of 66ft. for the trackbed, embankments and cuttings and the construction of bridges of comparable width. The directors specified two-arched bridges, 'each arch being capable of carrying two railways', but in most cases distinctive single span bridges were substituted. The dimensions of the line meant that the contractors were required to work at a scale larger than a typical canal or waggonway and that caused some problems, particularly in stabilising embankments and the sides of cuttings.

Non-copyright image

'View taken from the railway eastward showing Mr Walker's house and the surrounding country'. R Martin, High Holborn, London. This undated lithograph now at the National Railway Museum is the only known early illustration of the railway. It appears to be a view at Halton looking east, with Halton Dial bridge (HUL 4/30) in the foreground on the turnpike from Tadcaster. The naïveté with which the railway is drawn (including e.g. horse power) evokes the novelty of the railways in the mid 1830s, before the rapid expansion of the network later that decade.

2.4.4 Stone supply

The greatest headache seems to have been in the supply of stone for building the bridges and walls of cuttings. The ideal was Bramley Falls gritstone from west of Leeds and brought to site via the river at Selby, but that was more expensive than other types of stone (sandstone and magnesian limestone) found along the route, including stone quarried in the making of the cuttings. The engineer's reports from Walker and his resident engineers are sprinkled with references to delays in the supply of stone or the rejection of stone which the contractors were seeking to use to reduce their costs. The results of these problems are to be seen in the variety of stones which feature in the structures along the route, though generally the high standard of stonework that was achieved is remarkable.

2.4.5 Opening

The line was sufficiently complete for a single track service to be started in September 1834, followed later by a fuller service for passengers and freight. All the trains were locomotive-hauled. Traffic increased fivefold by 1836 and three years later the directors were proud to announce that 'trains are now run with a regularity not excelled by any other railway' (Half-yearly report Dec.1839).

FARES, STARTING OF TRAINS, &c

On the Leeds and Selby Railway.—Opened Sept. 22, 1834.

FARES.—Leeds to Selby, First Class, 4s.—Second Class, 3s.

SUMMER.	WINTER.
FROM LEEDS, 7 morning.	FROM LEEDS, 8 morning.
9 Do.	9 Do.
10 m. before 3 afternoon.	10 m. before 3 afternoon.
5 evening.	5 evening.
FROM SELBY, Tuesday morning, ½ past 8	FROM SELBY, Tuesday morning, ½ past 8
Other mornings, ½ past 10	Other mornings, ½ past 10
½ past 5 evening.	½ past 5 evening.
and on arrival of Hull Steamer.	and on arrival of Hull Steamer.

Sunday Train from Leeds 9 in the morning, returns from Selby at half-past 4.

On the *first* Train from Leeds arriving at Selby, there are Steam Packets for Hull, Coaches for York and Scarbro', a Coach also starts for Hull on arrival of the 10-minutes-before-3 Train from Leeds, which returns from Hull every morning (Sundays excepted,) reaching Selby in time for the half-past 10 Train for Leeds, through to Manchester, Liverpool, &c.

W. SIMPSON, General Superintendent, Leeds.
W. B. BROWN, Manager, Selby.

Railway advertisement for the Leeds & Selby c.1835

2.5 Subsequent history and later lines

2.5.1 1840s

For its first six years the Leeds & Selby Railway operated as an independent venture but in 1840 there were two major changes to its status. First, the line was extended to Hull by the separate development of the Hull & Selby Railway, fagain with James Walker as Engineer. The link through to Hull, crossing the Ouse on a double bascule bridge, eliminated the need for transhipment to the river at Selby. Secondly, the Leeds & Selby was leased to George Hudson's York & North Midland Railway, which in 1839-40 had built a line south from York to join the North Midland Railway at Normanton near Wakefield, thereby connecting Yorkshire to London via Derby and Birmingham (see map on p.7). This line passed under the Leeds & Selby, to which it was connected by two short chords east of Milford. The leasing of the Leeds & Selby was followed by its purchase by the larger company in 1845. Nine years later the York & North Midland became part of the yet larger North Eastern Railway.

2.5.2 North Eastern Railway

The North Eastern Railway saw the advantage of a more direct line from the north to Leeds and so in 1865-9 built a link from Church Fenton to Micklefield, echoing the original Leeds-Selby line in the quality of its stone-built bridges. At the same time it was decided to build a new joint station in Leeds, called Leeds New station, and to close the old Marsh Lane terminus.

2.5.3 Twentieth century

The changes of the twentieth century can be summarised as improvements to the lines but the disappearance or replacement of original stations. The York & North Midland line from York was quadrupled as far south as Church Fenton in 1900-1, necessitating the rebuilding of the stations at Copmanthorpe, Bolton Percy and Ulleskelf. Then in the 1983 part of that route was used in the creation of the Selby Cut-Off, a diversion of the East Coast Main Line built to avoid the danger of subsidence from coal workings at the Selby Coalfield. Like the original York & North Midland line, this passes under the route of the Leeds & Selby (by raising the Leeds & Selby).

The generous civil engineering of the Leeds & Selby line has meant that it has been able to absorb various track changes. But the original station buildings have fared less well, with the exception of Selby Old Station which was left marooned in 1840 by the construction of the link to Hull and has survived in other uses. Of the wayside stations, Hambleton was closed in 1959 and demolished: other stations which remain open have generally lost their original buildings (see para.3.5).

2.6 Designers

2.6.1 James Walker

The designer of the Leeds & Selby line was the engineer James Walker (1781-1862), assisted by his resident engineers. Walker, described by George Stephenson as 'a deep Scotsman' (Smith, p.30), was educated at Glasgow University before serving an apprenticeship with his uncle Ralph Walker, the dock engineer. At the outset of his career he worked on roads, docks and bridges, in particular Vauxhall Bridge which was the first cast-iron bridge across the Thames (1809-16). Having designed the West Usk Lighthouse (1821) he was appointed Consulting Engineer to Trinity House in 1825 and so had responsibility for no less than 29 lighthouses, including the Needles Lighthouse (1859) and the Wolf Rock Lighthouse (1860-2). These projects, plus other marine works such as breakwaters and harbours, were his main claim to fame.

As already mentioned, Walker was asked in 1828 to advise on the motive power to be used on the Liverpool & Manchester Railway, and over the next decade he was involved in a number of pioneering railway schemes: the Leeds & Selby, the Hull & Selby and the Northern & Eastern Railway from London to Cambridge. Perhaps his single most outstanding railway structure was the Penshaw Viaduct (1836-8) which carried the Durham Junction Railway over the River Wear on four graceful semi-circular arches.

2.6.2 Walker & Burges

In 1829 Walker took his assistant Alfred Burges (1797-1886) into partnership. Burges was an interesting figure in his own right (as well as being the father of the architect William Burges) but he does not seem to have been involved in Walker's railway projects. Amongst their significant joint projects was the design of the coffer dam for the building of the embankment wall at the Houses of Parliament (1837-9).

The Walker & Burges office was a great nursery of engineering talent, the training-ground for engineers including J.W.Bazalgette, G.P.Bidder and John Hawkshaw. While he was with the firm Hawkshaw worked on plans for the Leipzig & Dresden Railway. Walker was the second President of the Institution of Civil Engineers, serving from 1835 to 1844.

2.6.3 George Smith

The only other known attribution for structures on the Leeds & Selby line relates to George Smith, the second resident engineer on the project. The Directors' Minutes make clear that he designed the station house and warehouse at Micklefield. It is not known who designed the structures on the link line between Micklefield and Church Fenton.

2.6.3 George and Robert Stephenson

George and Robert Stephenson, along with Brunel, are the best-known engineers of the pioneering age of railway building. As engineer of the two pioneering lines (the Stockton & Darlington and the Liverpool & Manchester) George Stephenson (1781-1848) became the leader in his field, both in locomotive design and in the engineering of the routes. The bridges and viaducts on the Liverpool & Manchester (probably designed with the assistance of Jesse Hartley), plus tunnels such as Wapping Tunnel in Liverpool, established engineering solutions that were to be repeated across the whole railway system. From early in life his son Robert (1803-59) worked with him and they were jointly responsible for some of the lines mentioned in this report – in particular the York and North Midland.

3.0
Description of component parts

3.1 Introduction

This chapter looks at some of the key features of the route, starting with its overall engineering before considering elements such as bridges and stations. Together with the preceding chapter and the Route Structures Gazetteer in Chapter Five, this chapter forms the background to the analysis of significance that follows in Chapter Four.

3.2 Civil Engineering

3.2.1 Choice of Route

The engineering design of a railway line had to take account of three things: the overall route, the gradient and the cost of land. James Walker answered the question of the route between Leeds-Selbyby selecting one of the shortest possible distance, which fortunately was one where most of the landowners supported the project. His major problem was to achieve gradients along that route which could be worked by the kinds of locomotive available. He claimed in his report of 1829 that the severest gradient would be 1:135. Engineers of the main trunk lines of the late 1830s aimed for easier gradients: Robert Stephenson achieved an average of 1:330 on the London & Birmingham Railway and Brunel an astonishing 1:660 for most of his Great Western route between London and Bristol.

3.2.2 Earthworks

The unavoidable obstacle for Walker was the terrain between Leeds and Milford: beyond Milford the route was almost flat to Selby. In order to take the line through the irregular hills east of Leeds he was forced to dig Richmond Tunnel and then to construct a succession of cuttings and embankments, many on a massive scale. There are a total of over six miles of cuttings on the line, the one at Milford being 43ft. deep. There are also substantial embankments at Halton, Garforth and Milford, some not with a regular face but a curved batter. As on any such project, Walker aimed to balance the volumes taken from cuttings with the volumes required for embankments, but it is evident that some of the spoil from cuttings was unusable elsewhere.

3.2.3 Number of tracks

The contemporary uniqueness of this line was the decision to make provision for four tracks. A typical two track line would have trackbed or 'formation' of 30ft. but Walker designed for 66ft. This had a fundamental influence on the scale of the earthworks and the width of bridges. It denoted a railway of a quite different character from the simple lines and waggonways that had preceded it.

3.2.4 Later lines

The subsequent additional lines, notably the link between Micklefield and Church Fenton of 1865-9, involved fewer engineering challenges and were designed in a manner typical of their time.

3.3 Tunnels

Railway engineers inherited known tunnelling techniques from the canal-building era: the use of preliminary exploratory borings, followed by the making of working shafts and pilot headings before the main excavation commenced. Walker relied on these techniques in the design and construction of the only tunnel on the Leeds-Selby line. This was the Richmond Hill Tunnel on the eastern outskirts of Leeds, 700 yards in length requiring the removal of 800,000 cubic yards of material.

Although the line as a whole was designed for four tracks, the tunnel was dug for just two tracks, with a width of 22ft. at the springing of the arch. The contractors Nowell & Sons dug three shafts, and in doing so encountered difficulties when they came upon coal measures and historic coal workings. Iron rings had to be used to carry the crown of the arch in places (EngRep 22 Dec.1831). The main tunnel lining was of 18in. brickwork laid in a carefully-specified lime and Pozzolana mortar. The handsome portals had voussoirs dramatically radiating from the arch.

The tunnel was completed in 1833 in good time for the opening of the line. Because it presented a novel and possibly unnerving experience for passengers, reflectors were installed at the bottom of the shafts to help light it and the walls were whitewashed. Though these features did not last long, the tunnel remained in use until 1891-2, when it was largely opened out as part of a project to quadruple the track on that part of the line. The present tunnel, a single huge bore for four tracks possibly created by cut-and-cover, is 118 yards long.

Tomlinson, W.W., 1915, The North Eastern Railway

Richmond Hill Tunnel, as built in 1830–34

Network Rail Archives Centre, Ref: 072942LNE

Richmond Hill Tunnel - Design for reconstruction in 1892

3.4 Bridges

All but the simplest railways require bridges over and under the tracks. Early railway engineers adopted the principles of bridge design which had been developed previously for roads, rivers and canals, extending those principles where necessary. There were 43 bridges required for the Leeds-Selby line, plus others on the York & North Midland route to York and on the link line between Church Fenton and Micklefield. What follows is a general discussion of their design and construction: details of individual bridges are given in the Route Structures Gazetteer in Chapter Five.

There were three types of bridge construction available to early railway builders:

Brick or stone masonry. The arches of masonry bridges could be semi-circular, segmental, or semi-elliptical. Ideally a railway would cross over or under a road or river at right angles, but the route of a railway often dictated that the bridge arch be skewed. A skew arch has spiral courses terminating at an angle to each abutment and requires the cutting of complex twisted voussoirs.

Timber. Bridges constructed from timber beams or laminated arches had the advantage of being relatively inexpensive and quick to build, but they were not as long-lived as masonry or iron bridges.

Iron. Iron bridge design had been developed since the late eighteenth century by Telford and other engineers, using cast iron in beams or segmental arches. Early railways made use of the same principles, for instance in the cast iron beams of the Water Street Bridge in Manchester, on the Liverpool & Manchester Railway, 1829-30.

3.4.1 Iron bridges

James Walker opted to use masonry bridges, with only one or two exceptions. He appears to have designed no timber bridges for the line, though the jetties on the river at Selby were built in timber. In two instances he provided iron bridges, one of which survives — Crawshaw Woods bridge. This is a segmental arched structure in the Telford idiom with three braced principal ribs: the deck was renewed during WWII and again in the 1990s. It is not entirely clear why he used iron at that location, but may have been because a stone bridge was deemed too heavy for the foundations (DirMins. 29th. June 1833). The only other iron bridge on the route is the footbridge at Garforth Station, erected in c.1900 by the North Eastern Railway to their standard design introduced c.1891.

Crawshaw Woods bridge (HUL4/20)

3.4.2 Stone bridges

Walker's masonry bridges were almost all stone-built, both over- and underbridges. They were constructed using timber centering which was moved from one site to the next. Although he, like other railway engineers, was relying upon familiar engineering principles, his designs, especially for the overbridges, are very distinctive. This is mainly because he had to meet the requirement to span four rather than the usual two tracks. On other railways, then and later, bridges generally had a standard span of 30ft. (9.1 metres): even Brunel, designing for his broad gauge track, used that dimension. By contrast Walker had to provide for twice that span. He did this, not with twin-span bridges but by designing single, flat semi-elliptical arches. Generally these were not put to their full use as only a twin-track line was laid, and in many cases one side of the arch is now hidden by soil or undergrowth, but in every instance the design of Walker's overbridges can be easily grasped. The underbridges, on the other hand, are more varied, ranging from narrow bridges over culverts or streams to much wider spans over tutrnpike roads, such as the bridge over the Great North Road at Micklefield (HUL4/13).

Aberford Road (HUL4/18)

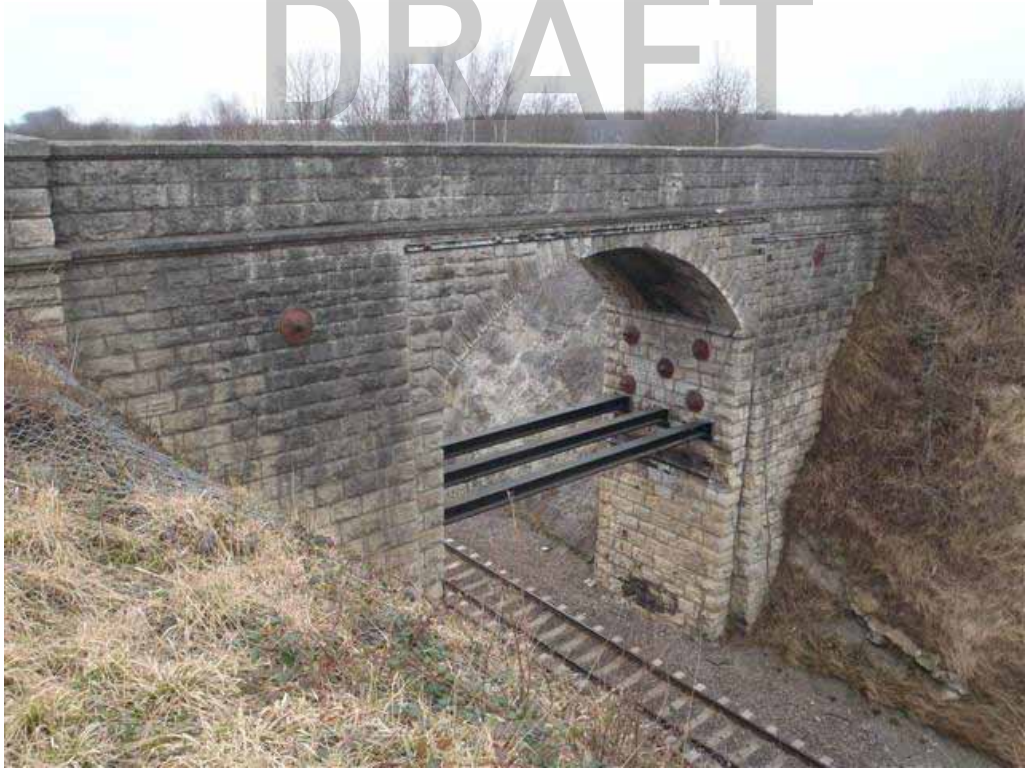
Great North Road (HUL4/13)

3.4.3 Stonework

What is also distinctive about these bridges is the quality of the stonework. The engineer's reports of 1831-4 often voiced concern about the quality of stone available, especially when the contractors were seeking to use stone quarried on site, but the stonework as seen today is generally of a very high order. Most of the surviving examples incorporate two kinds of stone, Bramley Falls sandstone for the rusticated voussoirs, impost bands and parapets, combined with local squared and coursed magnesian limestone or Halton stone from the company's own quarry for the main facing. The arch rings are of stone or brick, superbly laid on the stone-built skew bridges such as Aberford Road (HUL4/18). For the road user, the parapets are the most impressive, as they are built from carefully tooled sandstone blocks and terminate in distinctive oval piers with idiosyncratic deep horizontal tooling.

3.4.4 Later stone bridges

Stone was again used in the bridges on the link line from Church Fenton to Micklefield of 1865-9, built by the North Eastern Railway. These are of a slightly simpler design, being for a two track line, band without the distinctive parapet detailing of the Leeds & Selby bridges. Most are of limestone, and some (for instance Barkston Road (CFM/5) are of stone but with brick arch rings.



High Bridge (CFM/11)

3.4.5 Brick bridges

There are only a few examples of brick masonry bridges, and indeed the engineer's reports make little reference to the supply of bricks except for Richmond Hill Tunnel. The Walker-era underbridge at Barwick Road (HUL4/19) is of red brick with sandstone dressings. When the York & North Midland Railway was built from York to Normanton in 1839 it intersected the Leeds & Selby at Common Lane near Milford, and a brick segmental-arched bridge was built to carry the earlier line over the newcomer (HUL3/4). This was most probably designed in the office of Robert Stephenson, engineer for the Y& NMR, and is typical of the work associated with him. The other principal brick-built bridges on the lines are the overbridges constructed when Richmond Hill Tunnel was partially opened out in 1891-2.

Barwick Road (HUL4/19)

Common Lane (HUL3/4)

3.4.6 Selby Swing Bridge

One other bridge, completed as the works to Richmond Hill Tunnel started, falls well outside the usual categories of bridge design. It was decided in 1888 to replace the double-bascule bridge of 1840 across the River Ouse at Selby. The new bridge, still in use, was designed by T.E.Harrison and fabricated by the Cleveland Bridge and Engineering Co. It is a swing bridge of five wrought iron spans; three landward spans and two hog-backed spans over the river, one fixed and the other opening. The hydraulic power was supplied by a pumping engine and accumulator on the north side of the river. The control cabin for working the bridge sits over the opening span.

From the William Rawlings collection. Reproduced courtesy of the Yorkshire Archaeological Society

The first iron bascule bridge over the Ouse at Selby c.1890

The 1888 swing bridge at Selby

3.5 Stations

3.5.1 Termini on the Leeds & Selby Railway

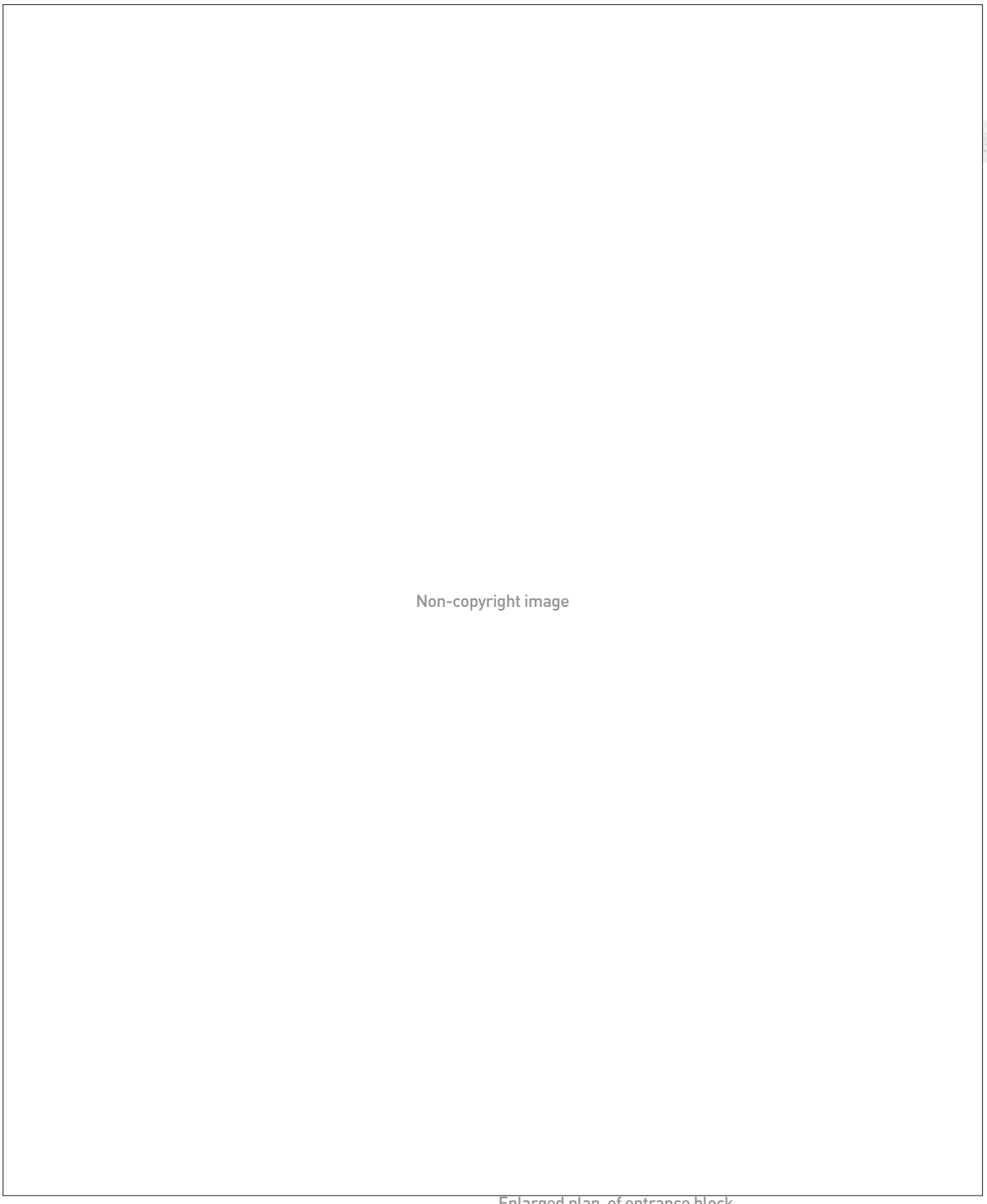
As completed the Leeds-Selby line had two end stations and five intermediate stops.

The end stations, at Leeds Marsh Lane and Selby, were given special attention, meriting a visit by Walker to similar buildings at Liverpool and Stockton-on-Tees. Whatever he may have learnt from those visits, it was decided to provide facilities of the simplest kind, essentially transit sheds in which passengers and freight were handled in the same space. The Leeds terminus has long since been demolished and is known only from contemporary plans (see below). Miraculously the Selby station building has survived, having become redundant after only six years and found a new use as a goods warehouse.

It is a 245ft. long brick shed, planned for six lines of railway and roofed by timber queen post trusses carried on cast iron columns. The massive side walls allowed for the addition of other warehouses. At the end of the shed the lines originally passed through doors and across the neighbouring street to two timber jetties on the river, allowing both passengers and goods to be put straight onto the boats for Hull. There were no platforms as such, which was criticised by contemporaries). The designs for this facility were approved as late as May 1834 and the project was completed over the following four months.

Selby Station in 1847

©.C. Brees, Railway Practice, 1847



Leeds Marsh Lane Station in 1847

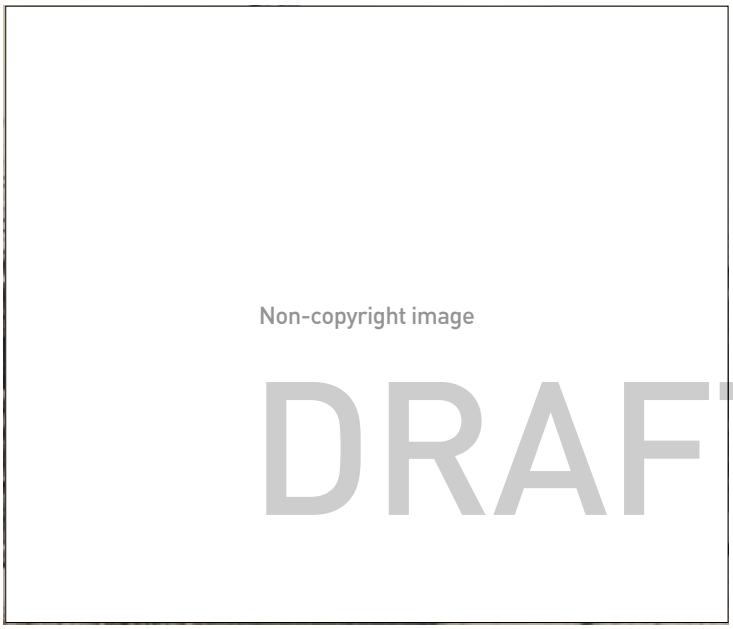
Enlarged plan of entrance block

The present station at Selby dates from 1870-1. The main station entrance was rebuilt in 1964 but much of the rest survives, including the up platform buildings and the canopies on both platforms. These are hipped, with a glazed and slate covering carried on cast iron trusses and columns. These are very similar to the down platform canopy at Durham Station of 1872, also built by the North Eastern Railway.

The present Selby Station

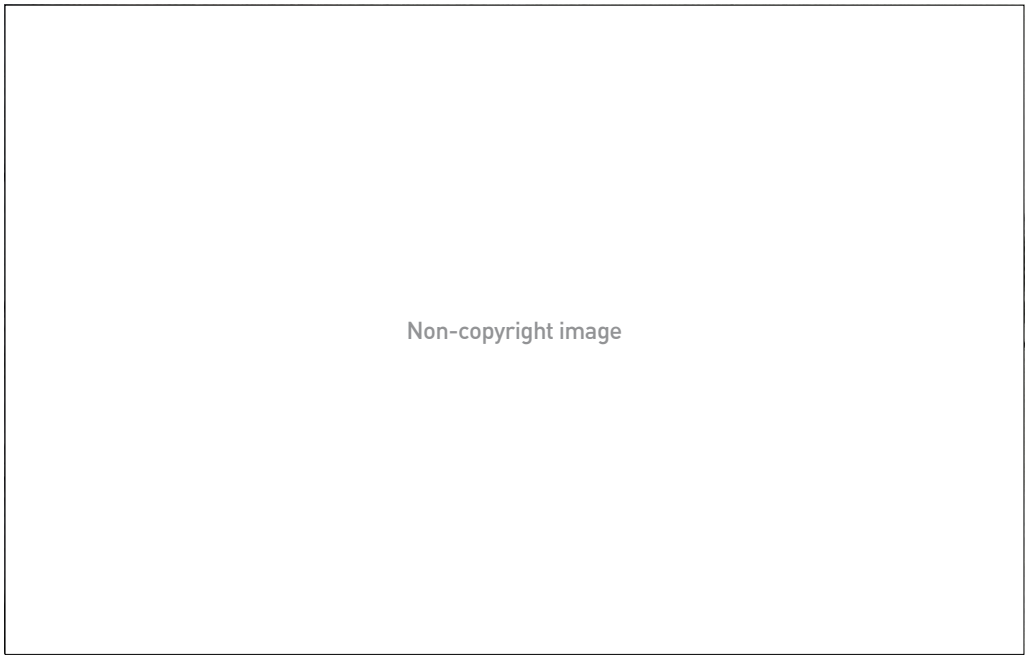
3.5.2 Intermediate stations on the Leeds & Selby

The intermediate stations were also of the simplest kind, with few facilities and only a semblance of a platform. Francis Whishaw, describing the line in 1840, said that they were 'neat cottage buildings, wherein, besides the passengers' waiting room, there is a kitchen and living-room, and over the latter a bedroom for the use of the station clerk' (Railways of Great Britain, p.179). These are now known only from historic photographs, which show that the buildings were built gable-on to the track, with rendered masonry walls and stone-slated roofs. The last were demolished in the 1970s.



Hudson, G.S. The Aberford Railway and the History of the Aberford Collieries

The first Garforth Station in 1963, before demolition. One of the few buildings designed for the route.

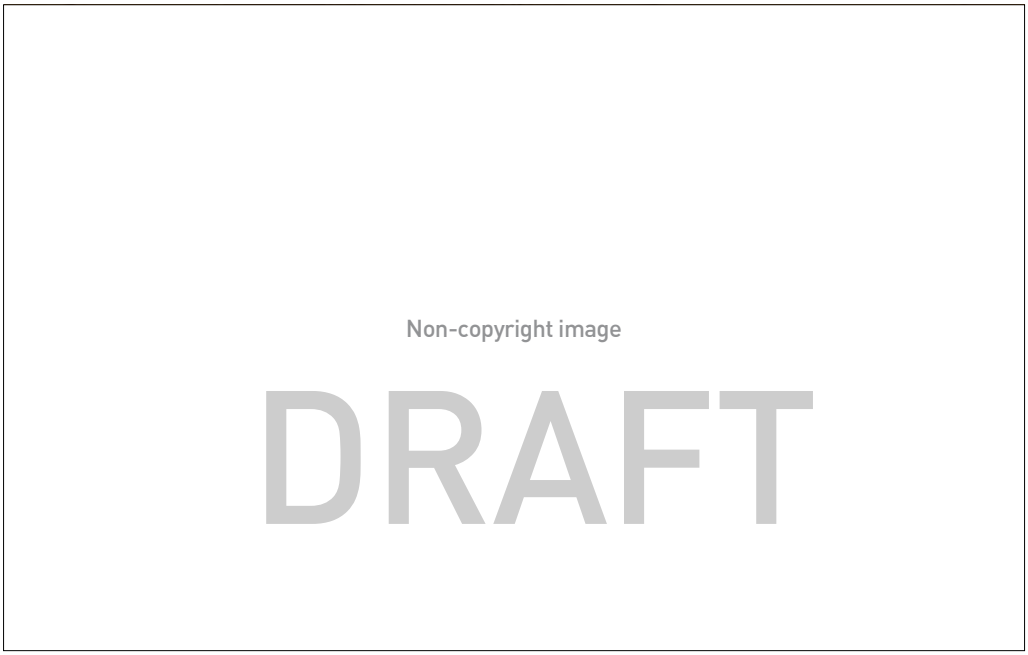


© Garforth Historical Society

The second Garforth station in the 1890s, built in the 1870s by NER. The 1830-34 station can be seen under the bridge and on the right

3.5.2 Later stations

At Garforth the station was rebuilt east of the road bridge (Aberford Road HUL4/18) in 1873 by the NER in brick, to a typical company design. Subsequently it was provided with a new cast iron footbridge. The new station, which survives, was much more substantial than its predecessor, with two waiting-rooms, special provision for ladies travelling first and second class, and a booking office distinguished by a canted bay on the platform front. Elsewhere on the line towards York, the stations at Copmanthorpe, Bolton Percy and Ulleskelf were rebuilt following the quadrupling of that part of the route in 1900–1.



West Yorkshire Archives Service, Ref: WYL 115 - E5 - 9

Proposed design for Garforth Station, 1870

© Alan Baxter & Associates

Garforth Station today

On the line towards York, built by the York & North Midland Railway, the original intermediate stations were designed by the noted railway architect George Townsend Andrews (1805-55). With the quadrupling of the line in 1900-1 and later closures most of his buildings have been lost. However, the station house at Bolton Percy (1839), a typical two storey villa with a broad hipped roof, has survived being some distance from the track.

Copmanthorpe Station, built c.1900-1

3.6 Other Buildings and Structures

Like all railways, the Leeds & Selby relied on a large number of buildings and other structures to run its trains and other services; engine sheds, signal boxes, goods sheds and other goods handling equipment. Drawing show the extent of these facilities at the Marsh Street headquarters of the company (see p.25). With the decline of local freight traffic and the transfer from steam to diesel power most of these characteristic minor buildings and structures have been demolished, with just a few exceptions.

Between Milford and Selby, where the line runs across a flat landscape, there have always been a number of level crossings, but what survives today, for instance at Thorpe Gate crossing, is a crossing box of a later date. Of goods buildings there is one survival, the red brick warehouse at Micklefield designed by George Smith in 1834, with a single storey towards the track but two storeys on the road frontage. This has been altered, partly through being linked to the adjoining house and window replacement.

Micklefield Station Warehouse, built 1835

4.0
Assessment of Significance

4.1 Assessing Significance

Assessing significance is the means by which the cultural importance of a building, structure or place, including its purpose and component parts, is identified and compared, both absolutely and relatively. The purpose of this is not merely academic. It is essential for effective conservation and management, because the identification of areas and aspects of higher and lower significance, based on a thorough understanding of buildings, structures and places, enables policies and proposals to be developed which protect, respect and where possible enhance their character and cultural values. The assessment can assist in the identification of elements where only minimal change should be considered, as well as locations where change might enhance the understanding of and appreciation of the building or place in question.

The process of assessing significance is central to official conservation guidance. Section 12 of the *National Planning Policy Framework* (March, 2012), which covers the historic environment, emphasises that both planning applicants and local authorities to which applications are made should assess the significance of any heritage assets that may be affected by a proposed development (paras.128-129). The more important an asset's significance, the greater the emphasis which should be put on its conservation. The guidance emphasises that 'substantial harm to or loss of designated heritage assets of the highest significance… should be wholly exceptional' (para.132).

English Heritage's *Conservation Principles, Policies and Guidance* (2008) go into greater detail about the methodology to be used in assessing significance. In addition to the conventional architectural historical terms used in such assessments, it shows how it is possible to take account of the way in which a building or place is generally valued and the associations which it may carry. It suggests that four different types of value can contribute to significance:

- **Evidential value:** that a building, structure or place provides primary evidence about the past. This applies particularly to archaeological deposits, but also to other situations where there is no surviving written record.
- **Historical value:** that it illustrates some aspect of the past, and that it helps interpret the past, or that it is associated with an important person, event or movement.
- **Aesthetic value:** this may derive from conscious design, including the work of an artist or craftsman, or it may be the fortuitous outcome of the way a building or place has evolved.
- **Communal value:** regardless of their historical or aesthetic value, many buildings, structures or places are valued for symbolic or social reasons, or the local identity which they provide.

As in any assessment exercise, the significance of the Leeds & Selby and associated routes will be an amalgam of these different values and interests.

A further, more recent document published by English Heritage is particularly relevant to the present project. This is the *Designation Listing Selection Guide: Transport Buildings* (April 2011). Where railways are concerned this sets a framework for assessment in terms of four historic periods, generally speaking of descending degree of importance:

- the pioneering first phase, 1825–41;
- the heroic age, 1841–50;
- the third phase 1850s–1870s, the consolidation of the network; and
- the fourth period, up to 1914, the completion of the network.

Alongside this periodisation specific advice is given on the assessment of particular types of railway buildings and structures, including stations, bridges and viaducts, signal boxes and engine sheds. In line with other advice, the key considerations are those of date, design quality, technical interest, and degree of survival. But two other points are of particular relevance. One concerns standardisation in design, as increasingly used by railway companies as the network developed (pp.5, 8). Where multiple examples of similar designs have survived, a greater degree of selection will be required and a key factor will be the intactness and rarity of a particular example. The other consideration is group value. This has always been a quality taken into account in assessments, particularly where buildings form an architectural group: hence the reference GV in official designations. As the *Transport Buildings Selection Guide* emphasises (p.8), this may be a key determinant for railway buildings and structures, where a functionally or architecturally inter-related cluster exists at one location. In some cases there may also be a quality of 'linear group value'. This applies to the way structures generally of similar date relate to each other, and to their setting, along a particular stretch of line (p.5).

4.2 Assessing the Leeds-Selby line and associated routes

This exercise to assess the significance of the Leeds-Selby line is unlike the typical exercise of assessing a single building or group of buildings. It deals with a whole route and the contribution which individual elements make to that route. Similar exercises have been undertaken for other lines which are due to be electrified, namely the Great Western Main Line from London to Bristol and South Wales and the Midland Main Line from Bedford to Sheffield. Much has been learnt from those preceding projects, not just about the history of railway building but also about the methodology to be applied:

- How to maintain a proper balance between understanding the parts and the whole
- How to take account of repetitive or standardised elements
- How to achieve a holistic view including elements such as the engineering of the railway through the landscape.

An assessment of significance must ultimately result in the ranking of buildings and structures according to a clear terminology. For the assessment of the Leeds-Selby line it has been decided to adopt a terminology in line with that used by the Designation Department at English Heritage: this applies to both this introductory report and the Route Structures Gazetteer in Chapter Five. The terms used are as follows:

- Detracts (from the significance of a heritage asset, such as a conservation area
- Minimal interest (e.g. a postwar concrete road bridge)
- Local interest (makes a positive contribution to the character or appearance of a conservation area or its setting, or is a structure of historic interest which has been substantially and unsympathetically altered)
- Possibly of special interest (potentially of sufficient significance to merit listing as a building or structure of national interest)
- Special interest (Grade II)
- Exceptional interest (Grade II* or Grade I)

The paragraphs which follow deal first of all with the overall significance of the Leeds-Selby line, and then with the significance of the constituent elements. Finally paragraph 4.5 provides a summary of this assessment exercise.

4.3 The overall significance of the line

The significance of the Leeds-Selby line relates to when it was built, its design and construction, and the degree to which it has survived. These qualities can be linked to the values identified by English Heritage of evidence, history and aesthetics. The fourth value described by English Heritage, communal value, is also relevant even though the line is much more than one specific building or place. All of these qualities are discussed in the following section.

4.3.1 Date of construction

By virtue of its date of construction the Leeds-Selby line falls clearly within what English Heritage calls the 'pioneering phase' of railway development. Indeed the Leeds-Selby was in the vanguard of that phase. As discussed above (para 2.2), it might be classed as a transitional project, looking back to early railways built to link mines and quarries to rivers or the sea but at the same time anticipating the development of a wider railway network. Although only 19 miles long it was conceived of on a grand scale and although it was used initially as a feeder line to the River Ouse, it is very likely that its directors had its extension to Hull in mind. This was achieved six years after it first opened, making it a key component in a cross-country railway route. Authorised in 1830 and completed as far as Selby in 1834, it was well in advance of the major trunk lines that were authorised in 1833-5, notably the Grand Junction Railway and the London & Birmingham Railway (both 1833) and the Great Western Railway (1835). Along with the Liverpool & Manchester Railway, completed in 1830, it may reasonably be described as the prelude to the railway age (see map on p.7).

In terms of date, the other significant line discussed in this report is the York & North Midland Railway route from York to Normanton, authorised in 1836 and completed in 1839. That too was a pioneering line which took its place in the national railway network - being designed as one of the links that created a route from Yorkshire and the North East to London - but there is much less surviving physical evidence of its construction. The link line from Church Fenton to Micklefield was a later addition of 1865-9. It comes within what English Heritage calls the 'consolidation phase' of railway development, categorised as less significant.

4.3.2 Design of the line

Scale

Railway engineers relied upon design and construction principles inherited from the era of turnpike road and canal construction, yet many railway projects were on an unprecedented scale. Their construction called for new ideas in design, the use of materials and project administration. The archival records of the Leeds & Selby Railway consisting of directors' minutes and engineer's reports- reflect the fact that this was genuinely a pioneering project in which previous experience was not always relevant. In particular, the decision to make provision for a four track railway meant that the engineer, James Walker, and the contractors had to work at a scale unknown in other railway projects. The scale of the line, in its engineering and its surviving bridges, is its most outstanding characteristic.

James Walker

There is often is a significance which attaches to a project because of the overall reputation of the designer. A building or structure is recognised for its place in that designer's evolving career. It is indisputable that James Walker was a major engineer of the early nineteenth century who, as well as being responsible for countless projects, played an important role in training the next generation of engineers. However, the core of his reputation was as an engineer of harbours, docks and lighthouses rather than railways. Most of his railway projects were in the 1830s, and he is not associated with the subsequent 'heroic age' of railway building, 1841-50, when engineers such as Brunel, Robert Stephenson and Joseph Locke consolidated their reputations. As his biographer Denis Smith has said: 'His connection with railways was brief but significant' (ODNB). The fact that he was not involved in many railway projects means that he did not leave a major mark on railway engineering, though that does not detract from the evident quality of his engineering design for the Leeds-Selby line.

Robert Stephenson

Robert Stephenson (1803-59), on the other hand, is widely recognised as one of the two or three major figures of the railway age. The York & North Midland Railway, a section of which falls within the sphere of this report, was part of a system which he and his father helped conceive of as major trunk route from London to the Midlands and the North. There are other parts of that route which survive in a less altered state and which better illustrate his design abilities, in particular the route of his North Midland Railway in Derbyshire. But in historical terms alone, the York & North Midland Railway has a continuing significance because of its association with him.

4.3.3 Degree of survival

All infrastructure is subject to alteration and renewal as demand changes and technologies improve, and the Leeds-Selby line is no exception. Conceived of as a four-track route it allowed for a degree of flexibility from the outset, but that has not prevented a number of changes from taking place. These may be summarised as follows:

- Widening of sections of the route which were not originally designed for four tracks, in particular the opening-up of Richmond Hill Tunnel in 1891–2 to widen that section and the quadrupling of the line between Church Fenton and Chaloners Whin Junction in 1900–1
- The closure or rebuilding of original station buildings
- The demolition or removal of minor buildings and equipment, including signal boxes and original level crossing equipment.

Yet because the original engineering of the route and a good number of bridges have survived in a largely unaltered state it is still possible to experience the line as Walker designed it. For a line of the pioneering era this constitutes a notable degree of survival.

4.3.3 Reputation

At the time of its opening the Leeds & Selby Railway received considerable attention, particularly in the provincial press. In addition a descriptive guidebook was published, *The Tourist's Companion, or the History of the Scenery and Places on the Route* (1835), though this had none of the grandeur of J.C Bourne's publications on the Great Western and the London & Birmingham Railway. Francis Whishaw (1804-56), who had been articled to James Walker, gave proportionately more space to this line than others in his book *The Railways of Great Britain and Ireland* (1840), which helped keep it in the attention of at least professional readers. By contrast, although the two end stations at Leeds-Selby were pioneering ventures in a new building type they appear not to have received comment in the architectural press. Indeed it is only in recent years that the real significance of the old station at Selby has been fully appreciated.

Once the line from Leeds to Selby had been extended to Hull and had been taken over by the York & North Midland it lost most of its separate identity. It never found a distinctive place in public affections as did some major railways. In that respect it can be said to have little communal significance, though obviously individual places along the route carry significant meaning for those who know them well.

4.4 Constituent elements

4.4.1 Introduction

This part of the report looks at the different elements of the route with a view to understanding their relative importance, measured against similar elements along the line or in the context of the wider railway system. The principal focus here is on the railway bridges as the main surviving aspects of the original line. The Route Structures Gazetteer in Chapter 5 gives details of all the structures and buildings along the route, ranked in significance.

At present the significance of the routes under consideration is recognised in four designations:

- The underbridge at Barwick Road (HUL4/19), listed Grade II in 1987
- The footbridge at Garforth Station, listed Grade II in 2010
- Selby Station, listed Grade II in 1980
- The former railway station at Selby, listed Grade II in 1980.

4.4.2 Bridges

The underbridges and overbridges on the Leeds-Selby line are remarkable for their date, scale and quality. As already discussed (para.3.4) Walker was required to design bridges to what, for a railway project, was an unprecedented span of c60 ft (18.2 metres). He opted to construct most of them in stone as the best local building material: only one of his surviving bridges is cast iron. He chose to design most of the bridges as single semi-elliptical arches. This is true not just of the overbridges, arching over a potential four tracks, but also some of the major underbridges. Minor underbridges such as the listed example at Barwick Road (HUL4/19) could be narrower semi-elliptical or semi-circular arches. As well as their scale, the significance of these bridges is in the thought that was given to their individual design and the quality of their construction; the way different stones are used and the detailing of voussoirs, impost bans and parapets.

A number of bridges survive in an unaltered state, for instance the overbridges at Brady Farm (HUL4/15), Roman Ridge Road (HUL4/14) and Gorse Lane (HUL3/8) and the underbridges at Halton Dial (HUL4/30) and Old North Road (HUL4/13).

Others have been altered, for instance the parapet alterations at Aberford Road (HUL4/18), or have been partially obscured by later additions as at Austhorpe Lane (HUL 4/21). The cast iron bridge at Crawshaw Woods (HUL4/20) has had its deck replaced, but is otherwise complete and is of exceptional importance. It is thought to be the earliest cast iron bridge still in situ. There were earlier iron bridges: that of 1823-4 on the Stockton & Darlington Railway designed by George Stephenson is at the National Railway Museum in York; Stephenson also desigend an iron bridge at the Manchester end of the Liverpool & Manchester, but that was demolished at the end of the nineteenth century

In total, as described in the Route Structures Gazetteer, there are fifteen bridges of 1830-4 which have survived in sufficient completeness to be categorised as 'possibly of special interest'. Of these fifteen, five are overbridges and ten are underbridges.

Four other bridges are classed as 'possibly of special interest' . One is the unique example on this line of an intersection bridge dating to the the 'pioneering phase' of railway development (in English Heritage's periodisation) - Robert Stephenson's bridge of 1839 at HUL3/4. The other three are on the link line of 1865-9: two overbridges (CFM/8 and CFM/11) and one underbridge (CFM/5). These come within the later 'consolidation phase' which calls for more rigorous selection and although attractive and well built, are neither architecturally nor technically exceptional for their time.

Old North Road (HUL4/13)

Roman Ridge Road (HUL4/14)

Brady Farm (HUL4/15)

Bar Lane ((HUL4/16)

Austhorpe Lane (HUL4/21)

Halton Dial (HUL4/30)

4.4.3 Other Buildings and Structures

Because of the amount of alteration that the line has undergone there are few other buildings and structures of significance which survive. Two of them, the present station at Selby (1870-1) and its historic predecessor (1840), have already been recognised through designation. The old station is an especially remarkable survival, easily overlooked because it has no architectural pretensions but a milestone in the evolution of stations as a building type. Although conceived in the model of the trainsit shed that Walker was familiar with from his docks projects, nevertheless this is the second oldest surviving purpose built station in the world, as well as the world's oldest trainshed (or overall roof).

Had it survived, Richmond Hill Tunnel in Leeds would have been ranked equally highly, being one of the first railway tunnels through which regular passenger services ran. However the short length of tunnel which is there today would appear to be the result of total rebuilding in 1891-2 when that part of the line was quadrupled, and for its date and design is not significant.

The present station at Garforth, dating from 1873, is now the most complete of the intermediate stations on the line. Although a good example of its kind from a national perspective it is not significant. Two other buildings associated with the intermediate stations have survived - the altered and expended warehouse at Micklefield of 1834-5 and the station house at Bolton Percy of 1839, designed by the railway architect G.T. Andrews. These lie outside the area directly affected by electrification but merit attention for their historic interest.

Selby Old Station - north elevation facing Ousegate and the former river quay

4.5 Summary Statement of Significance

The Leeds-Selby line is not as well known as it should be. Because it did not link two major centres it was overshadowed by the Liverpool and Manchester, and because it became subsumed within the larger railway network not long after its completion it soon lost much of its individual identity. Yet as it was built in 1830-4 , it was in the vanguard of pioneering railway projects. Nationally significant, the pioneering construction of the four track line from Leeds to Selby rightly has a place in the history of early railway history. According to the periodisation of railway development set out by English Heritage it is clearly of historical significance, fit to be ranked with the trunk lines of the late 1830s which have always received most attention. Its principal designer James Walker (1781-1862) was a major engineer of his time who, although he gained his main reputation in other spheres, made a significant contribution to early railway development.

A number of individual structures are of considerable significance as expressions of the pioneering nature of the line. Selby old station has the oldest surviving trainshed in the country, and the second oldest surviving purpose-built station. Those bridges that are complete or little altered provide tangible evidence of the engineering thought of the time, as well as historical evidence of the evolution of this pioneering route. They are also of aesthetic value as elegant solutions to the challenge of providing bridges for a four track railway, using mainly locally-sourced stone and resulting in structures of exceptional size. The one surviving cast iron overbridge is probably the earliest surviving example of a metal railway bridge in the world.

Currently only one of the bridges is listed. There are 19 others which merit consideration for designation. Of these, 15 are well-preserved examples from the original period of construction, one is a Robert Stephenson interchange bridge of 1839 and three are bridges of 1865-9 of designs sympathetic to Walker's original work. There are no other buildings or structures apart from the bridges which so directly reflect the significance of these lines as seen in a national context.

5.0
Route Structures Gazetteer

5.1 Purpose and status

The purpose of the Route Structures Gazetteer is to provide a description of historic structures on the Northern Transpennine Line east of Leeds.. The Gazetteer has been prepared using a combination of information supplied by Network Rail, site visits, archive research and desk-based analysis.

5.2 How to use this gazetteer

This Gazetteer provides information about individual historic structures along the route, including bridges, viaducts, tunnels and stations. Ancillary structures such as goods sheds are not normally given separate entries but are referred to in station descriptions where applicable. Two classes of structure are not described because they are of no historic interest: signal posts and gantries, and level crossings. For example, all signalling is modern colour aspect technology; there are no semaphore signals left on the routes analysed.

The Gazetteer should be read in conjunction with the earlier chapters of this report. These explain historic context, the main phases of alteration, the types of structures found, and the significance of structures in the context of other railway engineering. They are particularly useful for understanding more about the standard and generic types of structure that are characteristic of the line (for example, the Leeds and Selby's stone over and under bridges).

5.3 Organisation of the gazetteer

The Gazetteer is organised by the different lines affected by the electrification project east of Leeds. It begins with the route from Leeds to Selby, with the connection from Church Fenton to Micklefield, and Church Fenton to Colton Junction dealt with thereafter.

5.4 Organisation of each entry

For each structure there is an entry containing information under the following headings, explained here in the order in which they appear:

Structure number

Every structure is identified by its 'ELR' plus a sequence number: giving a unique structure number. The system of sequence numbers originated when the lines were planned. The ELR - or Engineer's Line Reference - is a three letter code used throughout Britain's railways to distinguish lines from one another.

The following are used in this Gazetteer:

- HUL 2, 3 + 4 — the route from Leeds to Selby as built in 1830–4.
- CFM — Church Fenton to Micklefield, the spur built 1865–9.
- NOC — Church Fenton to Colton Junction.

On most of these ELRs structures are numbered in sequence according to their distance from Selby Station.

Structure name

This can incorporate a place name, such as 'Crossgates', a road name, such as 'Aberford Road', or another reference, such as 'Crawshaw Woods'. Many structures are known by more than one name. In such cases the most commonly used name is given. If more than one name is commonly used, the alternatives are given.

Miles / Yards

The distance of the structure from Selby.

Easting / Northing

The grid reference for the location of the structure.

Local planning authority

The local planning authority for the area in which the structure is located.

Designation

Some structures are statutorily designated in one, or a combination, of the following categoriess;

- listed building (Grades I, II* and II)
- in a conservation area
- Scheduled Monument

There are other non-statutory designations which are relevant 'material considerations' in planning terms including registered parks and gardens; English Heritage designates landscape areas in recognition of their special historic interest.

As well as these designations, the Gazetteer uses the categories 'Near a conservation area' and 'On the boundary of a conservation area'. These have been included because the National Planning Policy Framework (NPPF) contains policies relating to the setting of heritage assets.

Listed building identification number

The 'List Entry Number' is a unique identification number which English Heritage's National Heritage List for England uses to distinguish heritage assets from each other. It has been used in the Gazetteer. If the asset is not listed, N/A appears in this field.

Date of designation

Provided by the National Heritage List for England. If the asset is not listed, N/A appears in this field.

Structure type

The structures are categorised into the following types:

- Overbridge - road
- Overbridge - railway
- Overbridge - accommodation
- Underbridge - road
- Underbridge - railway
- Underbridge - accommodation
- Underbridge - river
- Culvert
- Footbridge
- Pipe bridge
- Viaduct
- Aqueduct
- Station
- Tunnel
- Cutting
- Embankment
- Retaining wall
- Subway
- Other

Design type

These categories are applicable to bridges only:

- Arch - semi-elliptical
- Arch - semi-circular
- Arch - segmental
- Arch - four centred
- Arch - horseshoe
- Arch - other
- Beam
- Truss
- Girder
- Other

Some bridges are complex structures with more than one span. With overbridges, the span that crosses the tracks will be categorised in this field. If more than one span crosses the line, or the structure is an underbridge, then the older of the spans will be categorised in this field. If the design of the structure cannot easily be described by these terms, additional information is added in the 'description of structure'.

Primary Material

This is the material from which the majority or most significant part of the structure is constructed. For example, a bridge constructed of red brick but with a concrete parapet would be categorised as 'red brick'. The materials are:

- Red brick
- Engineering brick
- Stone
- Gritstone
- Sandstone
- Coal Measure sandstone
- Metal
- Steel
- Iron
- Timber
- Concrete
- Other

Secondary material(s)

Used if there is more than one material.

Construction date

Archival research and knowledge of structure types has been used to identify a construction date. A detailed explanation of the construction phases named in this field can be found in Chapter 2.0. Where it has not been possible to identify a precise date or project, a broad category, such as 'post-1890', is used.

Dates include:

- Leeds & Selby Railway (1830-34)
- York & North Midland Railway (1840)
- North Eastern Railway (1865-9)
- East Coast Main Line Selby Diversion (1980-83)

Major alteration phase(s)

Only used if a structure has been altered; for example, if the iron or timber deck of a bridge was replaced in the 20th century with a steel or concrete deck. Refacing of a red brick bridge in engineering brick is not categorised as a major alteration phase. If more than one significant phase of alteration is known, all are identified. More information about alterations may appear in the 'description of structure' field.

Description of structure

A short description of the structure in terms of its age, design and material, plus anything else of relevance, such as alterations.

Railway conventions have been followed to identify different parts of structures:

- *Up* (side) - facing south
- *Down* (side) - facing north
- *Low mileag*e (side or face) - meaning the one nearest Selby
- *High mileage* (side or face) - meaning the one furthest from Selby
- *Main* - the (fast) lines used by passenger services
- *Relief* - the (goods or slow) lines generally used by goods trains

Assessment of significance

The terminology developed for the assessment of significance is based on that used by the Designation Team at English Heritage for listing; this applies to both the Gazetteer and the Statement of History and Significance. The terms used are as follows:

- *Detracts* – from the significance of the route or a heritage asset, such as a conservation areas)
- *Minimal interest*
- *Local interest* – makes a positive contribution to the character or appearance of a Conservation Area or its setting; is a structure of historic interest that has been substantially and unsympathetically altered
- *Possibly of special interes*t – potentially of sufficient significance to merit listing as a building or structure of national interest
- *Special interest* – Grade II listed
- *Exceptional interest* – Grade II* or Grade I listed

Sources

Information sources used to compile the Gazetteer include:

- *Books* - See Chapter 6.0: Sources for the full titles of books and reports referred to in the Gazetteer by author only
- *Google Maps / Bing Maps / Streetview* - consulted to verify other sources
- *List Descriptions* - from the National Heritage List for England
- *National Archives* - material is referenced as 'NA' followed by the reference numbers
- *Network Rail Databases* - route structures databases used by the NTPE Electrification Project team
- *Network Rail Examination Reports* - obtained from Network Rail. Contains information on materials and condition, plus photographs
- *Network Rail National Records Centre* - historic drawings, referenced as 'NRC' followed by the identification or barcode number
- *OS Maps* - Ordnance Survey maps, including historical mapping
- *Site visits* - where these have been made
-

5.5 Gazetteer

The gazetter begins on the next page and is organised alphabetically by ELR and then structure order.

Structure Number: CFM/2

Common Road

Miles: 10
Chains: 64
Easting: 450920
Northing: 436930

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Overbridge - road
Design Type: Arch - segmental
Primary Material: Steel
Secondary Material(s): Brick

Construction date: North Eastern Railway (1865-9)
Major alteration phase(s): 1900-01

Description of structure:

Two span overbridge; riveted steel girder and brick jack arch form the larger span, and segmental brick arch comprises the smaller span; both resting on brick abutments with stone dressings. The arch and the wing walls are topped by a moulded ashlar string course, and a brick parapet with ashlar coping and terminating piers.

Assessment of significance:

This typical mid-Victorian railway bridge was extensively altered in 1900-01 in a structutally and aesthetically commonplace fashion. Therefore, it does not therefore meet the criteria for special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/2A

Rose Lane Footbridge

Miles:	10
Chains:	79
Easting:	450770
Northing:	436670
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Beam
Primary Material:	Riveted iron
Secondary Material(s):	Brick, concrete, timber
Construction date:	Post 1890?
Major alteration phase(s):	?

Description of structure:

Bridge of 1869 extensively altered and extended in 1900-01 when the East Coast Main Line was quadrupled between York and Churh Fenton. This is a riveted iron footbridge on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. It is of late Victorian date, but has concrete additions of a later date. It has brick and concrete abutments, which also hold the concrete staircases. The parapet is of cross-braced iron with steel mesh.

Assessment of significance:

This is a late-C19 footbridge is of simple form and has been altered and is therefore of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/2B

Rose Lane culvert

Miles:	10
Chains:	79
Easting:	450701
Northing:	436608
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - horseshoe
Primary Material:	Magnesian Limestone
Secondary Material(s):	Red brick
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	none

Description of structure:

This is an unaltered culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. Only the downside (north) face is visible. The arch is of rusticated v-jointed voussoirs with tooled edges. The walling and abutments are of squared and coursed quarry-faced. limestone. The arch soffit is brick.

Assessment of significance:

This is a minor, commonplace mid-Victorian railway structure and therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/2C

Poulters Lane

Miles:	11
Chains:	13
Easting:	450441
Northing:	436396
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - other
Primary Material:	Magnesian Limestone
Secondary Material(s):	Red engineering brick
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	?

Description of structure:

This is a culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. Both sides are similar. The arch is of rusticated v-jointed voussoirs with tooled edges. The walling and abutments are of squared and coursed quarry-faced limestone. The culvert barrel is brick and the parapets have been raised at a later date in red engineering brick

Assessment of significance:

This is a minor, commonplace mid-Victorian railway structure that has been altered and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/2D

Willow Farm

Miles:	11
Chains:	21
Easting:	450441
Northing:	436396
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Beam
Primary Material:	Magnesian Limestone
Secondary Material(s):	Concrete, steel
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	none

Description of structure:

This is a small, double culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. It is comprised of quarry-faced Magnesian limestone with slabs forming the roof of the culvers. It hasa squared ashlar coping and steel railings above on the downside (north) face.

Assessment of significance:

This is a minor, commonplace mid-Victorian railway structure that has been altered and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/2E

Barkston Moor

Miles: 11
Chains: 60
Easting: 449830
Northing: 435900

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Beam
Primary Material: Magnesian Limestone
Secondary Material(s): N/A

Construction date: North Eastern Railway (1865-9)
Major alteration phase(s): none

Description of structure:

This is a very small culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. It is comprised of quarry-faced Magnesian limestone, and topped by a squared ashlar coping.

Assessment of significance:

This is a minor, commonplace mid-Victorian railway structure and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/2F

Manor Farm

Miles:	11
Chains:	64
Easting:	449700
Northing:	435800
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - semi-circular
Primary Material:	Magnesian Limestone
Secondary Material(s):	Concrete, corrugated iron
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	c. 20th century

Description of structure:

This is an altered culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. The downside (north) face is of rusticated v-jointed voussoirs with tooled edges. On the upside (south) face, the arch is of concrete. The culvert barrel has been lined with corrugated iron.

Assessment of significance:

This is a minor, commonplace mid-Victorian railway structure that has been altered and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/4

Saw Well Lane

Miles:	12
Chains:	1
Easting:	449500
Northing:	435600
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - segmental
Primary Material:	Magnesian Limestone
Secondary Material(s):	Red brick soffit?
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	since 1900

Description of structure:

This is an altered underbridge on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. The arch has quarry-faced voussoirs with tooled edges sitting atop a slightly project impost band of the same. The quoins for the abutments are quarry-faced limestone with tooled edges. The wing walls and spandrels are of coursed and squared quarry faced sandstone. The wing walls are straight and raked, and they are topped by a squared moulding. The parapet has been rendered.

Assessment of significance:

Though well detailed and constructed, this is a commonplace structure, of no technical interest, and typical of thousands constructed across the country during the later phase of the development of the rail network. It therefore does not meet the criteria for designation and is not of special interest.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: CFM/4A

Bishops Dyke culvert

Miles: 12
Chains: 2
Easting: 449400
Northing: 435600

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Arch - horseshoe
Primary Material: Magnesian Limestone
Secondary Material(s): Red brick

Construction date: North Eastern Railway (1865-9)
Major alteration phase(s): none

Description of structure:

This is an unaltered culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. Both sides are similar. The arch is of rusticated v-jointed voussoirs with tooled edges. The walling and abutments are of squared and coursed quarry-faced limestone. The culvert barrel is brick.

Assessment of significance:

Though carefully detailed, this is a minor, commonplace mid-Victorian railway structure and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/4B

Saw Wells no.1 culvert

Miles:	12
Chains:	5
Easting:	449360
Northing:	435520
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - horseshoe
Primary Material:	Magnesian Limestone
Secondary Material(s):	N/A
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	N/A

Description of structure:

This is an unaltered culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. Both sides are similar. The arch is of rusticated v-jointed voussoirs with tooled edges. The walling and abutments are of squared and coursed quarry-faced limestone. The culvert barrel is brick.

Assessment of significance:

Though carefully detailed, this is a minor, commonplace mid-Victorian railway structure and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/4D

Saw Wells no.3 culvert

Miles:	12
Chains:	5
Easting:	449421
Northing:	435575
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Beam
Primary Material:	Limestone
Secondary Material(s):	Concrete
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	Post-1980

Description of structure:

This is a very small culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds, built by the North Eastern Railway c. 1865-9. It is comprised of three courses of quarry-faced Magnesian limestone, and topped by a squared ashlar coping. The downside (north) face has a recent concrete coping.

Assessment of significance:

This is a minor, commonplace mid-Victorian railway structure and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/4C

Saw Wells no.2 culvert

Miles:	12
Chains:	10
Easting:	449360
Northing:	435520
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Beam
Primary Material:	Limestone
Secondary Material(s):	N/A
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	N/A

Description of structure:

This is a very small culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds, built by the North Eastern Railway c. 1865-9. It is comprised of three courses of quarry-faced Magnesian limestone, and topped by a squared ashlar coping. The culvert is stone lined.

Assessment of significance:

This is a very basic mid nineteenth century railway structure and therefore of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/5

Barkston Road

Miles:	12
Chains:	31
Easting:	449024
Northing:	435249
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - segmental
Primary Material:	Magnesian limestone
Secondary Material(s):	N/A
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	N/A

Description of structure:

This is an unaltered underbridge on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. The arch has quarry-faced voussoirs with tooled edges sitting atop a slightly project impost band of the same. The quoins for the abutments are quarry-faced limestone with tooled edges. The wing walls and spandrels are of coursed and squared quarry faced sandstone. The wing walls are straight and raked, and they are topped by a squared moulding. The parapet is several courses of a sandstone ashlar. The soffit is brick.

Assessment of significance:

This unaltered overbridge is of typical form for a bridge of the consolidation phase of railway construction, but is carefully detailed and unaltered. It has some group value as part of a sequence of similar structures on the line.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: CFM/5A

Stream Dike

Miles:	12
Chains:	76
Easting:	448283
Northing:	434622
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - horseshoe
Primary Material:	Quarry-faced sandstone
Secondary Material(s):	Red brick
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	N/A

Description of structure:

This is an unaltered culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. Both sides are similar. The circular horseshoe arch is of rusticated v-jointed voussoirs with tooled edges. The walling and abutments are of squared and coursed quarry-faced limestone. Both faces possess a squared ashlar coping. The arch soffit is red brick.

Assessment of significance:

Though carefully detailed, this is a minor, commonplace mid-Victorian railway structure and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/6

Coldhill Lane UB

Miles:	13
Chains:	9
Easting:	448160
Northing:	434466
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Beam
Primary Material:	Steel
Secondary Material(s):	Magnesian Limestone, Concrete
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	Post -1945

Description of structure:

This is an altered underbridge on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. The span of the bridge has been replaced by steel beams infilled with concrete. The abutments are squared and coursed quarry-faced stone with tooled edges to the quoins. The raked wing walls are of the same material.

Assessment of significance:

This is a commonplace structure, of no technical interest, typical of thousands constructed across the country during the later phases of the development of the rail network and with a replacement span. It therefore does not meet the criteria for designation and is not of special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/7

Laithstaid Road

Miles:	13
Chains:	54
Easting:	447619
Northing:	433746
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - segmental
Primary Material:	Magnesian Limestone
Secondary Material(s):	Local sandstone; red brick
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	Post 1945

Description of structure:

This is a carefully detailed, but altered underbridge on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. The arch is of rusticated, v-jointed quarry-faced limestone voussoirs with tooled edges, resting on a chamfered impost band. The abutments to the bridge are of squared and coursed quarry-faced sandstone. The wing walls are straight, and descend from just above the impost band to the ground and are constructed of squared and coursed quarry-faced sandstone. Running across the face, and blunting the uppermost voussoirs, is a squared string course. Above this is a single course of sandstone ashlar, which appears to have comprised the original parapet. Since construction, a large section of masonry has been added to the top of the structure, increasing the size of the parapet. The arch soffit is red brick.

Assessment of significance:

Though well detailed and constructed, this is a structure of no technical interest and of a form typical of thousands constructed across the country during the later phases of the development of the rail network. It has also been altered. It therefore does not meet the criteria for designation and is not of special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/13B1

Huddlestone downside retaining wall

Miles: 13
Chains: 64
Easting: 447428
Northing: 433483

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Retaining wall
Design Type: N/A
Primary Material: Magnesian Limestone
Secondary Material(s): none

Construction date: North Eastern Railway (1865-9)
Major alteration phase(s): N/A

Description of structure:

A short section of retaining wall alongside the railway at Huddlestone Wood. It is constructed of squared and coursed quarry-faced limestone. The coping to the wall is of large, chunky blocks.

Assessment of significance:

This is a minor, commonplace mid-Victorian railway structure and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/8

Huddlestone Road

Miles:	13
Chains:	72
Easting:	447426
Northing:	433485
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - other
Primary Material:	Magnesian Limestone
Secondary Material(s):	Red brick
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	N/A

Description of structure:

An essentially unaltered flying arch overbridge constructed for the North Eastern Railway c. 1865-9 on Church Fenton to Micklefield line that was opened to shorten the journey from York and the North East to Leeds. This example is constructed of squared and coursed quarry-faced magnesian limestone. The bridge is similar to others on the line. The flying arch is made of stepped, rusticated and v-jointed ashlar voussoirs. The abutment on the upside (south) face has an impost band. This, the abutment and the string course are constructed of coursed and quarry-faced limestone. On the down side (north) face, the arch meets the cutting wall where it has been allowed to encroach. Wing walls are straight, and the parapet is a square-moulded ashlar string course which blunts the upper voussoirs. The parapet is extraordinarily low on the unsurfaced deck, and C20 metal railings have been added. Brick soffit.

Assessment of significance:

This overbridge is of typical in many ways of bridges built throughout the country in the later phases of the development of the railway network, and has been altered. However, it is carefully detailed and of an attractive flying arch design. Whilst this was not technically challenging or innovative, ther structure is a good example of its type and may merit consideration to see whether it meets the more stringent requirements for designation of later railway structures. It also has some group value as part of a surviving sequence of structures on the line that share a common design language.

Significance Rating:

Possibly of special interest

Sources:

Structure Number: CFM/14A

Huddlestone Wood downside retaining wall

Miles: 14
Chains: 13
Easting: 447090
Northing: 433170

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Retaining wall
Design Type: N/A
Primary Material: Magnesian Limestone
Secondary Material(s): none

Construction date: Post 1980
Major alteration phase(s): N/A

Description of structure:

A short section of modern retaining wall of squared and course quarry-faced limestone.

Assessment of significance:

This is a minor and modern structure of no technical or aesthetic value, and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/10

Huddlestone Old Road bridge

Miles:	14
Chains:	36
Easting:	446670
Northing:	433000
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Abutments
Design Type:	N/A
Primary Material:	Magnesian Limestone
Secondary Material(s):	none
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	Unknown

Description of structure:

This structure is comprised of the remains of the abutments of a bridge built for the NER's Church Fenton to Micklefield line, that opened in 1869 to shorten the journey from York and the North East to Leeds. The span itself has been demolished. The abutments are of coursed and squared quarry-faced limestone, with Bramley Fall Gritstone dressings with tooled edges.

Assessment of significance:

These abutments date to the construction of the North Eastern Railway (1865-9), but the extent of demolition means that this structure has retained only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/11

High Bridge

Miles:	14
Chains:	50
Easting:	446392
Northing:	432953
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - segmental
Primary Material:	Magnesian Limestone
Secondary Material(s):	Red brick; steel
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	Unknown

Description of structure:

A largely unaltered overbridge on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. The bridge is located in a high rock-walled cutting and is unusually tall, but is otherwise constucted like others on the line of Magnesian limestone. The segmentalarch has rusticated, v-jointed quarry-faced voussoirs continuing to the underside as quoins to the soffit, and resting on a square moulded impost band. The abutments are of squared and coursed quarry-faced Magnesian limestone. The straight, raked wing walls are of the same. Across the face, and blunting the uppermost voussoirs is a moulded string course and a thin metal girder. The parapet is of squared and coursed quarry-faced Magnesian limestone. This element, and the slightly projecting terminating piers are topped with squared ashlar coping. The arch has been braced with metal tie plates and three large steel beams. The arch soffit is red brick.

Assessment of significance:

This overbridge is of typical in many ways of thousands of others built throughout the country in the later phases of the development of the railway network, and has been altered. However, it is carefully detailed and of an attractive and unsually tall. The structure was not successful and has been tied back and braced with steel beams since, but it is a striking example of its kind and may merit consideration to see whether it meets the more stringent requirements for designation of later railway structures. It also has some group value as part of a surviving sequence of structures on the line that share a common design language.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: CFM/12

Shepherds Bridge

Miles:	14
Chains:	78
Easting:	445857
Northing:	432868
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
Primary Material:	Concrete
Secondary Material(s):	Magnesian limestone ashlar
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	1923, 1994

Description of structure:

This is a heavily altered overbridge on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. Drawings show the bridge was reconstructed in 1923, and the single-span segmental arch was removed and replaced by riveted iron girders and a timber deck. In 1994, this was replaced by the current span, which consist of pre-cast concrete beams and a coursed and squared quarry-faced masonry parapet. The abutments and wing walls are the only components of the bridge which date to its construction by the North Eastern Railway, and are of coursed and squared quarry-faced stone with tooled edges.

Assessment of significance:

This is an extensively altered overbridge of realtively late date, and therefore of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/12B

Newthorpe Beck

Miles: 15
Chains: 23
Easting: 445226
Northing: 432768

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Arch - horseshoe
Primary Material: Magnesian Limestone
Secondary Material(s): Red brick

Construction date: North Eastern Railway (1865-9)
Major alteration phase(s): N/A

Description of structure:

This is an unaltered culvert on the NER's Church Fenton to Micklefield line that opened in 1869 to shorten the journey from York and the North East to Leeds. Both sides are similar. The arch is of rusticated v-jointed voussoirs with tooled edges. The walling and abutments are of squared and coursed quarry-faced limestone. Both faces possess a squared ashlar coping. The arch soffit is brick.

Assessment of significance:

This is a minor, commonplace mid-Victorian railway structure and is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: CFM/13

Highroyds Wood

Miles:	15
Chains:	29
Easting:	445220
Northing:	432760
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - segmental
Primary Material:	Magnesian Limestone
Secondary Material(s):	Red brick, Concrete
Construction date:	North Eastern Railway (1865-9)
Major alteration phase(s):	Post-1960

Description of structure:

A handsome underbridge which has been altered post-1980. Built for the North Eastern Railway c. 1869 on its Church Fenton to Micklefield line, which was opened to shorten the journey from York and the North East to Leeds. it shares common design characteristics with other bridges on the line. The segmental arch is of rusticated v-jointed limestone voussoirs with tooled edges. It rests on a squared ashlar impost band, below which are abutments of chunky quarry-faced limestone with tooled edges. The abutments continue down to a slightly projecting chamfered plinth. The arch soffit has been strengthened by circular metal tie plates and a large concrete strut, which mar the proportions of the archway. The bridge is located on a tall embankment therefore the raked wing walls are of considerable height. Several courses of masonry extend above the arch, where it is met by a moulded ashlar coping. This continues across the face and down the wing walls.

Assessment of significance:

Though well detailed, this is a structure of no technical interest and of a form typical of thousands constructed across the country during the later phases of the development of the rail network. It has also been altered since c.1980 with large concrete braces that disfigure the arch. It is therefore of only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL2/1

Selby Station

Miles:	2
Chains:	24
Easting:	461802
Northing:	432245

LPA:	Selby District Council
Designation:	Listed Grade II and in a Conservation Area
List Entry Number:	1365807
Date of Designation:	14/11/1980
Structure Type:	Station
Design Type:	N/A
Primary Material:	Brown and blue brick
Secondary Material(s):	Ashlar dressings
Construction date:	1864-71
Major alteration phase(s):	Post 1945, and 1980

Description of structure:

Selby Station dates from 1871, when the North Eastern Railway built its cut-off from Chaloner Whin junction to Shaftholme junction near Doncaster. The one-storey station building designed by Thomas Prosser, is located on the upside (south) platform and is of brown brick, with blue brick string courses and chequered voussoirs: ashlar sills and some ashlar voussoirs. There was once a building on the downside (north) platform which has since been destroyed, but the canopy remains. The canopies on both platforms have half-hipped roofs, glazed above, slate below. The downside (north) platform retains parts of its cast-iron moulded cornice with fluted consoles and simulated fretwork valance. Cast-iron trusses, moulded to simulate wood, taken on two cast-iron columns each, with stylised foliage capitals. The footbridge (separately listed) is of a single flat iron span, with enclosed sides with board and batten partitioning, and a segmental lead-covered roof. It also has a cast-iron balustrade with elaborate moulded newels, and a moulded wooden handrail. ~ The first station on this site was built by the Hull & Selby Railway between 1836 and 1840. The original station was a one-storey red brick building, a larger version of the existing building on the opposite platform. The station was amended in 1890 by William Bell to accommodate the realignment of tracks onto a new bridge over the Ouse, during replacement of the bascule bridge. The ticket office was replaced by the present entrance and ticket office in 1964.

Assessment of significance:

Selby Station is the third station on this site, built for the North Eastern Railway, and opening in 1871. It has special interest for the following reasons; it dates from the consolidation phase of the development of the railway network. Selby Station is an example of a largely complete station complex, including its wide canopies and footbridge. It contributes to the character of the Selby Town Conservation Area. Despite the 1964 replacement of the entrance/ticket hall, the station buildings remain an excellent example of station architecture from this period of railway development.

Significance Rating:

Special interest

Sources:

NR examination report, site visit, list description, Biddle, Selby Town Conservation Area map

Structure Number: HUL2/1

Selby Old Station

Miles:	2
Chains:	24
Easting:	461873
Northing:	432291

LPA:	Selby District Council
Designation:	Listed Grade II and in a Conservation Area
List Entry Number:	1365804
Date of Designation:	14/11/1980
Structure Type:	Disused station
Design Type:	N/A
Primary Material:	Red brick
Secondary Material(s):	Ashlar, cast iron columns, timber trusses
Construction date:	1830-34
Major alteration phase(s):	1841

Description of structure:

Selby Old Station was built in 1830-34 for the Leeds & Selby Railway. Designed by James Walker, the Old Station is a brown brick warehouse. It was intended primarily for the transhipment of goods and therefore had very little provision for passengers. Designed with expansion in mind, the building possesses massive side walls. The window reveals in the eastern elevation indicate the planned conversion of them into warehouse doors. ~ Selby Old Station had three lines which came into the train shed; the two outer lines were for goods, and the central line served passengers. The massive timber doors which gave access onto the riverside were accompanied by jetties, allowing trains to continue out onto the wharf and unload. When the Hull & Selby continued the railway in 1841, a new through station was built adjacent, and the old station was used solely as a goods depot, before the tracks were taken up in the 1980s. The former passenger tracks were extended onto the jetties at this point through two new doorways in the front wall. On the east elevation there is now a small two-storey office block of 1890. In the 1980s, an increase in charges resulted in the removal of the tracks, and its conversion into offices and warehouses. In 1841, the line was surveyed by Robert Stephenson on behalf of the York and North Midland Railway, who eventually bought it; and his survey illustrates this building as it is now, but with a clerestory ventilator to the central span.

Assessment of significance:

The old station at Selby is a very rare example of one of the earliest railway stations in the world. It has special interest for the following reasons; it dates to the pioneering phase of railway development, and the first railway station in Yorkshire when it opened in 1834. Designed by James Walker, it was conceived of as a transhipment shed, rather than a traditional terminus, but is a milestone in the evolution of the station as a building type. Its use as a passenger station for only six years, and its subsequent use as a goods station has resulted in an excellent state of preservation, with only the addition of an 1890 office block to one side. It is the only surviving terminus on the original Leeds & Selby and one of the only surviving buildings of this date on the line.

Significance Rating:

Outstanding interest

Sources:

NR examination report, site visit, list description, Biddle, Brees, West Yorkshire Archives Service Ref: WYL160/M457, Selby Town Conservation Area map

Structure Number: HUL2/01

Selby Swing Bridge

Miles:	2
Chains:	25
Easting:	461881
Northing:	432389
LPA:	Selby District Council
Designation:	In a Conservation Area
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Girder
Primary Material:	Iron
Secondary Material(s):	Steel; timber
Construction date:	North Eastern Railway (1889-91)
Major alteration phase(s):	none

Description of structure:

The swing bridge was constructed for the North Eastern Railway in 1889-91, and carries the railway line from Selby to Hull (and formerly the East Coast Main Line) over the River Ouse. The bridge is immediately north of Selby station and has five iron plate girder spans. Three of these are short land spans and the other two are span the river; one fixed span of almost 111ft long, and one moving span at 130ft long. This inequality requires a 92-ton counterbalance at the other end. Two main girders make up the spans, with both tracks of the rail line sit on full length cross girders. The moving part of the bridge swings on steel rollers on a 31ft diameter cylindrical pier resting on iron cylinders. A small span cross a footpath at the northern end. The control cabin is housed within a pagoda-roofed structure which sits over the tracks above the pivot.~The swing bridge was designed by Thomas Eliot Harrison, and the swing mechanism was engineered by Sir W.G.Armstrong. The contractor was Nelson & Co., with ironwork by the Cleveland Bridge Company. The Swing Bridge was built to replace an 1839 cast-iron two-leaf trunnion bascule bridge, built by the Hull & Selby Railway. A significant refurbishment of the swing bridge was to take place in 2013, but a landslip at Hatfield Colliery made the proposed diversionary route unusable. The work is to take place in 2015.

Assessment of significance:

The Selby Swing Bridge has potential special interest as a rare example of a an unusual structure type. Moreover, it survives in an operational and essentially unaltered state. It is similar to the listed swing bridge at Goole, built by the NER with the same design team.

Significance Rating:

Possibly of special interest

Sources:

NR examination report, site visit, Biddle, Tomlinson, Yorkshire Archaeological Service

Structure Number: HUL2/23

Park Street

Miles:	31
Chains:	9
Easting:	461710
Northing:	432018
LPA:	North Yorkshire County Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
Primary Material:	Concrete
Secondary Material(s):	Engineering brick, steel
Construction date:	Post 1890?
Major alteration phase(s):	1948

Description of structure:

This is a late Victorian overbridge covering five spans and comprised mainly of red brick. Reconstructed in 1948, the bridge now has a concrete span supported by engineering brick and steel and late Victorian brick abutments. These have a squared ashlar string course and coping.

Assessment of significance:

This overbridge on the Church Fenton to Micklefield line to York is likely to date to the late Victorian period. Its basic design, late date and heavily altered state means it possesses minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1AA

Sandhill Lane

Miles:	1
Chains:	50
Easting:	459199
Northing:	431481
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - other
Primary Material:	Red engineering brick
Secondary Material(s):	Quarry-faced sandstone
Construction date:	Leeds & Selby (1830-34) ??
Major alteration phase(s):	?

Description of structure:

This is a red brick culvert on the Leeds & Selby, dating to a later phase of construction. It appears have been originally built of stone, with heavy alterations of red engineering brick. The arch is a mixture of stone and brick, and the face is red brick with no architectural detailing. Running across the face is a single course of ashlar coping.

Assessment of significance:

This is an unexceptional culvert dating from a later phase of construction on the railway. Due to the level of alteration on a (possibly) earlier bridge, it has no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1AC

Thorpe Hall culvert

Miles:	2
Chains:	48
Easting:	457640
Northing:	431380
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Other
Primary Material:	Red engineering brick
Secondary Material(s):	Sandstone, concrete, corrugated iron
Construction date:	Leeds & Selby (1830-34) ??
Major alteration phase(s):	Post 1980

Description of structure:

This is an altered culvert which is thought to date to the construction of the Leeds & Selby (1830-34). The downside (north) face is entirely red engineering brick, and this section is likely to date to post-1980. The upside (south) face is predominantly quarry-faced stone, with patching of brick around the arch rim. The culvert barrel is lined with quarry-faced stone.

Assessment of significance:

This stone and brick culvert is thought to date to the construction of the Leeds & Selby (1830-34). However, it has been heavily altered, and the downside (north) face has been entirely refaced. It is for this reason it does not possess any special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1AD

Hambledon East culvert

Miles:	3
Chains:	32
Easting:	456292
Northing:	431465
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Other
Primary Material:	Concrete
Secondary Material(s):	N/A
Construction date:	Post-1980
Major alteration phase(s):	N/A

Description of structure:

This is a modern culvert, comprised of a pre-cast concrete tube. The culvert has no face on either end.

Assessment of significance:

This is an unexceptional culvert consisting only of a pre-cast concrete tube which is likely to date to post-1980.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1AE

Sewage Farm culvert

Miles:	3
Chains:	41
Easting:	456200
Northing:	431500
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Other
Primary Material:	Red engineering brick
Secondary Material(s):	Corrugated iron
Construction date:	Post 1980
Major alteration phase(s):	N/A

Description of structure:

This is a modern culvert which has been constructed of red engineering brick and has a corrugated iron lining to the tunnel barrel.

Assessment of significance:

This is an unexceptional culvert of brick which is likely to date to post-1980.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1AF

Sewage works culvert

Miles: 3
Chains: 47
Easting: 456000
Northing: 431500

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Other
Primary Material: Concrete
Secondary Material(s): Corrugated iron

Construction date: Post 1980
Major alteration phase(s): N/A

Description of structure:

This is a modern culvert which has been constructed of pre-cast concrete and with a corrugated iron lining.

Assessment of significance:

This is an unexceptional culvert of concrete which is likely to date to post-1980.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1B

Hambleton

Miles:	3
Chains:	57
Easting:	455829
Northing:	431502
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - railway
Design Type:	Beam
Primary Material:	Steel
Secondary Material(s):	Concrete
Construction date:	East Coast Main Line bypass (1980-83)
Major alteration phase(s):	N/A

Description of structure:

This is a substantial modern interceptor bridge, of standard design, carrying the East Coast Main Line under the Leeds & Selby. The span is welded steel, with concrete and engineering brick abutment. This section of the East Coast Main Line was built in between 1980-1983, after the proposal to develop Selby Coalfield. To avoid the coal seams and pitfall slacks, 14 miles of new track were built to the west of Selby.

Assessment of significance:

This large, utilitarian bridge was constructed as part of the new bypass of the Selby Coalfield c.1980-83. It is of standard railways design encompassing prefabricated concrete slabs and welded steel components. The bridge detracts from the significance of the Leeds & Selby line.

Significance Rating:

Minimal interest

Sources:

Hoole, NR examination report

Structure Number: HUL3/1AG

Hambleton culvert

Miles: 3
Chains: 77
Easting: 454748
Northing: 431149

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Other
Primary Material: Concrete
Secondary Material(s): Corrugated iron

Construction date: Post 1980
Major alteration phase(s): N/A

Description of structure:

This is a modern culvert which has been constructed of pre-cast concrete and with a corrugated iron lining.

Assessment of significance:

This is an unexceptional culvert of concrete which is likely to date to post-1980.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1AH

Hambleton culvert

Miles: 4
Chains: 37
Easting: 454405
Northing: 431260

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Other
Primary Material: Concrete
Secondary Material(s): Corrugated iron

Construction date: Post 1980
Major alteration phase(s): N/A

Description of structure:

This is a modern culvert which has been constructed of pre-cast concrete and with a corrugated iron lining.

Assessment of significance:

This is an unexceptional culvert of concrete which is likely to date to post-1980.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1

Habholme Beck

Miles:	5
Chains:	16
Easting:	453497
Northing:	431613
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - horseshoe
Primary Material:	Concrete
Secondary Material(s):	N/A
Construction date:	Post-1980
Major alteration phase(s):	N/A

Description of structure:

This is a concrete culvert on the Leeds & Selby. It is possible that this culvert dates to the construction of the Leeds & Selby (1830-34), but has been so substantially altered that nothing of this date remains. The concrete has been moulded to look like squared and coursed ashlar masonry, and the culvert barrel is of pre-cast concrete sections.

Assessment of significance:

This is a recent concrete culvert, possibly replacing an older structure. It is of very recent date, and utilitarian design. It has no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1AJ

Habholme Beck

Miles: 5
Chains: 26
Easting: 453500
Northing: 431600

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Other
Primary Material: Concrete
Secondary Material(s): Red engineering brick

Construction date: Post 1890?
Major alteration phase(s): N/A

Description of structure:

This is a red brick culvert of basic design. It features a concrete barrel, and red brick faces to both faces, with a concrete coping.

Assessment of significance:

This is an example of an unexceptional culvert on the Leeds & Selby dating to a later phase of construction. Functional in design, it does not possess any special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/1A

Roadway, Gascoigne Wood

Miles:	5
Chains:	47
Easting:	452830
Northing:	431639
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
Primary Material:	Concrete
Secondary Material(s):	
Construction date:	Post 1960
Major alteration phase(s):	N/A

Description of structure:

This is a substantial modern concrete road bridge of five spans giving access over the railway to the disused Gascoigne Wood Mine, and Sherburn-in-Elmet industrial estate.

Assessment of significance:

This concrete road bridge is of standard utilitarian design, and dates to the 1960s. It possesses no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/3

Nordens Barn Farm

Miles:	6
Chains:	45
Easting:	451667
Northing:	431720
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Girder
Primary Material:	Concrete
Secondary Material(s):	Red brick, steel
Construction date:	Post 1940
Major alteration phase(s):	N/A

Description of structure:

This is a small modern underbridge composed of a concrete and welded steel deck, and brick abutments. The bridge is likely to have been constructed post-1940. The arch is of steel girders with concrete infill. The wing walls to the downside (north) face and the upside (south) face are of concrete moulded to appear as squared and coursed ashlar, with coping and newel posts of the same. The underside to the soffit is brick.

Assessment of significance:

This a modern underbridge, utilitarian in design which was constructed [DATE] post-1940. The late date of the structure and its basic design mean that it possesses no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/4

Common Lane

Miles: 7
Chains: 2
Easting: 450537
Northing: 431857

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Underbridge - railway
Design Type: Arch - segmental
Primary Material: Red brick
Secondary Material(s): Sandstone

Construction date: York and North Midland (1839)
Major alteration phase(s): none

Description of structure:

This is a single-span, segmental arched bridge that was constructed c.1839-40 by George Stephenson to take his York & Midland Railway underneath the Leeds & Selby. It appears to be unaltered. The arch is of brick, and springs from an ashlar impost band. The spandrels and abutments are of red brick, and extending out from these are the straight, raked red brick wing walls. There is a curved and boldly projecting string course immediately above the arch. The parapet is also of brick, topped by a squared ashlar coping and ending in square terminating piers.

Assessment of significance:

This bridge is potentially of special interest because: it was designed under George Stephenson and dates to the pioneering phase of railway development; is appears to be essentially unaltered; it is an example of a rare type of bridge from this earliest phase of the railways: an 'intersector' bridge that carries one line over another.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: HUL3/5

Mill Lane

Miles:	7
Chains:	11
Easting:	450370
Northing:	431888
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-circular
Primary Material:	Magnesian limestone
Secondary Material(s):	Bramley Fall gritstone, red engineering brick
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	?

Description of structure:

This is an altered skew accommodation underbridge, built 1830-34 for the Leeds & Selby, and built to the designs of Walker & Burges. This example has stepped rusticated v-jointed ashlar voussoirs and an impost band of the same. The upside (south) face has rusticated v-jointed ashlar quoins to the abutments. These have been lost on the downside (north) elevation, and have been heavily patched with red engineering brick due to stone failure. The wing walls and spandrels are of squared and coursed quarry-faced Magnesian limestone. The downside (north) face has a quarry-faced string course which blunts the upper voussoirs and runs across the face, meeting the raked and splayed rock-faced wing walls. The upside (south) face has lost its string course. The parapet is a later addition, and consists of banded rusticated sandstone ashlar. It would appear that the parapet is a different material to the rest of the bridge.

Assessment of significance:

This little altered underbridge dates to the construction of the Leeds & Selby and is of potentially special interest for the following reasons; it is on one of the earliest railway lines in the world, dating from the pioneering phase railway develpoment, the structure survives in a good state of preservation and is a skew bridge. Skew bridges were very rare prior to the advent of the railways. The bridge is also wide enough four tracks - the Leeds & Selby were the first line to incorporate this provision into their designs. It is part of a sequence of similar bridges designed by Walker & Burges and possesses group value for that reason. However, the later addition of the tall parapet alters the original proportions of the bridge."

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: HUL3/5A

Mill Dyke

Miles:	7
Chains:	14
Easting:	450370
Northing:	431888
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - semi-circular
Primary Material:	Red engineering brick
Secondary Material(s):	Quarry-faced sandstone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	Post-1890 ?

Description of structure:

This is a red brick culvert on the Leeds & Selby. It appears to date to the construction of the Leeds & Selby (1830-34), but has been altered at a later date. The structure was originally in stone, but has been significantly patched with brick at a later date. The arch was once of rusticated, v-jointed quarry-faced voussoirs, but has been patched with red engineering brick. The same is true of most of the face. On the downside (north) face, stone has been reduced to two bands, interspersed with brick, whereas on the upside (south) face, most of the stone survives. The culvert barrel appears to be red brick.

Assessment of significance:

This is a carefully detailed stone culvert which has been heavily altered with red engineering brick. It is not of special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/5B

Sherburn-in-Elmet Bypass

Miles:	7
Chains:	15
Easting:	450257
Northing:	431908
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Conarch
Primary Material:	Concrete
Secondary Material(s):	Steel
Construction date:	Post-1980
Major alteration phase(s):	N/A

Description of structure:

This is a substantial post-1980 conarch underbridge, of standard design which carries the railway over the Sherburn-in Elmet bypass.

Assessment of significance:

This large and dominant road bridge, of standard highways design and dating to post-1980. It has only minimal interest as a result.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/6

Milford Road

Miles:	7
Chains:	48
Easting:	449614
Northing:	432019

LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Red engineering brick
Secondary Material(s):	Quarry-faced magnesian limestone, Bramley Fall gritstone ashlar
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	N/A

Description of structure:

A largely unaltered segmental skew underbridge built 1830-34 for the Leeds & Selby. Built to the designs of Walker & Burges. This example is similar to others on this stretch of the line (particularly those bridge which cross turnpikes), and as elsewhere, the width of the bridge makes provision for four tracks (although only two were ever laid). The arch is of red engineering brick, which continues as the soffit of the arch. It springs from a tooled ashlar impost band, which sits atop a tooled ashlar masonry abutments. The spandrels are of the same. The bridge is flanked by raked and angled wing walls of squared and coursed quarry-faced masonry. The parapet has distinctive, pronounced horizontal tooling ending in characteristic curved newel posts. This detail can be seen right along the line.

Assessment of significance:

This largely-unaltered dates to the construction of the Leeds & Selby and is of potentially special interest for the following reasons; it is remarkably little altered on one of the earliest railway lines in the world, and is a skew bridge. Skew bridges of this quality were very rare prior to the advent of the railways. The bridge also spans four tracks - the Leeds & Selby were the first line to incorporate this provision into their designs. It is part of a sequence of similar bridges designed by Walker & Burges and possesses group value for that reason.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: HUL3/6A

Mill Dyke

Miles: 8
Chains: 1
Easting: 449000
Northing: 432100

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Arch - other
Primary Material: Red brick
Secondary Material(s): Ashlar

Construction date: Leeds & Selby (1830-34) ?
Major alteration phase(s): Post-1890 ?

Description of structure:

This is a red brick culvert on the Leeds & Selby, dating to a later phase of construction. The arch is rimmed with three courses of red brick, and the face is red brick with no architectural detailing. Running across the face is a single course of ashlar coping. The barrel of the culvert is stone-lined,

Assessment of significance:

This is an unexceptional culvert dating from a later phase of construction on the railway. It may date to the construction of the Leeds & Selby (1830-34), but has been so considerably altered that this is not clear. It has no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/7A1

Retaining wall

Miles: 7
Chains: 49
Easting: 449581
Northing: 432018

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Retaining wall
Design Type: N/A
Primary Material: Quarry-faced local sandstone
Secondary Material(s): N/A

Construction date: Post 1980
Major alteration phase(s): N/A

Description of structure:

This is a short section of retaining wall on the Leeds & Selby, lining the footpath up to the platform entrance at South Milford station. It is of horizontal dry stone wall construction, with a vertical dry stone wall coping. It appears to date to the recent (post-1980) refurbishment of the station.

Assessment of significance:

This is a very short section of retaining wall, which has been well executed, but is otherwise unexceptional and appears to date to the recent (post-1980) refurbishment of the station. It has no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/7A2

Retaining wall

Miles:	7
Chains:	49
Easting:	449555
Northing:	432036
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Retaining wall
Design Type:	N/A
Primary Material:	Quarry-faced local sandstone
Secondary Material(s):	N/A
Construction date:	Post 1980
Major alteration phase(s):	N/A

Description of structure:

This is a short section of retaining wall on the Leeds & Selby, lining the footpath up to the platform entrance at South Milford station. It is of horizontal dry stone wall construction, with a vertical dry stone wall coping. It appears to date to the recent (post-1980) refurbishment of the station.

Assessment of significance:

This is a very short section of retaining wall, which has been well executed, but is otherwise unexceptional and appears to date to the recent (post-1980) refurbishment of the station. It has no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/7B

Retaining wall

Miles: 7
Chains: 54
Easting: 449400
Northing: 432059

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Retaining wall
Design Type: N/A
Primary Material: Quarry-faced local sandstone
Secondary Material(s): Red brick

Construction date: Leeds & Selby (1830-34)
Major alteration phase(s): ?

Description of structure:

This is a short section of retaining wall on the Leeds & Selby, abutting the platform at South Milford station. It is constructed of squared and coursed quarry-faced sandstone, with recent patching. It has brick buttresses.

Assessment of significance:

This is a very short section of retaining wall, which has been altered and is unexceptional. It has no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/8

Gorse Lane

Miles:	8
Chains:	54
Easting:	447910
Northing:	432147
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Quarry-faced local sandstone
Secondary Material(s):	Magnesian limestone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	Post-1980

Description of structure:

This is an essentially unaltered semi-elliptical skew overbridge dating from 1832-3 as part of the construction of the Leeds & Selby (1830-34). Designed by Walker & Burges, this example is constructed of sandstone ashlar and squared and coursed Magnesian limestone and is typical of many similar bridges along the route. The arch is of stepped rusticated v-jointed ashlar voussoirs, springing from tooled ashlar impost bands. The abutments are squared and coursed quarry-faced Magnesian limestone. The soffit is rusticated v-jointed ashlar sandstone. Notably, the span makes provision for four tracks (although only two were ever laid). The parapet has distinctive, pronounced horizontal tooling ending in characteristic curved newel posts. This detail can be seen right along the line. This is topped by C20 timber railings

Assessment of significance:

This handsome overbridge dates to 1833-32 and is of potentially special interest for the following reasons; it is remarkably little altered on one of the earliest railway lines in the world, and is a skew bridge. Skew bridges of this quality were very rare prior to the advent of the railways. The bridge also spans four tracks - the Leeds & Selby were the first line to incorporate this provision into their designs. It is part of a sequence of similar bridges designed by Walker & Burges and possesses group value for that reason.

Significance Rating:

Possibly of special interest

Sources:

NR examination report, site visit

Structure Number: HUL3/9

B1222 Newthorpe Rd

Miles:	9
Chains:	20
Easting:	446979
Northing:	432134
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Conarch
Primary Material:	Concrete
Secondary Material(s):	Quarry-faced magnesian limestone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	Post-1980

Description of structure:

This is a heavily altered conarch underbridge carrying the railway over the B1222. Only the historic abutments survive, which are of squared and coursed quarry-faced Magnesian limestone. The arch is a prefabricated concrete span, which rests on a concrete impost band. The stonework from the impost band to the parapet has been rebuilt to reflect the same pattern of the historic masonry. The exterior face of both parapets are both squared and coursed tooled limestone, but the interior faces are concrete. The gently curving wing walls are squared and coursed quarry-faced limestone.

Assessment of significance:

This is a heavily altered underbridge on the Leeds & Selby, built 1830-34. The unaltered abutments and wing walls date from the construction of the Leeds & Selby c.1830-34, but due to the rebuilding of the upper half of the bridge and the inserted concrete arch, the bridge no longer retains any historic interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL3/10

Newthorpe Quarry

Miles:	9
Chains:	60
Easting:	446200
Northing:	432300
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-circular
Primary Material:	Concrete
Secondary Material(s):	Quarry-faced magnesian limestone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	N/A

Description of structure:

This is an unaltered accommodation underbridge with a semi-circular arch built 1830-34 for the Leeds & Selby. The bridge was constructed to the designs of Walker & Burges, and is of squared and coursed quarry-faced Magnesian limestone. The arch is of quarry-faced limestone, with a slightly dropped and projecting keystone. The arch proceeds from a quarry-faced chamfered impost band under which are the quarry-faced abutments. Larger masonry blocks act as quoins to the abutments, and smaller blocks of squared and coursed quarry-faced stone make up the remainder of the face.

Assessment of significance:

A well-executed accommodation underbridge built 1830-34 for the Leeds & Selby. Its has special interest for the following reasons; designed by Walker & Burges, the bridge is part of a similar sequence of bridges which share a common design language, and which date to the Pioneering Phase which share common design characteristics. The bridges were the first to be built to span four railway tracks one of the earliest railway lines in the world.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: HUL3/11

Newthorpe Cattle Creep

Miles:	10
Chains:	17
Easting:	445500
Northing:	432500
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-circular
Primary Material:	Concrete
Secondary Material(s):	Quarry-faced magnesian limestone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	N/A

Description of structure:

This is an unaltered accommodation underbridge with a semi-circular arch built 1830-34 for the Leeds & Selby. The bridge was constructed to the designs of Walker & Burges, and is of squared and coursed quarry-faced Magnesian limestone. The arch is of quarry-faced Magnesian limestone, with a slightly dropped and projecting keystone. The arch proceeds from a quarry-faced chamfered impost band under which are the quarry-faced abutments. Larger masonry blocks act as quoins to the abutments, and smaller blocks of squared and coursed quarry-faced stone make up the remainder of the face.

Assessment of significance:

A well-executed accommodation underbridge built 1830-34 for the Leeds & Selby. Its has special interest for the following reasons; designed by Walker & Burges, the bridge is part of a similar sequence of bridges which share a common design language, and which date to the Pioneering Phase which share common design characteristics. The bridges were the first to be built to span four railway tracks one of the earliest railway lines in the world.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: HUL4/11A (&AA)

Micklefield A1M Motorway Bridge

Miles:	10
Chains:	52
Easting:	444735
Northing:	432696
LPA:	Leeds / Selby
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	beam
Primary Material:	Steel
Secondary Material(s):	Concrete
Construction date:	Post-1980
Major alteration phase(s):	N/A

Description of structure:

This is a substantial modern road bridge (or flyover) carrying the A1M over the railway.

Assessment of significance:

This large and dominant road bridge, of standard highways design, has only minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/13

Old North Rd

Miles:	10
Chains:	69
Easting:	444438
Northing:	432709
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Local sandstone?
Secondary Material(s):	N/A
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	N/A

Description of structure:

An unaltered semi-elliptical underbridge built 1830-34 for the Leeds & Selby. Built to the designs of Walker & Burges, it is uncommonly wide in order to accommodate the Great North Road which ran through Micklefield. This example is similar to others on this stretch of the line (particularly those bridges which cross turnpikes), and as elsewhere, the span makes provision for four tracks (although only two were ever laid). The arch is of rusticated v-jointed ashlar voussoirs, which continue to the underside. It springs from a tooled ashlar impost band, which sits atop tooled ashlar masonry abutments. The spandrels are of the same. The bridge is flanked by raked and angled wing walls of squared and coursed quarry-faced masonry. The parapet has distinctive, pronounced horizontal tooling ending in characteristic curved newel posts. This detail can be seen right along the line.

Assessment of significance:

This impressive overbridge built c.1830-34 is potentially of special interest for the following reasons; the bridge dates to the pioneering phase of railway development, and has collective group value as one in a series of similar bridges. The bridges on this line were designed by Walker & Burges spanning four tracks for the Leeds & Selby, one of the earliest railway lines in the world.

Significance Rating:

Possibly of special interest

Sources:

NR examination report, site visit,

Structure Number: HUL4/12

Micklefield Station Warehouse and Station master's House

Miles:	10
Chains:	70
Easting:	444483
Northing:	432723
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Disused station
Design Type:	Other
Primary Material:	Red brick
Secondary Material(s):	Ashlar sandstone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	Post 1980

Description of structure:

The buildings at Micklefield was part of a slightly larger group of lineside buildings some of which have since been demolished. Today, seen from the lane, they are comprised of a two storey warehouse (now converted into a residence), a three-storey station master's house, and a later one-storey porter's lodge. Trackside, the warehouse is just one storey. Designed by George Smith, the Resident Engineer to the project in 1834-35, the buildings' design is composed of plain red brick, with red brick window arches and ashlar pilasters to the door of the warehouse. The deep reveals of the central bay indicate its former use. The station master's house and porter's lodge are in a similar manner, both with pitched roofs. Since construction, the warehouse has been unsympathetically converted into a residence.

Assessment of significance:

This collection of station buildings represent the few surviving lineside buildings on the line, which date to the construction of the railway (1830-35). Once part of a larger collection of station buildings, the warehouse, station master's house and porter's lodge remain, and although heavily altered retain special interest.

Significance Rating:

Special interest

Sources:

National Archives (RAIL 351/1), National Railway Museum Ref: 24679, Google Street View

Structure Number: HUL4/14

Roman Ridge Road

Miles:	11
Chains:	58
Easting:	443072
Northing:	432797
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Sandstone
Secondary Material(s):	Magnesian Limestone
Construction date:	Leeds & Selby (1830-32)
Major alteration phase(s):	none

Description of structure:

An unaltered semi-elliptical overbridge constructed for the Leeds & Selby (1830-32) to the designs of Walker & Burges. Contractors were Hamer & Pratt. This example is constructed of sandstone ashlar and squared and coursed quarry-faced limestone. This bridge is similar to others on the line. Notably, the span makes provision for four tracks (although only two were ever laid). The arch is made of stepped, rusticated and v-jointed ashlar voussoirs. ~The abutments have a quarry-faced impost band. This, the abutment and the string course are of coursed and quarry-faced limestone. On the down side (north) face, vegetation has obscured the full width of the arch. Wing walls are straight, and the parapet is a square-moulded ashlar string course which blunts the upper voussoirs. The curved parapet has distinctive, pronounced horizontal tooling and characteristic oval terminating piers. This detail can be seen right along the line. The engineer's construction reports show that there had been a delay in construction as the arch failed and had to be replaced.

Assessment of significance:

This elegant overbridge dating to 1830-32 is unaltered and on one of the earliest railway lines in the world. It is part of a sequence of bridges designed by Walker & Burges for the Leeds & Selby which share a common design language and is in an excellent state of preservation. Collectively they have group value as remaining survivals from the pioneering phase of railway development. The bridges were the first in the world designed to accommodate four railway tracks.

Significance Rating:

Possibly of special interest

Sources:

Structure Number: HUL4/14A

Gas Pipebridge

Miles:	11
Chains:	59
Easting:	443052
Northing:	432796
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Pipebridge
Design Type:	Other
Primary Material:	Metal
Secondary Material(s):	Concrete
Construction date:	Post-1945
Major alteration phase(s):	N/A

Description of structure:

A modern pipe bridge supported on concrete abutments which crosses the railway at Roman Ridge.

Assessment of significance:

A modern pipe bridge of basic design, it detracts from the setting of the historic Roman Ridge Bridge.

Significance Rating:

Minimal interest

Sources:

NR Examination Report, site visit

Structure Number: HUL4/15

Brady Farm

Miles:	12
Chains:	21
Easting:	442188
Northing:	432894
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - semi-elliptical
Primary Material:	Sandstone
Secondary Material(s):	Magnesian Limestone
Construction date:	Leeds & Selby (1830-32)
Major alteration phase(s):	N/A

Description of structure:

An essentially unaltered semi-elliptical underbridge. Constructed for the Leeds & Selby (1830-34) to the designs of Walker & Burges. Contractors were Hamer & Pratt. This example is constructed of sandstone ashlar and squared and coursed quarry-faced limestone. This bridge is similar to others on the line. The arch is made of stepped, rusticated and v-jointed ashlar voussoirs. The abutment on the upside (south) face has an impost band. This, the abutment and the string course are constructed of coursed and quarry-faced limestone. On the down side (north) face, the arch meets the cutting wall where it has been allowed to encroach. Wing walls are straight, and the parapet is a square-moulded ashlar string course which blunts the upper voussoirs. The parapets have distinctive, pronounced horizontal tooling and terminate in characteristic oval piers. This detail can be seen right along the line. It is also extraordinarily low on the unsurfaced deck, and C20 metal railings have been added.

Assessment of significance:

This handsome overbridge dating to 1833-32 is of potentially special interest for the following reasons; it is remarkably little altered on one of the earliest railway lines in the world. It is part of a sequence of bridges designed by Walker & Burges for the Leeds & Selby which share a common design language and is in an excellent state of preservation. Collectively they have group value as remaining survivals from the pioneering phase of railway development. The bridges were the first in the world to be designed to accommodate for four railway tracks.

Significance Rating:

Possibly of special interest

Sources:

NR Examination Report, National Archives Ref: RAIL 351/1

Structure Number: HUL4/15A

East Garforth Station Footbridge

Miles:	12
Chains:	54
Easting:	441579
Northing:	433031
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Beam
Primary Material:	Welded steel
Secondary Material(s):	Concrete
Construction date:	1987
Major alteration phase(s):	N/A

Description of structure:

A 1987 footbridge dating to the construction of East Garforth Station, which was built to service new housing developments in the area. Built with ramps leading down onto both platforms, it is of concrete and steel construction with steel railings along its length.

Assessment of significance:

A modern footbridge of standard utilitarian design, it possess no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/16

Bar Lane

Miles:	12
Chains:	78
Easting:	441150
Northing:	433266
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Magnesian Limestone
Secondary Material(s):	Sandstone, Concrete, Metal
Construction date:	Leeds & Selby (1830-32)
Major alteration phase(s):	2004

Description of structure:

A single-span semi-elliptical overbridge which dates from the construction of the Leeds & Selby (1830-34). Designed by Walker & Burges, the contractors were Hamer & Pratt. The bridge has been the recipient of an unsympathetic 2004 widening of the roadway and footpath above, which now overhangs the parapet, which was previously timber. Notably, the span makes provision for four tracks (although only two were ever laid). ~ The arch is made of stepped, rusticated and v-jointed ashlar voussoirs, beginning from a tooled ashlar impost band. Squared and coursed quarry-faced limestone make up the spandrels and the abutments. The wing walls are straight, but an earth embankment has been allowed to encroach from the parapet to the railway. The parapet is a concrete band, which continues across the face and wing walls, cutting short the uppermost voussoirs. Metal railings and panelling of c.2004 are fixed into the concrete, which overhangs to a far greater degree on the upside (south) face.

Assessment of significance:

This handsome overbridge dating to 1830-32 is of potentially special interest for the following reasons; located on one of the earliest railway lines in the world, it is part of a sequence of bridges designed by Walker & Burges for the Leeds & Selby which share a common design language, and despite the alterations of 2004, the bridge is otherwise in an excellent state of preservation and maintains its special interest. Collectively they have group value as remaining survivals from the pioneering phase of railway development. The bridges were the first in the world to be designed to accommodate for four railway tracks.

Significance Rating:

Possibly of special interest

Sources:

Structure Number: HUL4/17

Garforth Station

Miles:	13
Chains:	22
Easting:	440733
Northing:	433555

LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Station
Design Type:	N/A
Primary Material:	Brick
Secondary Material(s):	Ashlar
Construction date:	1873
Major alteration phase(s):	various

Description of structure:

Garforth station was opened by the Leeds and Selby Railway in 1834; the original building, and with mildly Tudorbeathan details, was demolished in the 1960s. The present station buildings superceded it in 1873, on the other side of Aberford Road bridge. The design is typical of the North Eastern Railway at the time. Similar buildings - with the crosswing for the stationmaster that was common to many railways - were erected across the network in different materials depending on what was locally available. Since 1873, the building has been altered, e.g. by extension the glazing of the small platform canopy between the two wings of the building.

Assessment of significance:

Garforth Station building is a typical NER design for its date, and was concevied and executed with little architectural ambition or elan. Though it has some group value with the listed NER footbridge and Aberford Road bridge, this is limited because the three structures are not all part of a single scheme, but, rather, date to three distinct phases of development. For these reasons, the station building does not appear to meet the more stringent requirements for the designation of later Victorian railway buildings, and is therefore only of local interest.

Significance Rating:

Local interest

Sources:

NR examination report, site visit, Garforth Historical Society, WYAS.

Structure Number: HUL4/17

Garforth Station Footbridge

Miles:	13
Chains:	22
Easting:	440733
Northing:	433555
LPA:	Leeds City Council
Designation:	Listed (Grade II)
List Entry Number:	1393728
Date of Designation:	26/03/2010
Structure Type:	Footbridge
Design Type:	Arch - semi-elliptical
Primary Material:	Iron
Secondary Material(s):	timber
Construction date:	c1900
Major alteration phase(s):	N/A

Description of structure:

Cast and wrought-iron station footbridge c.1900. The footbridge is in the standard design of the North Eastern Railway introduced c.1891. It consists of an elliptical arch in four sections with roundels in the centre of each section. Decorative railings to the steps have crossed bars between iron balusters. An inner line of metal railings has been added to the steps, with horizontal bars between posts.

Assessment of significance:

This footbridge at Garforth Railway Station is an attractive example of the standard North Eastern Railway design, which is entirely unaltered. Although dating from a later phase of the development of the this railway, it forms a picturesque group with the historic Aberford Road overbridge and the buildings of Garforth Station.

Significance Rating:

Special interest

Sources:

NR examination report; site visit

Structure Number: HUL4/18

Aberford Road

Miles:	13
Chains:	23
Easting:	440740
Northing:	433571
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Magnesian Limestone
Secondary Material(s):	Sandstone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	post 1900

Description of structure:

An essentially unaltered semi-elliptical underbridge. Constructed for the Leeds & Selby (1830-34) to the designs of Walker & Burges. Contractors were Hamer & Pratt. This example is constructed of sandstone ashlar and squared and coursed quarry-faced limestone. This bridge is similar to others on the line. The arch is made of stepped, rusticated and v-jointed ashlar voussoirs. ~ The abutment on the upside (south) face has an impost band. This, the abutment and the string course are constructed of coursed and quarry-faced limestone. On the down side (north) face, the arch meets the cutting wall where it has been allowed to encroach. Wing walls are straight, and the parapet consists of a square-moulded ashlar string course which blunts the upper voussoirs, and several courses of ashlar masonry. Both parapets have been raised with similar masonry, and the original coping reused.

Assessment of significance:

This handsome overbridge dating to 1830-34 is of potentially special interest for the following reasons; it is remarkably little altered on one of the earliest railway lines in the world. It is part of a sequence of bridges designed by Walker & Burges for the Leeds & Selby which share a common design language and is in an excellent state of preservation. Collectively they have group value as survivals from the pioneering phase of railway development. The bridges were the first in the world to be designed to accommodate four railway tracks.

Significance Rating:

Possibly of special interest

Sources:

NR examination report, site visit, NR National Records Centre Ref: 074622LNE

Structure Number: HUL4/19

Barwick Road

Miles:	13
Chains:	44
Easting:	440343
Northing:	433724
LPA:	Leeds City Council
Designation:	Listed (Grade II)
List Entry Number:	1237433
Date of Designation:	15/09/1987
Structure Type:	Underbridge
Design Type:	Arch - segmental
Primary Material:	Red brick
Secondary Material(s):	Sandstone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	N/A

Description of structure:

A brick underbridge with an elliptical archway, built c. 1834 for the Leeds & Selby and designed by Walker & Burges, assisted by George Smith. An elliptical-headed arch with rusticated v-jointed quoins, impost bands, and voussoirs on both the down and upside. The parapet has a squared stone string course topped by rounded coping which finishes as pilasters.

Assessment of significance:

This fine underbridge on the Leeds & Selby have special interest for the following reasons; it remains little altered on one of the earliest railway lines in the world, and is well within the pioneering phase of railway development. It belongs to a sequence of bridges which all possess a common design language. The bridge makes allowance for four tracks, the earliest railway line to do so.

Significance Rating:

Special interest

Sources:

NR examination report, site visit

Structure Number: HUL4/19B/C

A1/M1 Link Road

Miles:	14
Chains:	24
Easting:	439200
Northing:	434000
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	beam
Primary Material:	Steel
Secondary Material(s):	Concrete
Construction date:	post 1990
Major alteration phase(s):	N/A

Description of structure:

This is a substantial modern road bridge carrying the A1/M1 over the railway, of typical modern motorway design

Assessment of significance:

This large and dominant road bridge, of standard highways design, detracts from the setting of HUL4/20 Crawshaw Woods overbridge.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/20

Crawshaw Woods (Shippen House Farm)

Miles:	14
Chains:	49
Easting:	438740
Northing:	434198
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - accommodation
Design Type:	Arch - segmental
Primary Material:	Cast-iron
Secondary Material(s):	Sandstone; wrought iton; steel; concrete
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	1943, 1999

Description of structure:

One of only two cast-iron bridges erected on the Leeds & Selby c. 1830-34, and built to the designs of Walker & Burges . Iron bridges were adopted where the local stone would not withstand the weight of a stone arch. The contractor for the Leeds & Selby was Stanningley Ironworks, and the bridges were the first of their kind completed by the firm. They subsequently cast other similar bridges over the River Calder on the Leeds-Huddersfield line. ~ The arch is a segmental cast-iron span with a pierced balustrade. The span consists of three arched girders, and the spandrels of the two outer girders featuring pierced detailing. They are secured by two cast-iron X-section ties and three I-section ribs. The 50ft iron span springs from a projecting impost band sitting upon similarly-projecting abutments of sandstone. Above the impost band is a deeply chamfered course of masonry with a rolled top. The abutments have picked ashlar Bramley Fall stone quoins, with squared and coursed quarry-faced local lower coal measures sandstone. The gently-curving wing walls are of the same, and are topped by a curved string course which continues across the face. The parapet consists of a simple wrough-iron balustrade and iron handrail, which continues to the end of the wing walls ending in curved mushroom-top piers. The deck was renewed in 1943 by the LNER and again in 1999. The original railings and abutments were not altered; the present deck is raised above the cast iron spans and structurally independent. It has its own solid steel parapets which are slotted inside the original iron railings, which survive intact.

Assessment of significance:

This overbridge is the earliest iron railway bridge in the world still in situ over an operational railway. There are only two earlier iron bridges known which were designed by George Stephenson, and only one of these survives having been relocated to the National Railway Museum in York. It therefore has special interest as an exceptionally early iron railway bridge dating to the Pioneering Phase, and the only one to remain in situ over an operational railway. Despite the renewal of the deck and the addition of unsympathetic metal panelling, it is otherwise unaltered.

Significance Rating:

Possibly of special interest

Sources:

NR Examination report, NR National Records Centre Ref: 4001108, 3876880, 3793784, Rennison, NR Survey photos; site visit;

Structure Number: HUL4/21

Austhorpe Lane

Miles:	15
Chains:	64
Easting:	436817
Northing:	434505
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Sandstone
Secondary Material(s):	Bramley Fall stone
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	1961

Description of structure:

The bridge is an unaltered semi-elliptical skew underbridge, constructed for the Leeds & Selby (1830-34) to the designs of Walker & Burges. Contractors were Hamer & Pratt. This bridge is similar to others on the line. The downside (north) face of the bridge has been obscured by a concrete and steel footbridge constructed immediately adjacent in 1961. The arch is made of stepped, rusticated and v-jointed ashlar voussoirs of probably locally quarried sandstone. The impost band is sandstone ashlar which continues as quoins to the abutments. The spandrels and walling elsewhere on the bridge are constructed of coursed and quarry-faced limestone. On the both sides, the arch meets the cutting wall where it has been allowed to encroach. Wing walls are straight, and the parapet consists of a square-moulded ashlar string course which blunts the upper voussoirs has distinctive, pronounced horizontal tooling ending in characteristic oval piers. This detail can be seen right along the line.

Assessment of significance:

This is a fine example of a skew semi-elliptical underbridge of potentially special interest for the following reasons; it remains unaltered and on one of the earliest railway lines in the world. It is one of a sequence of bridges sharing common design characteristics built on the Leeds & Selby, to the designs of Walker & Burges. The bridges collectively have group value as survivals from the pioneering phase of railway development. The bridges were the first in the world to be designed to accommodate four railway tracks.

Significance Rating:

Possibly of special interest

Sources:

NR Examination report; site visit

Structure Number: HUL4/21A

Austhorpe Lane Footbridge

Miles:	15
Chains:	64
Easting:	436817
Northing:	434505
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Beam
Primary Material:	Concrete
Secondary Material(s):	Steel
Construction date:	1961
Major alteration phase(s):	N/A

Description of structure:

This is a 1961 footbridge with concrete piers and deck, and steel railings. The footpath has been renewed many times.

Assessment of significance:

This possesses no special interest due to its utilitarian design and date from a later phase of railway development and detracts from the significance of both Austhorpe Lane (HUL4/21) and the line as a whole.

Significance Rating:

Minimal interest

Sources:

NR Examination report; site visit

Structure Number: HUL4/20B

Gas Pipebridge

Miles:	15
Chains:	66
Easting:	436814
Northing:	434503
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Pipebridge
Design Type:	Other
Primary Material:	Steel
Secondary Material(s):	Concrete
Construction date:	Post 1945
Major alteration phase(s):	N/A

Description of structure:

This is a post-1945 gas pipe of concrete and steel construction which stretches over the line immediately adjacent to Austhorpe Lane overbridge.

Assessment of significance:

This is a post-1945 pipebridge which possesses no special interest.

Significance Rating:

Minimal interest

Sources:

NR Examination report; site visit

Structure Number: HUL4/23

Crossgates

Miles:	16
Chains:	17
Easting:	436173
Northing:	434430
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Magnesian Limestone walling
Secondary Material(s):	Concrete, Red engineering brick
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	1936, 1953

Description of structure:

This bridge is an altered semi-elliptical overbridge constructed for the Leeds & Selby c.1830-34, to the designs of Walker & Burges. The roadway was widened in 1936 and again in 1953, the downside (north) elevation has been refaced with a concrete span and brick abutments. The upside (south) face has remained largely unaltered, albeit with a concrete parapet. The upside (south) face is a semi-elliptical arch of Magnesian limestone walling and Bramley Fall gritstone dressings. The arch is of stepped, rusticated, v-jointed ashlar voussoirs resting on a tooled ashlar impost band. The arch has no keystone. The ashlar continues as quoins to the abutments. The walling of the spandrels and the straight wing walls are of squared and coursed quarry-faced limestone. The parapet is of a single course of square-moulded ashlar. The bridge is located in a cutting which has been lined in engineering brick. The upside (south) face is similar to others on the line, and its span makes provision for four tracks (although only two were ever laid) and is the earliest railway in the world to do so.

Assessment of significance:

This is an altered example of a semi-elliptical overbridge on the approach to Leeds. It dates from the construction of the Leeds & Selby (1830-34), part of the pioneering phase of railway development. Despite the widening and subsequent reconstruction of the downside (north) face, the upside (south) face has retained its special interest as part of a group of similar structures on the line which share special design characteristics.

Significance Rating:

Possibly of special interest

Sources:

NR examination report, site visit

Structure Number: HUL4/24

Gravelythorpe Footbridge

Miles: 16
Chains: 54
Easting: 435477
Northing: 434234

LPA: Leeds City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Footbridge
Design Type: Girder
Primary Material: Riveted steel
Secondary Material(s): Red engineering brick

Construction date: 1902
Major alteration phase(s): Post 1980

Description of structure:

This is a steel and engineering brick footbridge on the Leeds & Selby, constructed in 1902. The span is a steel superstructure with closed panels. It rests on the concrete bedstones. The abutments are engineering brick, which have been extended. The deck is concrete.

Assessment of significance:

This footbridge is unremarkable and dates from a much later phase of railway development. Its basic design has been recently and heavily altered. It is therefore not of national interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/26

Killingbeck East Footbridge

Miles:	17
Chains:	10
Easting:	434768
Northing:	434179
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Footbridge
Design Type:	Girder
Primary Material:	Welded steel
Secondary Material(s):	Red engineering brick
Construction date:	Post 1980
Major alteration phase(s):	1995

Description of structure:

This is a modern road bridge with a welded steel span and engineering brick abutments and wing walls. It appears to date to post-1980. A previous span of cross-braced iron was replaced in 1995, at the same time it is supposed that the wing walls were increased in height, and coping stones added.

Assessment of significance:

This footbridge is unremarkable, and has been altered. It is therefore not of national interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/27

Sutton Approach Footbridge

Miles: 17
Chains: 21
Easting: 434532
Northing: 434154

LPA: Leeds City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Footbridge
Design Type: Girder
Primary Material: Welded steel
Secondary Material(s): Bramley Fall stone

Construction date: Leeds & Selby (1830-34)
Major alteration phase(s): Post 1945

Description of structure:

This is a heavily altered bridge possibly built for the Leeds & Selby (1830-34). The span of the arch is a post-1945 welded iron girder, with more recent steel panelling and railings added. The abutments have sandstone quoins and walling of Magnesian limestone. The wing walls are of the same, curving to circular terminating piers, tooled in similar way to other structures on the line. It is possible that this was one of a small group of iron bridges on the line, with a renewed deck.

Assessment of significance:

This is a heavily altered iron overbridge, which may date from the construction of the Leeds & Selby (1830-34), but has been so altered that it retains no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/28

Diadem Drive subway

Miles:	17
Chains:	32
Easting:	434400
Northing:	434200
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-circular
Primary Material:	Sandstone
Secondary Material(s):	Brick
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	c.1892

Description of structure:

A semi-circular accommodation underbridge, which dates to the building of the Leeds & Selby (1830-34) Designed by Walker & Burges, the bridge was constructed by Hamer & Pratt. The arch of the upside (south) elevation is of rusticated and v-jointed sandstone ashlar voussoirs with a slightly dropped and projecting keystone. The impost band is tooled sandstone ashlar, and the abutments and spandrels are squared and coursed quarry-faced local sandstone. The wing walls are straight and raked, the coping stone a single course of tooled sandstone ashlar. The bridge has been widened between 1890-1910, and perhaps around the same time the downside (north) face has a brick addition. On this face, four courses of brick lining form the rim of the arch. The impost band, and coping of the parapet and wing walls are of tooled sandstone ashlar. The arch soffit on the widened structure towards the downside (north) face is brick, and from there the original stone soffit continues.

Assessment of significance:

This neat example of a semi-circular underbridge dates from the construction of the Leeds & Selby (1830-34), part of the pioneering phase of railway development. Despite its alteration c.1892, which has seen the downside (north) elevation refaced, it retains its special interest as part of a group of similar structures on the line which share common design characteristics.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: HUL4/29

Wyke Beck

Miles:	17
Chains:	38
Easting:	434068
Northing:	434030
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - horseshoe
Primary Material:	Local sandstone?
Secondary Material(s):	Concrete, red brick
Construction date:	c.1892
Major alteration phase(s):	Post 1945

Description of structure:

This is a heavily altered culvert on the Leeds & Selby line. It dates to the late C19 when the railway on this section of the line was widened, but has been heavily altered on at least one other occasion, as the bridge features concrete stone and brick sections. The downside (north) face is of brick construction, with a stepped arch of purple engineering brick, which continues down to the water line. The upside (south) face has been recently refaced in concrete, modelled to look like ashlar masonry blocks. The arch soffit is brick on the downside (north) face and concrete on the upside (south) face, but contains stone in the centre, indicating the original structure.

Assessment of significance:

This is a heavily altered and simply-designed culvert on the Leeds & Selby. It may date from the construction of the Leeds & Selby (1830-34), but has been so altered that it retains no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/30

Halton Dial

Miles:	17
Chains:	50
Easting:	433972
Northing:	434000
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - road
Design Type:	Arch - semi-elliptical
Primary Material:	Sandstone ashlar.
Secondary Material(s):	Bramley Fall Gritstone ashlar
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	N/A

Description of structure:

This unaltered masonry skew underbridge is an example of those designed produced by Walker & Burges on the Leeds & Selby Railway c.1830-34. Contractors were Hamer & Pratt. The bridge is constructed of tooled ashlar and squared and coursed picked limestone ashlar, and is similar to others on the line. The semi-elliptical arch is made of stepped, rusticated and v-jointed voussoirs, which begin from a tooled ashlar impost band. The abutments and the string course are constructed of coursed and tooled ashlar limestone. On the down side (north) face, the arch meets the cutting wall where it has been allowed to encroach. Wing walls are straight, and the parapet is a square-moulded ashlar string course which blunts the upper voussoirs. It has distinctive, pronounced horizontal tooling ending in characteristic curved newel posts. This detail can be seen right along the line. The soffit is of skew-set ashlar. The bridge was constructed for four tracks, but additionally its remarkable span was designed to accommodate the Tadcaster & Halton Dial Turnpike. Negotiations with individual turnpike trusts resulted in wider bridges, as seen here at Halton Dial, where the exact width of the bridge was negotiated with the turnpike's managing Trust.

Assessment of significance:

This is a fine example of a unaltered skew semi-elliptical underbridge, and possesses special interest for the following reasons; it was constructed on the Leeds & Selby c. 1830-34 and dates to the pioneering phase of railway development. It was built to the designs of Walker & Burges. It has group value of similar structures on the line which share a common design language. Notably, it makes provision for four tracks, one of the earliest railways to do so.

Significance Rating:

Possibly of special interest

Sources:

NR examination report, site visit, 1856 OS map. National Archives Ref RAIL 351/1

Structure Number: HUL4/30B

Osmondthorpe Footbridge

Miles: 17
Chains: 70
Easting: 433700
Northing: 433800

LPA: Leeds City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Footbridge
Design Type: Conarch
Primary Material: Concrete
Secondary Material(s): Steel

Construction date: Post 1945
Major alteration phase(s): N/A

Description of structure:

A modern single-span footbridge spanning the railway at Osmondthorpe. A concrete girder spans the railway, supported by concrete piers. The bridge is topped by post-war metal railings and panelling. The stepped footpath is tarmac and brick.

Assessment of significance:

This unattractive post-war footbridge is of basic utilitarian design and dates from the post-war (1980s?) period. It has been altered since construction, and has no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination reports, NR National Records Centre Ref: 079357LNE

Structure Number: HUL4/31

Osmondthorpe Subway

Miles:	18
Chains:	7
Easting:	433500
Northing:	433500
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - accommodation
Design Type:	Arch - semi-elliptical
Primary Material:	Quarry-faced Magnesian Limestone
Secondary Material(s):	Bramley Fall gritstone ashlar
Construction date:	Leeds & Selby (1830-34)
Major alteration phase(s):	N/A

Description of structure:

A semi-elliptical accommodation underbridge of 1830-34, which has remained essentially unaltered. Built for the Leeds & Selby Railway to the designs of Walker & Burges. The contractor was Nowell & Sons. Similar to others on the line, the underbridge makes provision for four tracks, even though only two were initially laid. The arch is of rusticated v-jointed quarry-faced Bramley Fall Gritstone, with a slightly dropped and projecting keystone. The arch springs from a quarry-faced impost band and is surrounded by quarry-faced Magnesian Limestone walling, both on the spandrels, abutments and wing walls. The wing walls are straight, and a sloped embankment has since been built against the wing walls, and clad in stone. The parapet has distinctive, pronounced horizontal tooling ending in characteristic curved newel posts. This detail can be seen right along the line.

Assessment of significance:

This underbridge has special interest for the following reasons; it is little altered and dates from the construction of the Leeds & Selby (1830-34), within the pioneering phase of railway development. It has group value as part of a sequence of similar bridges, and was one of the earliest railways in the world to make provision for four tracks.

Significance Rating:

Possibly of special interest

Sources:

NR examination report

Structure Number: HUL4/32

Osmondthorpe Lane

Miles: 18
Chains: 31
Easting: 433210
Northing: 433095

LPA: Leeds City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Underbridge - road
Design Type: Girder
Primary Material: Steel
Secondary Material(s): Red engineering brick

Construction date: 1892
Major alteration phase(s):

Description of structure:

This overbridge is likely to date to the widening of the line in the late C19, but the span has been replaced recently with a steel deck with solid parapets. The abutments, wing walls and underside of the raked and splayed wing walls slope down to square terminating piers. These are topped by square ashlar coping stones. C20 metal railings run across the face and serve as the parapet.

Assessment of significance:

The soffit of the arch and the abutments of this bridge date to the widening of the line in the early 1890s. The span of the bridge has recently been reconstructed in steel. Overall the bridge has no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/33

Park Parade

Miles:	19
Chains:	4
Easting:	432197
Northing:	432963
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
Primary Material:	Riveted steel
Secondary Material(s):	Engineering brick
Construction date:	1892
Major alteration phase(s):	N/A

Description of structure:

A typical late Victorian riveted plate girder and jack arch bridge on brick abutments. This overbridge is likely to date to the widening of the line in the early 1892. The red brick abutments are of this date, but the deck has been replaced recently with by steel deck with solid parapets. The coping stones on the wing walls have been replaced with sloping concrete stones.

Assessment of significance:

A typical and unexceptional late Victorian railway bridge and of no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: HUL4/34

Pontefract Lane

Miles:	19
Chains:	26
Easting:	431800
Northing:	433170
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - horseshoe
Primary Material:	Engineering brick
Secondary Material(s):	Ashlar
Construction date:	1892
Major alteration phase(s):	N/A

Description of structure:

This horseshoe-arch overbridge, dating from 1892, was constructed for the North Eastern Railway. Built of red engineering brick, the bridge has a horseshoe arch, springing directly from brick abutments. Above the arch is a stone string course and brick parapet, extending across the face and wing walls. Square moulded ashlar coping tops the face and wing walls of the structure. The wing walls of the tunnel are slightly raked, and descend from the string course to the top of the cutting walls. The arch ring has been heavily repaired, and is now edged with purple engineering brick. The arch soffit is of skew-set red brick. ~When the Leeds & Selby opened in 1834, there was a two track tunnel through Richmond Hill. In 1892, the NER widened the line to four tracks, opening out the tunnel into a wider cutting, bridged by structures such as Pontefract Lane.

Assessment of significance:

A typical example of a late Victorian bridges designed by the NER after the opening and widening of the 1830-34 Richmond Hill Tunnel. Built in 1892, the bridge is located in a deep cutting, and perhaps as a result, did not receive any considered architectural treatment and is basic in design. However, the bridge is unaltered and has collective group value as a sequence of similar bridges located in the Richmond Hill Cutting.

Significance Rating:

Local interest

Sources:

NR examination report; NR National Records Centre Ref. 072942LNE , National Archives Ref RAIL 351/1, Tomlinson

Structure Number: HUL4/35

Pontefract Street

Miles:	19
Chains:	30
Easting:	431700
Northing:	433200
LPA:	Leeds City Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Arch - horseshoe
Primary Material:	Engineering brick
Secondary Material(s):	Ashlar
Construction date:	1892
Major alteration phase(s):	N/A

Description of structure:

This horseshoe-arch overbridge, dating from 1892, was constructed for the North Eastern Railway. Built of red engineering brick, the bridge has a horseshoe arch, springing directly from brick abutments. Above the arch is a stone string course and brick parapet, extending across the face and wing walls. Square moulded ashlar coping tops the face and wing walls of the structure. The wing walls of the tunnel are slightly raked, and descend from the string course to the top of the cutting walls. The arch ring has been heavily repaired, and is now edged with purple engineering brick. The arch soffit is of skew-set red brick. ~When the Leeds & Selby opened in 1834, there was a two track tunnel through Richmond Hill. In 1892, the NER widened the line to four tracks, opening out the tunnel into a wider cutting, bridged by structures such as Pontefract Street.

Assessment of significance:

A typical example of a late Victorian bridge built by the NER after the opening and widening of the 1830-34 Richmond Hill Tunnel. Built in 1892, the bridge is located in a deep cutting, and perhaps as a result, did not receive any considered architectural treatment and is basic in design. However, the bridge is unaltered and has collective group value as a sequence of similar bridges located in the Richmond Hill Cutting.

Significance Rating:

Local interest

Sources:

NR examination report; National Archives Ref RAIL 351/1, NR National Records Centre Ref. 072942LNE, Tomlinson

Structure Number: HUL4/36

Richmond Hill Tunnel

Miles: 19
Chains: 38
Easting: 431401
Northing: 433397

LPA: Leeds City Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Tunnel
Design Type: Arch - horseshoe
Primary Material: Engineering brick
Secondary Material(s):

Construction date: 1892
Major alteration phase(s): N/A

Description of structure:

This short tunnel with a horseshoe arch dates to the widening of this section of line in 1892 to four tracks. Designed by J.Wolfe Barry and H. Copplethwaite for the North Eastern Railway, it was probably built by the 'cut and cover' method in a long cutting, and unusually, has a single, very large bore for four tracks. The contractors were Whittaker Bros. Built of engineering brick, the arch is a horseshoe, springing directly from the red engineering brick abutments. The tunnel is also lined in red engineering brick. ~The Richmond Hill Tunnel replaced of the original 1830-34 tunnel, designed by James Walker and built for the Leeds and Selby Railway. At 22ft wide and 17ft high, the original tunnel was designed for only two tracks, unlike the rest of the line. Nothing of this original tunnel remains.

Assessment of significance:

The tunnel is a relatively standard example of late Victorian tunnel engineering, and nothing remains of the 1830-34 tunnel. Built in 1892, the tunnel is located in a deep cutting, and perhaps as a result, did not receive any considered architectural treatment and is basic in design. However, the tunnel has an unusually large diameter is unaltered and has collective group value as a sequence of similar structures located in the Richmond Hill Cutting.

Significance Rating:

Local interest

Sources:

NR examination report, NR National Records Centre Ref: 072942LNE, National Archives Ref RAIL 351/1, Tomlinson

Structure Number: NOC/12A

Colton South

Miles: 6
Chains: 34
Easting: 453950
Northing: 443178

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Arch - semi-circular
Primary Material: Red engineering brick
Secondary Material(s): Concrete

Construction date: 1900-01
Major alteration phase(s): Post 1945

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Bolton Percy it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a simple culvert of red engineering brick.

Assessment of significance:

This is an unexceptional culvert dating from a late in the history of railway development.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/12B

Brumber Hill Farm

Miles: 6
Chains: 43
Easting: 453836
Northing: 443055

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Arch - semi-circular
Primary Material: Red engineering brick
Secondary Material(s): Concrete

Construction date: 1900-01
Major alteration phase(s): none

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Bolton Percy it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a simple culvert of red engineering brick.

Assessment of significance:

This is an unexceptional culvert dating from a late in the history of railway development.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/13

Brumber Hill

Miles: 6
Chains: 58
Easting: 453653
Northing: 442806

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Overbridge - accommodation
Design Type: Girder
Primary Material: Riveted steel
Secondary Material(s): Red engineering brick

Construction date: 1900-01
Major alteration phase(s): none

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Bolton Percy it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. Constructed on red engineering brick abutments with stone dressings, with steel and jack arch gider deck.

Assessment of significance:

These bridge was constructed in 1900-01 and is of unexceptional design; therefore the structure is of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/15

Bolton Percy

Miles: 7
Chains: 55
Easting: 452670
Northing: 441592

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Overbridge - road
Design Type: Beam
Primary Material: Welded steel
Secondary Material(s): Red engineering brick

Construction date: 1900-01
Major alteration phase(s): Post 1945

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This overbridge carries Oxton Lane over the railway. The red engineering brick abutments with stone dressings are of 1900-01 but the welded steel spans are post-1945.

Assessment of significance:

These bridge was probably constructed in 1900-01 and has replacement spans of unexceptional design; therefore the structure is of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/16

River Foss

Miles:	7
Chains:	68
Easting:	452381
Northing:	441219
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - other
Primary Material:	Red engineering brick
Secondary Material(s):	Concrete
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01, Post 1980

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a double culvert which has been heavily altered. Post-1980 it has been refaced in concrete. On the upside (south) elevation, the arches of each culvert are edged in brick. The angled wing walls are raked and splayed, and are also constructed in brick. The railway has been widened, resulting in the construction of an entirely new concrete face on the downside (north) elevation.

Assessment of significance:

This heavily altered culvert on the line was built by the York and North Midland (1839). Dating from the later phases of development on the railway, it has been heavily altered, and as a result retains no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/17L/N

River Wharfe, Ulleskelf

Miles:	8
Chains:	36
Easting:	452042
Northing:	452042
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Underbridge - river
Design Type:	Beam
Primary Material:	Concrete
Secondary Material(s):	Steel, red engineering brick
Construction date:	1900-01
Major alteration phase(s):	Post 1980

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This river crossing consists of two parallel bridges, each of concrete beam and steel spans resting on brick abutments and piers. The brick elements are probably of 1900-01, but the spans are recent.

Assessment of significance:

These bridges were probably constructed in 1900-01 and have recent replacement spans of unexceptional design; therefore the structures are of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/18

Ulleskelf

Miles:	8
Chains:	43
Easting:	451966
Northing:	440437
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - semi-circular
Primary Material:	Red engineering brick
Secondary Material(s):	Concrete
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01, Post 1980

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a red brick culvert on the line, dating from a later phase of railway construction, The arch on the downside (north) elevation is red brick, with a concrete face, with no architectural detailing. The straight raked and angled wing walls are topped with a single course of ashlar coping. The upside (south) face has been reconstructed in concrete.

Assessment of significance:

A simple, simply-designed, and commonplace structure that has been heavily altered and is therefore of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/19

Flood Arch

Miles: 8
Chains: 48
Easting: 451900
Northing: 451900

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Culvert
Design Type: Arch - horseshoe
Primary Material: Red brick
Secondary Material(s): Concrete, ashlar

Construction date: York and North Midland (1839)
Major alteration phase(s): 1900-01, Post 1980

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a red brick culvert on the line, dating from a later phase of railway construction, The arch on the downside (north) elevation is red brick, as is the face, with no architectural detailing. The straight raked and angled wing walls are a single course of ashlar coping. The upside (south) face has been reconstructed in concrete.

Assessment of significance:

A simple, simply-designed, and commonplace structure that has been heavily altered and is therefore of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/20

Ulleskelf Flood Arch

Miles:	8
Chains:	51
Easting:	451866
Northing:	440192
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - semi-circular
Primary Material:	Red brick
Secondary Material(s):	Concrete, ashlar
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01, Post 1980

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a red brick culvert on the line, dating from a later phase of railway construction, The arch is edged in red brick, as is the face, with no architectural detailing. The straight raked and angled wing walls are a single course of ashlar coping.

Assessment of significance:

A simple, simply-designed, and commonplace structure that has been heavily altered and is therefore of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/20A

Dam Drain

Miles:	8
Chains:	53
Easting:	451910
Northing:	440296
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - semi-circular
Primary Material:	Red brick
Secondary Material(s):	Concrete, steel
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01, Post 1980

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a red brick culvert on the line, dating from a later phase of railway construction, On the downside (north) elevation the arch is edged in red brick, as is the face, with no architectural detailing. The straight raked and angled wing walls are a single course of ashlar coping.

Assessment of significance:

A simple, simply-designed, and commonplace structure that has been heavily altered and is therefore of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/21

Ulleskelf Flood Arch

Miles:	8
Chains:	54
Easting:	451866
Northing:	440192
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - semi-circular
Primary Material:	Red brick
Secondary Material(s):	Concrete, ashlar
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01, Post 1980

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a red brick culvert on the line, dating to a late phase of construction. The arch on the downside (north) elevation is red brick, as is the face, with no architectural detailing. The straight raked and angled wing walls are a single course of ashlar coping. The upside (south) face has been reconstructed in concrete.

Assessment of significance:

A simple, simply-designed, and commonplace structure that has been heavily altered and is therefore of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/22

B1223 Ulleskelf Station Bridge

Miles:	8
Chains:	64
Easting:	451802
Northing:	440041
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
Primary Material:	Steel
Secondary Material(s):	Red brick, concrete
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01, post 1990

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. This bridge has two modern concrete and steel spans on earlier brick abutments and piers.

Assessment of significance:

The recent date and standardised design of the concrete spans are of no interest, and the fragmentary earlier brickwork only of minimal interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/25

Mires Lane

Miles:	9
Chains:	47
Easting:	451400
Northing:	438800
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - semi-circular
Primary Material:	Red brick
Secondary Material(s):	Concrete
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01, Post 1980

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. This is a double culvert which has been heavily altered. On both faces, the arches of each culvert are edged in brick, with a central oval cutwater. The angled wing walls are raked and splayed, and are also constructed in brick. The culvert barrel is lined in brick.

Assessment of significance:

This heavily altered culvert on the line was built by the York and North Midland (1839). Dating from a later phase of railway development it has been heavily altered, and as a result retains no special interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/27

Flood Arch near Ulleskelf

Miles:	9
Chains:	64
Easting:	451320
Northing:	438400
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Culvert
Design Type:	Arch - segmental
Primary Material:	Red brick
Secondary Material(s):	Screeded concrete surface
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Church Fenton it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. A segmental arch culvert of brick, with ashlar stone string course and parapet coping. Angled wing walls and spandrels are covered with a concrete screed. Arch soffit is brick.

Assessment of significance:

This is an unexceptional culvert dating from a later phase of railway construction, and has been altered at a later date with the addition of a screeded concrete to both faces.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/29

Common Lane

Miles:	10
Chains:	64
Easting:	450920
Northing:	436930
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Girder
Primary Material:	Steel
Secondary Material(s):	Brick
Construction date:	York and North Midland (1839)
Major alteration phase(s):	1900-01

Description of structure:

The York & North Midland Railway opened in 1839-40 and was designed by George Stephenson, but between York and Bolton Percy it was quadrupled in 1900-01 by the NER because by then it was here both the East Coast Main Line and the route to Leeds. All the structures on this section of the line were rebuilt at this time. Two span overbridge; riveted steel girder and brick jack arch form the larger span, and segmental brick arch comprises the smaller span; both resting on brick abutments with stone dressings. The arch and the wing walls are topped by a moulded ashlar string course, and a brick parapet with ashlar coping and terminating piers.

Assessment of significance:

This steel beam and jack arch bridge is of a late date and common design and therefore of no special interest,even if it contains fragments of a structure from 1840.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/12

Colton Lane

Miles:	12
Chains:	22
Easting:	454100
Northing:	443350
LPA:	Selby District Council
Designation:	None
List Entry Number:	N/A
Date of Designation:	N/A
Structure Type:	Overbridge - road
Design Type:	Beam
Primary Material:	Concrete
Secondary Material(s):	Purple engineering brick
Construction date:	Post-1980
Major alteration phase(s):	N/A

Description of structure:

This a modern concrete overbridge dating to post 1980. It is of a standard design and has engineering brick facing to the abutments.

Assessment of significance:

This modern concrete overbridge is of a standard railway design and therefore of no interest.

Significance Rating:

Minimal interest

Sources:

NR examination report

Structure Number: NOC/30A

Miles: 12
Chains: 71
Easting: 450600
Northing: 433700

LPA: Selby District Council
Designation: None
List Entry Number: N/A
Date of Designation: N/A

Structure Type: Overbridge - road
Design Type: Beam
Primary Material: Concrete
Secondary Material(s): N/A

Construction date: Post-1980
Major alteration phase(s): N/A

Description of structure:

This is a substantial modern concrete road bridge carrying the B122 over the railway.

Assessment of significance:

A modern bridge of standard highways design and threfore only minimal interest.

Significance Rating:

Minimal interest

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