THE LOST RAILWAYS OF THE BLACKWATER AND CROUCH ESTUARIES

Two Branch Lines to Maldon

A History and Field Survey of the Extant Structures

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Essex County Council, 2011.
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Cover illustration: The Goods Shed at Maldon East station.

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THE LOST RAILWAYS OF THE BLACKWATER AND CROUCH ESTUARIES

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

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

INTRODUCTION.

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

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

COMPENDIUM OF STRUCTURES.

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

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

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

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

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

Cuttings and Earth Embankments:
The cuttings northeast of Woodham Ferrers and at Cold Norton have been partially or wholly filled in. Most of the others shown on 19th and early 20th century maps survive. The embankments above the River Chelmer and the Chelmer and Blackwater Navigation, including those of the northern and southern Curves at Maldon, survive reused by the Maldon bypass. Elsewhere earth embankments appear largely intact, even though now not necessarily supporting track.
**Level Crossings:**
These survive as serving gated or ungated paths and tracks (Armiger Way and Constance Close (Witham), south of Mountnessing Church, Hogwell and Stoneyhills (Burnham)) and public roads (Woodham Ferrers and Althorne). That at The Causeway, Maldon is no longer extant.

**Second World War Defences:**
Concrete tank traps are identified at Witham (Constance Close).

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

**Hotels/Public Houses:**
Although not strictly “Railway” buildings, these were located near the stations and served railway customers. They are identified at Shenfield, Billericay, Ramsden Bellhouse, Woodham Ferrers, Burnham and Cold Norton.

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**GENERAL SURVEY.**

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

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

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

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**GRADING**

- 0 of low importance or not extant
- * of local importance
- ** of regional importance
- *** of national importance
- **** of major national or international importance
THE WOODHAM FERRERS TO MALDON BRANCH via COLD NORTON.

The Woodham Ferrers to Maldon branch via Cold Norton, c.1930.
THE WOODHAM FERRERS TO MALDON EAST (HEYBRIDGE) BRANCH.

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

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

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

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

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

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

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

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

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

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

The line of the former track along parts of its length is marked by cuttings, embankments and bridges. Much is now in private hands. The track can be reached only where it crosses roads or has public access. The length of the line was c.8.7 miles.
DESCRIPTION OF THE EXTANT STRUCTURES OF THE WOODHAM FERRERS TO MALDON EAST BRANCH LINE.
Woodham Ferrers station looking west.

Woodham Ferrers booking office.
SITE NAME  Woodham Ferrers Station (before 1913, Woodham Ferris)
NGR  TQ 804977
EHER  014A, 40544.
PARISH  Woodham Ferrers
SITE DESCRIPTION  South Woodham Ferrers Station platform on N side of single track, red brick, and canopy, 1889, over platform supported on iron brackets. Booking Office window on the platform side. S platform covered in turf. Sidings and buildings, cattle pen, turntable, signal box and footbridge, O.S. map, c.1897, not extant. The chimneystation building, O.S. map, c.1897, to the N of the canopied platform, footbridge and booking office are no longer extant.
ARCHAEOLOGICAL POTENTIAL  Good
SITE SIGNIFICANCE  Much structural reduction occurred c.1968.
CURRENT STATUS  Being maintained as a functional station.
RECOMMENDED ACTION  Monitor and record any development.
GRADE  *
(Photos Film A8/DSCF2640 looking west, A9/DSCF2641 looking east, A10/DSCF2642 looking east, A11/DSCF2643 booking office, DSCF2652 platform from southeast)
Hullbridge Road level crossing, Woodham Ferrers, looking west.
SITE NAME  Hullbridge Road Level Crossing, Woodham Ferrers  
NGR  TQ 804977  
EH  014B,  
PARISH  Woodham Ferrers  
SITE DESCRIPTION  Level Crossing (Hullbridge Road) to east of platform, with automatic barrier.  
ARCHAEOLOGICAL POTENTIAL  Good  
SITE SIGNIFICANCE  As shown on O.S. map c.1897.  
CURRENT STATUS  Being maintained as a functional level crossing.  
RECOMMENDED ACTION  Monitor and record any development.  
GRADE *  
(Photos Film A7/DSCF2639 looking west, A20/DSCF2651 looking north ).
Railway Hotel with outbuilding, Woodham Ferrers.

Railway Hotel, Woodham Ferrers.
MAP 30a, b
SITE NAME “The Railway” Hotel, and Outhouse, Woodham Ferrers.
NGR TQ804977
EHER 014C.
PARISH Woodham Ferrers.
SITE DESCRIPTION Hotel to N of the station faces on to Hullbridge Road, two stories, decorated gables, as illustrated (Photos Film A14/DSCF2646 from south, A15/DSCF2647 from southeast). Red brick outhouse to its W, only southern half extant), with triangular wood boarding below west and east gables, double doors on east with loading door above (photo A12/DSCF2644 from southwest).
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE As shown on O.S. map c.1924, but not c.1897.
CURRENT STATUS Being maintained as a hotel.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
Railway cottages, Woodham Ferrers.
MAP 30a, b
SITE NAME Railway cottages, Hullbridge Road, Woodham Ferrers.
NGR TQ805977
EHER 014D.
PARISH Woodham Ferrers.
SITE DESCRIPTION 3 pairs of two-storied cottages, 1889, on E of Hullbridge Road, central chimney stack, half-hipped roof, 2 front gables with window below, canopied front door to each cottage to lateral side of downstairs window.
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE Essentially as shown on O.S. map c.1897.
CURRENT STATUS Being occupied as private residences.
RECOMMENDED ACTION Monitor and record any development.
GRADE **
(Photos Film A13/DSCF2645 from west, A17/DSCF2649 from southwest, A18/DSCF2650 from southwest, A19/DCSF2651 from southwest).
East Bridge Road, Woodham Ferrers, looking east.
MAP 31
[The former Maldon line branched from the line to Southminster immediately east of the Hull Bridge Road level crossing in a northeasterly direction. It is marked by the rear property boundaries of houses built from 1970s on north side of East Bridge Road. The single track of the Southminster branch continues east crossing over cycle/footpath] (See “The Railways of the Blackwater & Crouch Estuaries” (Shenfield to Southminster Line), 2011).

SITE NAME East Bridge Road, Woodham Ferrers
NGR TQ809978
EHER 101A.
PARISH Woodham Ferrers
SITE DESCRIPTION The Maldon branch line diverged from the Southminster branch immediately E of the Hullbridge Road Level Crossing.
ARCHAEOLOGICAL POTENTIAL Moderate
SITE SIGNIFICANCE As shown on O.S. map c.1897.
CURRENT STATUS Property boundaries mark the former line of the track.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photo Film A21/DSCF2653 looking east along East Bridge Road).

MAP 31
SITE NAME East Bridge Road/Bancrofts Road footpath, Woodham Ferrers
NGR TQ807978
EHER 101A, 101B.
PARISH Woodham Ferrers
SITE DESCRIPTION The single-line branch to Maldon diverged from the Southminster line immediately E of Woodham Ferrers level crossing (TQ805977). Rear property boundaries on N of East Bridge Road mark the alignment of the former track. Continuing NE, a public footpath N of Bancrofts Road now marks the track alignment.
ARCHAEOLOGICAL POTENTIAL Poor
SITE SIGNIFICANCE Track line preserved.
CURRENT STATUS Now occupied by housing and property boundaries, except footpath where the line of the former track is preserved.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photo A21/DSCF2653 looking east)
Engineering brick bridge, Woodham Road, from west.

Church Lane bridge, Stow Maries Halt (platform on right), from west.
In a cutting, now filled in, the single track ran NE across fields to

MAP 32.
SITE NAME Woodham Road bridge, Stow Maries
NGR TQ820987
EHER 102.
PARISH Stow Maries
SITE DESCRIPTION 3 arched bridge of blue engineering brick construction, where the cutting was c.12 feet (3m) below the level of field to the W. [Bridge 833].
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE Track line preserved beneath main arch.
CURRENT STATUS Bridge essentially as built c.1888.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photos Film C19/DSCF2708 and C20/DSCF2709 from west).

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

SITE NAME Stow Maries culvert
NGR TQ824988
EHER 103.
PARISH Stow Maries
SITE DESCRIPTION The line of the track is now marked by a strip of woodland. Path crossing.
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE Line as shown on O.S. map c.1897.
CURRENT STATUS Track line preserved by woodland strip. (Footbridge at TQ 824989, O.S. c.1897, not extant).
RECOMMENDED ACTION Monitor and record any development.
GRADE *

MAP 33.
SITE NAME Church Lane bridge, Stow Maries.
NGR TQ835992
EHER 104A, 104B.
PARISH Stow Maries
SITE DESCRIPTION 104A: Bridge of 3 segmental arches, blue engineering brick,[Bridge 836]. Site of Stow St. Mary Halt (opened in 1928, now a Nature Reserve). The wooden sleeper platform was approached by a path, 104B, inclining down to the W of and from Church Lane from the S. To either side of the bottom of this incline are unmarked concrete and immediately adjacent wooden posts which may mark the access to the Halt.  The area in a cutting is now in a woodland strip.
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE Bridge essentially as shown on O.S. map c.1897.
CURRENT STATUS Track line preserved by woodland strip.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photos Film C21/DSCF2710 from east, C22/DSCF2711 from west).
Honey Pot Lane bridge abutments, Stow Maries.

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

SITE NAME Honey Pot Lane bridge, Stow Maries
NGR TQ83994
EHER 106.
PARISH Stow Maries
SITE DESCRIPTION The track crossed over the Lane on a blue engineering brick bridge of which only the two abutments remain.
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE Track line shown on O.S. map c.1897.
CURRENT STATUS Abutments extant. Track line preserved by woodland strip. The Boundary Post marked immediately SW of the track embankment as it crosses the Lane on the 2nd edition O.S. map, c.1897, is not extant, but an uninscribed stout wooden post exists on the embankment above (Photo Film D72).
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photos Film C23/DSCF2712 from north, C24/DSCF2713 to east abutment).

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

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

Railway cottages, corner of Latchigdon Road, Cold Norton.
Continuing in a wooded cutting to

MAP 34
SITE NAME Latchingdon Road bridge, Cold Norton
NGR TL849004
EHER 108A.
PARISH Cold Norton
SITE DESCRIPTION Bridge of three 25½ ft segmental arches, blue engineering brick with dentilled decoration. [Bridge 840]. The former elevation (in a cutting) of the track is extant on the S side of the bridge (now wooded); the cutting on the N side has been partially filled in to raise the level of the house gardens by about 10 feet, 3m
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE Bridge essentially as shown on O.S. map c.1897.
CURRENT STATUS Bridge maintained as a road bridge over cutting.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photos Film B24/P1010024 looking north; B28/P1010028 from north, B29/P1010029 from north, B30/P1010030 showing dentillation (exclude intrusive finger before printing).

MAP 34
SITE NAME Cold Norton Station
NGR TL849005
EHER 108B.
PARISH Cold Norton
SITE DESCRIPTION The former station in a cutting was immediately N of the bridge which carried Latchingdon Road over the track. The station site is now occupied by houses and gardens on E side of Green Trees Avenue. The platform lay on the W of the track with a path (now the alignment of Green Trees Avenue) down a slope to the platform from Latchingdon Road. Sidings and cattle pens, O.S. map, c.1897, not extant.
ARCHAEOLOGICAL POTENTIAL Poor
SITE SIGNIFICANCE Station site now built over by houses.
CURRENT STATUS Station not extant.
RECOMMENDED ACTION Monitor and record any development.
GRADE 0

SITE NAME Railway cottages, Cold Norton (1)
NGR TL848005.
EHER 108D.
PARISH Cold Norton
SITE DESCRIPTION One pair of cottages on NW junction of Latchingdon Road and Green Trees Avenue extant (No 3 Green Trees Avenue); two stories, half-hipped roof, two gables with windows below, front doors protected by a porch lateral to single downstairs window, central chimney stack, c.1889.
ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Building of a similar footprint shown on O.S. map c.1897.
CURRENT STATUS In occupation as private residences.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photo Film B31/P1010031 from southeast).
Railway cottage, Latchingdon Road corner with Victoria Road, Cold Norton.

Railway Hotel, Cold Norton.
MAP 34

SITE NAME Railway cottages, Cold Norton (2).
NGR TL847005
EHER 108E.
PARISH Cold Norton

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

ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Building of a similar footprint shown on O.S. map c.1897.
CURRENT STATUS In occupation as private residences.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photos Film B32/P1010032 from southeast, B33/P1010033 from south west).

SITE NAME ‘The Norton’ public house, formerly ‘Railway Hotel’.
NGR TL848005
EHER 108C.
PARISH Cold Norton

SITE DESCRIPTION Two stories, two gables facing to N (frontage), one facing to E, one to W, conservatories.
ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Building of a similar footprint shown on O.S. map c.1897, with later additions.
CURRENT STATUS Being maintained as a hotel/public house.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photos Film B23/P1010023 from northwest)
Station House, Green Trees Avenue, Cold Norton.

Railway embankment north of Cold Norton station west of Pine Lodge.
MAP 34
SITE NAME Station House, Cold Norton
NGR TL848005
EHER 108F.
PARISH Cold Norton
SITE DESCRIPTION (Station House, Green Trees Avenue). House of two stories, two gables, one facing E and one N, exposed timbers on N, central front door, ?c.1889.
ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Building of a similar footprint shown on O.S. map c.1897.
CURRENT STATUS In occupation as a private residence.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photo Film C25/DSCF2714 from northeast).

SITE NAME Pine Lodge embankment, Cold Norton
NGR TL852009
EHER 109.
PARISH Cold Norton
SITE DESCRIPTION To N of the houses in Green Trees Avenue, the line of the former track, curving towards NW, is marked by a strip of woodland on c.4 foot (1.25m) high embankment, now in ownership of the owner of Pine Lodge. To the N of the woodland strip, the embankment has been ploughed out.
ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Track line shown on O.S. map c.1897.
CURRENT STATUS In private ownership.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photos Film B27/P1010027 woodland strip looking south, B25/P1010025 looking south, B26/P1010026 looking north).
Bridge abutments at “The Street”, Purleigh.

From Baron’s Lane bridge towards south.
MAP 35
SITE NAME  “The Street” bridge, Purleigh
NGR TL846021
EHER 110A.
PARISH Purleigh
SITE DESCRIPTION The Street was crossed on an embankment bridge of which only the blue engineering brick abutments remain.
ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Bridge abutments essentially as built c. 1888.
CURRENT STATUS None.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photos Film C26/DSCF2715 from east, C27/DSCF2716 from east to north abutment).

MAP 36
SITE NAME Baron’s Lane bridge and Halt, Purleigh
NGR TL846024
EHER 110B.
SITE DESCRIPTION The approach to the bridge from the S (Photo Film C29/DSCF2718 from bridge to south) was across fields at slightly below present surface level. Baron’s Lane crossed the track by a girder and blue engineering brick bridge, blue brick copings with lateral capstones (Photo Film C30/DSCF2719, north balustrade). The Halt (opened in 1922) to the N of the bridge (Photo C28/DSCF2717 from the bridge towards north) was in a shallow cutting. The platform to the W of the track was approached down a gently inclined track on the N side of Baron’s Lane from W, still extant (Photo Film C31/DSCF2720 from west, bridge is on right).
Platform, passenger shelter, cattle pens, weigh house, signal box, goods yard and sidings, O.S. map, c.1897, not extant.
ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Bridge piers essentially as built c. 1888.
CURRENT STATUS Being maintained as a road bridge.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
Baron’s Lane Halt, looking north.

Entrance to Baron’s Lane Halt from west (bridge on right).
Maldon Wick Nature Reserve is publically accessible.

MAP 37.
SITE NAME Hazeleigh Hall cuttings and embankments
NGR TL843040
EHER 111A, 111B.
PARISH Hazeleigh
SITE DESCRIPTION 0.5km further N the track on cuttings and embankments is marked by a wooded strip.
ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Track shown on O.S. map c.1897.
CURRENT STATUS Part now a Nature Reserve.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
Maldon West goods shed from south.

Maldon West goods shed from west.
The track crossed Lime Brook by a culvert, TL842054.

MAP 38
SITE NAME Goods Shed, Maldon West.
NGR TL842061
EHER 112A.
PARISH Maldon
SITE DESCRIPTION Goods Shed, on W of former track, is now part of an industrial zone, West Station Road, two blind arcades and one rebuilt and raised to a square profile facing to S, a small round window above central arcade, similar blind arcades with a central loading door facing to W, c.1889.
Sidings, O.S. map, c.1897, not extant.
ARCHAEOLOGICAL POTENTIAL Good.
SITE SIGNIFICANCE Goods shed essentially as shown on O.S. map c.1897 with alterations.
CURRENT STATUS In use as part of Indutrial Zone.
RECOMMENDED ACTION List. Monitor and record any development.
GRADE **
(Photos Film C32/DSCF2721 south end; C33/DSCF2722 west side).

SITE NAME Rail and socket barrier, Spital Road, Maldon West
NGR TL8419 0632
EHER 112B, 20279
PARISH Maldon
SITE DESCRIPTION Rail and socket barrier at south end of bridge not extant (shown on 1944 air photograph).
ARCHAEOLOGICAL POTENTIAL 0
SITE SIGNIFICANCE 0
CURRENT STATUS 0
RECOMMENDED ACTION 0
GRADE 0
Maldon West tunnel from southwest.

Engineering brick wall, Spital Road, Maldon.
SITE NAME Maldon West tunnel.
NGR TL842063
EHER 112.
PARISH Maldon
SITE DESCRIPTION The track entered a deep cutting, then a 66 yard (21m) tunnel [Bridge 849] under Spital Road, southern entrance (Photo D69, south end of tunnel blocked by a red brick house; Station Master’s house at top left) of blue engineering brick with stone coping. Both ends of the tunnel have now been blocked. The roof of the tunnel is now under the Spital Road/Western Bypass junction roundabout.
Blue engineering brick wall runs along the E side of Spital Road above the S tunnel entrance cutting (Photo D71 from southwest; Station Masters house centre to right of bus stop).
At the entrance to the tunnel on the E side was a signal box (not extant), O.S. map, c.1897.
ARCHAEOLOGICAL POTENTIAL Moderate
SITE SIGNIFICANCE Tunnel and cutting shown on O.S. map c.1897.
CURRENT STATUS S entrance extant. N entrance ?beneath bypass.
RECOMMENDED ACTION Monitor and record any development.
GRADE **
Station Master’s House, Spital Road, Maldon.

Railway Cottages, Spital Road, Maldon.
SITE NAME Station Master’s house, West Maldon
NGR TL842063
EHER 112C.
PARISH Maldon
SITE DESCRIPTION Nos 103/101 Spital Road, two gables with windows below, central chimney stack, with frontage of an engineering brick wall, c.1889.
Railway cottages to W above the tunnel not extant.
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE Cottages essentially as shown on O.S. map c.1897.
CURRENT STATUS Now in private occupation.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photo Film C34/DSCF2723 from northwest).

SITE NAME Railway cottages, Maldon West (1)
NGR TL842062
EHER 112B.
PARISH Maldon
SITE DESCRIPTION Nos 107/105 Spital Road at corner of Spital Road and West Station Road. A pair of cottages, red brick, upper storey rendered, 3 gables, half-hipped roof, central chimney stack, c.1889.
ARCHAEOLOGICAL POTENTIAL Good
SITE SIGNIFICANCE Cottages essentially as shown on O.S. map c.1897.
CURRENT STATUS Now in private occupation.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
(Photo D70 from southwest)

The track became double north of this point to Maldon East station.
Maldon bypass, line of former railtrack looking north from London Road bridge.
MAP 38
SITE NAME Maldon West Station
NGR TL842064
EHER 112J.
PARISH Maldon
SITE DESCRIPTION The Station was immediately N of the tunnel, W and E platforms, approached by a covered footbridge from the road. Now the site is immediately N of the Spital Road/Western Bypass roundabout.
ARCHAEOLOGICAL POTENTIAL Poor
SITE SIGNIFICANCE Station shown on O.S. map c.1897.
CURRENT STATUS Not extant. Now under Maldon bypass.
RECOMMENDED ACTION Monitor and record any development.
GRADE 0

MAP 39
SITE NAME London Road bridge; Beeleigh footbridge.
NGR TL842071; TL844075
EHER 112D.
PARISH Maldon
SITE DESCRIPTION In a cutting, the track continued under London Road (Maldon Cemetery bridge). Now a modern girder and blue brick bridge, triangular copings, carries the London Road over the bypass, opened in 1990 (C35/DCF2724, north balustrade - lighten photo before printing). The doubled track, now the bypass, continued north (Film C36/DCF2725 looking north).
Then under a footbridge leading to the path to Beeleigh (not extant).
ARCHAEOLOGICAL POTENTIAL Poor
SITE SIGNIFICANCE Bridges shown on O.S. map c.1897.
CURRENT STATUS London Road bridge maintained as a bridge over bypass. Beeleigh footbridge now not extant.
RECOMMENDED ACTION Monitor and record any development.
GRADE *

SITE NAME River Chelmer bridge.
NGR TL844076
EHER 112E.
PARISH Maldon
SITE DESCRIPTION The track was now raised on an embankment to cross River Chelmer by a brick arch and bowstring girder 75 ft span viaduct, built 1889 [Bridge 852] (demolished in 1965 and its piers in 1989). The bypass road now crosses the river on a modern (1990) girder and blue brick bridge 6 feet (1.8m) lower than the former viaduct bridge.
ARCHAEOLOGICAL POTENTIAL Poor
SITE SIGNIFICANCE Viaduct bridge shown on O.S. map c.1897.
CURRENT STATUS Bridge maintained as bypass bridge over the river.
RECOMMENDED ACTION Monitor and record any development.
GRADE *

SITE NAME Chelmer and Blackwater Navigation West bridge
NGR TL846077
EHER 112F, 40157.
PARISH Maldon
SITE DESCRIPTION Continuing on an embankment above the saltings and meadows, the double track began its easterly curve to cross Chelmer and Blackwater Navigation, by a brick bridge. Now replaced by the bypass road bridge of girder and blue engineering brick construction.
ARCHAEOLOGICAL POTENTIAL Poor
SITE SIGNIFICANCE Bridge shown on O.S. map c.1897.
CURRENT STATUS Bridge maintained as road bridge over the Navigation.
RECOMMENDED ACTION Monitor and record any development.
GRADE *
SITE NAME Langford Curve embankment, Maldon
NGR TL847079
EHER 112G.
PARISH Maldon
SITE DESCRIPTION Immediately N of the West Navigation bridge, the Langford Curve raised on an embankment (extant) took a track NE towards Witham allowing the train to continue without the need to reverse at Maldon East Station.
Signal box in N angle between the Langford Curve and the Navigation, O.S. map, c.1897, not extant.
ARCHAEOLOGICAL POTENTIAL Moderate
SITE SIGNIFICANCE Embankment and Curve shown on O.S. map c.1897.
CURRENT STATUS Embankment extant.
RECOMMENDED ACTION Monitor and record any development.
GRADE *

SITE NAME Maldon Curve embankment, Maldon
NGR TL848078
EHER 112H.
PARISH Maldon
SITE DESCRIPTION The southern (Maldon) Curve continued on an embankment (now occupied by the A414/B1018 (Heybridge Approach) roundabout). The Curve was joined by the Branch from Witham (qv) at TL850076.
ARCHAEOLOGICAL POTENTIAL Poor
SITE SIGNIFICANCE Embankment and Curve shown on O.S. map c.1897.
CURRENT STATUS Embankment extant under road.
RECOMMENDED ACTION Monitor and record any development.
GRADE *

SITE NAME Chelmer and Blackwater Navigation East bridge
NGR TL851076
EHER 217A. 40164
PARISH Maldon
SITE DESCRIPTION The track, now joined by the branch from Witham, crossed The Navigation again by an iron bridge, now a modern (1990) girder and blue brick bridge. Wharf, turntable and sidings on N side of the track serving The Navigation, O.S. map, c.1875, TL852077, (MAP 7a) not extant.
ARCHAEOLOGICAL POTENTIAL Poor
SITE SIGNIFICANCE Bridge shown on O.S. map c.1897.
CURRENT STATUS Modern bridge carries the road.
RECOMMENDED ACTION Monitor and record any development.
GRADE 0

SITE NAME The Causeway, Maldon, crossing
NGR TL853076
EHER 217B.
PARISH Maldon
SITE DESCRIPTION The track crossed over The Causeway by an underpass iron bridge for animals, and, on its E, a level crossing, now marked by a roundabout on the S side of which is the former Maldon Iron Works building, founded 1853.
Signal box in the NE angle between the track and The Causeway, Crossing Keeper’s cottage in SE angle between the track and The Causeway, O.S. map c.1897, not extant.
ARCHAEOLOGICAL POTENTIAL Poor.
SITE SIGNIFICANCE
CURRENT STATUS
RECOMMENDED ACTION Monitor and Record any proposed development.
GRADE 0
Maldon East station.

Maldon East station, south side.
MAP 41
SITE NAME Maldon East Station
NGR TL 855075
EHER 217C, 15072, 38470
SITE DESCRIPTION Station, red brick with stock brick dressings, front arcade of nine arches, brick balustrade, radial glazed windows on ground floor, ‘Jacobean’ chimney stacks (Photos C38/DSCF2727 from west, C39/DSCF2728 from south, C40/DSCF2729 north wing and canopy from west, C41/DSCF2730 from north). On the W side are two iron pillars supporting the canopy (Photo C42/DSCF2731 looking east, north end of platform canopy and columns are on the right). The E side where was the platform is now a timber yard. The station building is now offices. Station Road to the west of the Station contains cottages (C43/DSCF2732 looking northwest).

ARCHAEOLOGICAL POTENTIAL Excellent.

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

CURRENT STATUS Listed Grade II

RECOMMENDED ACTION Maintain present listing.

GRADE ***
Maldon East station, north wing.

Maldon East station, north end, wood yard behind.
MAP 41
SITE NAME Maldon East Station
NGR TL 855075
EHER 217D, 38470, 15072
SITE DESCRIPTION Station, red brick with stock brick dressings, front arcade of nine arches, brick balustrade, radial glazed windows on ground floor, ‘Jacobean’ chimney stacks (Photos C38/DSCF2727 from west, C39/DSCF2728 from south, C40/DSCF2729 north wing and canopy from west, C41/DSCF2730 from north). On the W side are two iron pillars supporting the canopy (Photo C42/DSCF2731 looking east, north end of platform canopy and columns are on the right). The E side where was the platform is now a timber yard. The station building is now offices. Station Road to the west of the Station contains cottages (C43/DSCF2732 looking northwest).
ARCHAEOLOGICAL POTENTIAL Excellent.
SITE SIGNIFICANCE The building essentially unchanged since its building c.1848
CURRENT STATUS Listed Grade II
RECOMMENDED ACTION Maintain present listing.
GRADE ***
Goods Shed, Maldon East.
MAP 41
SITE NAME Goods Shed, Maldon East Station
NGR TL854076.
EHER 217E, 15072, 38470
PARISH Maldon

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

ARCHAEOLOGICAL POTENTIAL Good.

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

CURRENT STATUS Now in industrial use.

RECOMMENDED ACTION List.

GRADE **/*** (Photo Film D68).
Engine House, Maldon East.

Railway cottages, Nos. 3, 5, 7, 9 Station Road, Maldon East.
SITE NAME  Engine House, Maldon East Station  
NGR  TL855074  
EHER  217F, 38470, 15072  
PARISH  Maldon  
SITE DESCRIPTION.  SE corner of the Engine House survives as a painted brick end with remnant one blind arcade facing east and one facing south, brick frieze; an otherwise more recent breeze block building, now two-storey offices. Sidings, cattle pens, steam mill, dock, and “Long Pond” dock (parcel 119), O.S. map c.1897, not extant.
ARCHAEOLOGICAL POTENTIAL  Moderate.
SITE SIGNIFICANCE  The SE remnant of the building essentially unchanged since its building c.1848  
CURRENT STATUS  Modern building in use as offices.  
RECOMMENDED ACTION  Record and monitor any proposed development.  
GRADE **

(Photo C37/DSCF2726 from southeast)

SITE NAME  Railway cottages, Nos 3,5,7,9 Station Road, Maldon East.  
NGR  TL 856074  
EHER  217E  
PARISH  Maldon  
SITE DESCRIPTION  A row of brick terraced cottages, two stories, extant.
ARCHAEOLOGICAL POTENTIAL  Good
SITE SIGNIFICANCE  Built between c.1897 and c.1924. Essentially unchanged exteriors (except replaced windows).  
CURRENT STATUS  Now in residential use  
RECOMMENDED ACTION  Conservation order  
GRADE *
MAP 30a. Woodham Ferrers junction c.1897. The Maldon branch runs northeast. Note the railway cottages just east of the station.
MAP 30b. Woodham Ferrers and Railway Hotel, c.1924.
MAP 31. East of Woodham Ferrers station, the former Maldon branch diverged from the Southminster line northeast along a line of the north boundaries of houses in East Bridge Road, then the Path north of Drapers Road. c.1987.
MAP 32. Woodham Road bridge south of Wellinditch. c.1897.
MAP 33. Stow Maries to Cold Norton c.1897. Stow Maries Halt platform was on the southwest side of the bridge. The St. Stephens Lane bridge is top right.
MAP 34. Cold Norton c.1897. Railway cottages are west of Station Approach road (later Green Trees Avenue). Sidings are north of the station.
MAP 35. Purleigh “The Street” to Barons Lane, c.1897.
MAP 36. Barons Lane Halt, c.1897.
MAP 37. Line east of Hazeleigh Wood, c.1897
MAP 38. Maldon West station north of Spital Road, tunnel, siding and Goods Shed, c. 1897.
MAP 39. River Chelmer crossing, c.1897.
MAP 40. The line from Witham and Langford, top centre, approaches Maldon East station, right, c.1897.
MAP 41. Maldon East station c.1897.