

# Crossrail – Paddington Station

## Introduction



**Paddington station  
general view of main area**

## The Main Station Roof

The station opened 19 years after the Great Western Railway started operating.

The station had a 102½ feet central roof span, covering the carriage sidings, and two side spans, 70 feet and 68 feet, covering two departure platforms.

They were all 500 ft in length.

Paddington station is a Grade 1 Listed Building. It has been in use since it was finished in 1854. It was designed by Isambard Kingdom Brunel, in association with the architect Matthew Digby Wyatt.

It was based on the Crystal Palace. This was designed by Sir Joseph Paxton for The Great Exhibition of 1851. It was moved to South London where it burnt down in 1936.



**The Crystal Palace**



**Paddington station  
general view of main area**





**Side roof span – Platform 1**



**Side roof span – Platform 8**



**Central roof span**

When the station was built the distance between each rail, called the 'Gauge', was 7feet, this was Brunel's 'Broad Gauge'.

In the 1900's 'Broad Gauge' was replaced by 'Standard Gauge'. This has the rails 4 feet 8½ inches apart and was used by the other railway companies. It is still used today.

The change was made in just one weekend.







**A transept cuts across the main roof**

Two other roofs cut across the main roof spans. These roofs are called 'Transepts'.

On platform 1 at the end of the transept are 'Oriel' windows. An 'Oriel' window sticks out from a wall and does not go down to the ground.



**Platform 1 – Oriel windows**

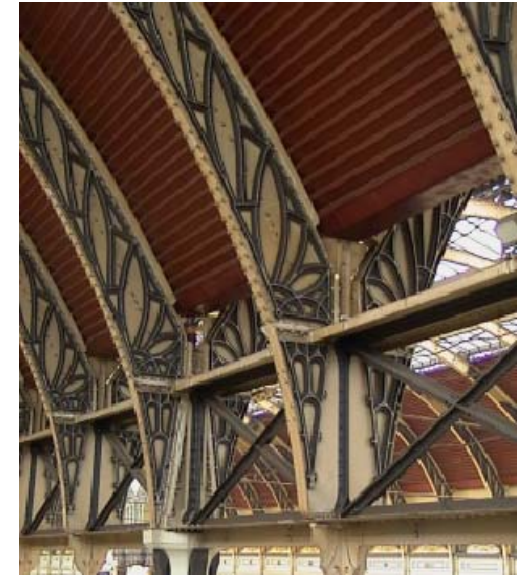




**The steel columns and iron ribs and girders**



**Pillars in the entrance from the Departures Road**



**The iron ribs and girders**



**Roof span 4 detail**

The roof structure is made from iron ribs and girders supported on steel columns.

The original roof covering was made from iron and glass. This was very heavy and it was replaced with light metal sheeting and polycarbonate glazing.

In 1916 a 4<sup>th</sup> roof span was added because of the number of passengers.





## The Lawn

Originally the lawn was the area next to the station masters' house. Then it was where the engine turntables were before it became the parcels area.

Passengers who stayed at the Great Western Royal Hotel crossed the area on a high footbridge.

In this area now is the entrance to the Underground. It is also filled with restaurants and shops.

You can also check you baggage in for Heathrow Airport in the world's largest 'city centre' check-in.



The Lawn today

## The Horse Arch

This is one of the main pedestrian entrances to the station. The 'Sainsbury's local' shop is next to it. It is called this because the area was a loading bay for horse drawn traffic.



The clock

## Platform I

This was the main departure platform and was next to the station main entrance before the Underground.

The original platform was much lower and was made of wood. Its surface is now limestone from a quarry near Lyon in France.

The clock, which is above the Clock Arch, was designed and made in 1903 by Kays of Worcester. It has three faces 7½ feet in diameter. In 1929 the clock was changed to electric.

The First Class Waiting Room used to be the Royal Waiting Rooms. The Great Western Railway (GWR) Arms are over the entrance.

The door to the waiting rooms with the coat of arms



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The statue of Brunel

The life size statue of Isambard Kingdom Brunel is under the Clock Arch. It was made by John Doubleday. It was presented by the Bristol and West Building Society in 1982.





**The departures road**

Most of the office buildings were demolished by a bomb in 1941. They were rebuilt in the 1950's although there is still a gap which you can see from Eastbourne Terrace.

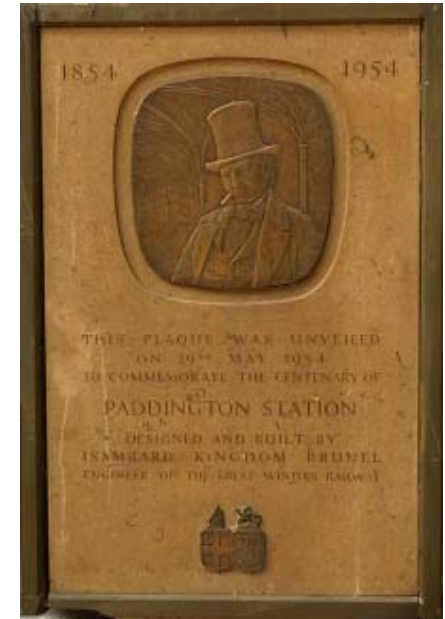
Some of the original roofing, made by Paxton, is at the Western end of the Departures Road. This was restored in 1992 with support from Westminster City Council, English Heritage and the Railway Heritage Trust.

### **Commemorative plaque**

A small bronze plaque was placed on 29<sup>th</sup> May 1954 to mark 100 years of the station.

### **Departures Road**

Paddington is built in a cutting. Ramps go down to platform level from Praed Street and Bishops Bridge Road. The stairs down and the railings along Eastbourne Terrace original. The canopy over the road is a replacement.



**The bronze plaque**



**The 'gap' in the buildings**



## War Memorial

The War Memorial commemorates the 2,254 Great Western Railway (GWR) employees who lost their lives in the Great War and the 794 in the Second World War. Viscount Churchill, Chairman of the GWR Board, conducted the first ceremony on Armistice Day 1922.

A Remembrance Day ceremony is held at the memorial on 11<sup>th</sup> November at 11 am.

## Former Royal Waiting Rooms



**The entrance to the waiting rooms**

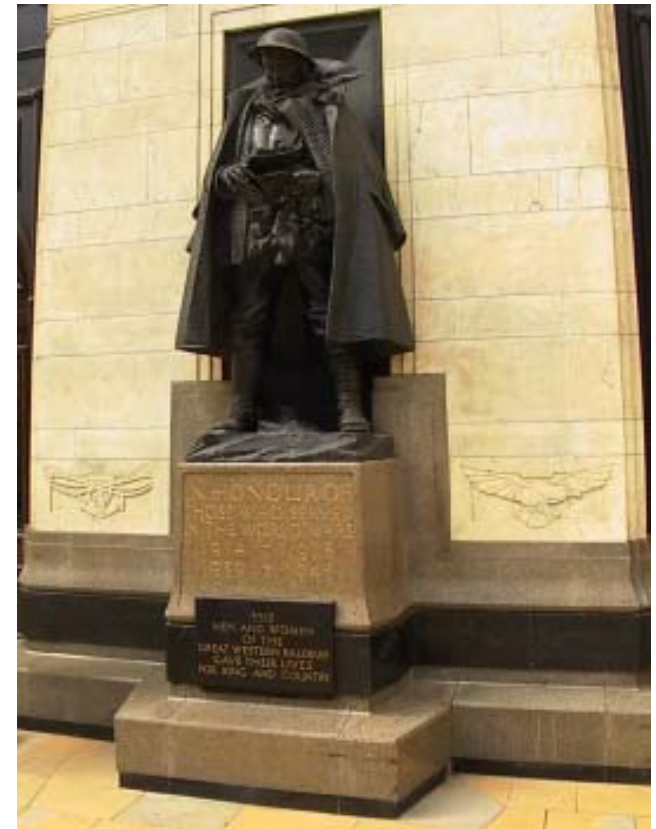


Paddington is between Buckingham Palace and Windsor Castle so the Great Western Railway wanted Royal travellers.

The rooms stopped being Royal Waiting Rooms on the death of Queen Victoria but they were still used by Royalty up to start of the Second World War.

There are from the Departures Road and from platform 1.

The main room is now the First Class Lounge.



**The War Memorial**



## Footbridge

This was added in about 1900. You can get to the Hammersmith and City lines from all platforms. It was changed because of the trains on the Heathrow Express which started in 1998. You get the best views of the original roof structure and Moorish Arabesques – see the picture.

## The 4<sup>th</sup> Roof Span

This covers platform 12 and is underneath the former 'Mint Wing Stables'. The GWR had over 500 working horses. The last horse left in the 1940's.

The stables are now part of St Mary's Hospital and can be seen from London Street and South Wharf Road.



**The Moorish Arabesques above The Lawn area**

## The Great Western Royal Hotel

This was described as the largest and most sumptuous hotel in England when it opened in 1854. It was designed in the 'French Style' by Sir Philip Hardwick.

In 1931 it was changed and redecorated in 'Art Deco' style,

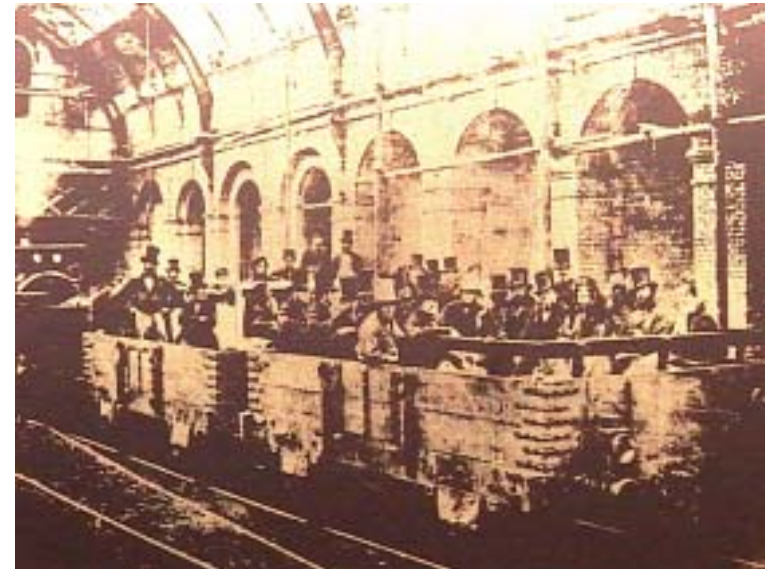
**The main entrance  
to the Hotel**



## Metropolitan Railway Station, Praed Street

This was the western end of London's first underground line. Designed by Sir John Fowler in 1860 it still has its original structure. It is now the London Underground District and Circle line station at Paddington.

There are many old pictures about the construction and opening of the underground line on the platform walls.



One of the old photos on display in the underground



The underground station today



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