

Standing Building Survey
Commercial Street
Newtyle
ANGUS
NW03



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**ARCHAEOLOGICAL STANDING
BUILDING SURVEY
COMMERCIAL STREET
NEWTYLE**

NW03

1	<i>Background</i>	1
2	<i>Details of Work</i>	1
3	<i>Interpretation</i>	15
4	<i>Conclusions and Recommendations</i>	15
5	<i>Bibliography</i>	15
Appendix 1	<i>Photographic Register</i>	16
Appendix 2	<i>Discovery & Excavation in Scotland Entry</i>	21

Illustration 1: Site location plan

Illustration 2: Floor plan

Illustration 3: Phase plan

Illustration 4: Main external elevations

Illustration 5: Elevations of standing ruin

Illustration 6: Mid-section of main building

Illustration 7: Photographic plan

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ABSTRACT

A Level 2 survey was carried out of a B-listed disused former railway goods shed, in advance of conversion to housing. The shed formed part of the Old Station of Newtyle (opened 1831), but was probably somewhat later than the station as a whole, most likely originating in the 1860s. In the later 19th C, an adjoining shed was demolished and replaced with smaller structures, while a partially brick-built extension housing waiting rooms and a toilet was built onto the NW corner. The Old Station was replaced by a newer complex for passengers, but remained in use as a goods depot, until closing to regular traffic in 1955. The main building was constructed of stone rubble, with regular, stugged quoins, with a replacement asbestos roof. Although the listing details included the stone pier of a goods crane, no trace of this now remained. The survey was conducted on 27th April, 2021.

1 Background

1.1 Introduction

Sidlaw Building and Joinery Services Ltd commissioned Alder Archaeology to undertake an archaeological standing building survey of a B-listed former railway goods shed at Commercial Street, Newtyle, in advance of conversion to flatted dwellings. The proposed development area is centred on NGR NO 29971 41358. The work (site code NW03) was undertaken on 27th April, 2021, in overcast weather conditions. The requirement was to conduct a Level 2 survey.

The work was designed to satisfy the archaeological condition on development application reference 20/00743/FULL and Listed Building Consent 20/00744/LBC.

1.2 Aims and Objectives

The main aim of this investigation was to create a permanent photographic, illustrated and narrative record of the building in advance of development, taking account of current setting and condition, form, function and fabric and noting features of interest and any phases of construction and use.

1.3 Reporting

The present document has been prepared as the final report on this building survey. Copies will be sent to the client, The National Record of the Historic Environment at Historic Environment Scotland, and Angus Historic Environment Record.

1.4 Planning and Curatorial Issues

This standing building survey constitutes archaeological work designed to satisfy the outstanding archaeological condition on the planning consent for this development.

1.5 Acknowledgements

We wish to thank Gillian and Stewart of Wesketchspace and Roy McConnachie of Sidlaw Building and Joinery Services Ltd for their assistance and guidance throughout this project. Sidlaw Building and Joinery Services Ltd funded this survey.

2 Details of Work

2.1 The Site (Illus 1)

The village of Newtyle sits half-way up Hatton Hill on the NW face of the Sidlaws, overlooking Strathmore. The core of the village is constructed on a grid pattern, of which Commercial Street forms the E edge, aligned NW-SE (Bulb Farm Road lies further E and runs parallel; it was constructed following the demolition of a chemical works, originally a bone dust mill). The ends of the street connect with (respectively) North Street and South Street, with Church Street and Belmont Street running SW from the mid-section. The shed stands at the SE end of Commercial street, with its S end on Knox Close; the N end borders housing. The site is generally level, although the ground to the S begins to rise steeply up into the Sidlaw Hills close to Hatton Castle, a 16th

Century tower house. To the N, the B954 road runs down to Meigle, sitting closer to the bottom of Strathmore.

2.2 Archaeological Potential (Desk-based research)

Prior to conducting the survey, a desk-based assessment of available online sources was undertaken. These included the NRHE database (Canmore), the National Library of Scotland (nls.uk), Angus HER and the database of listed buildings maintained by Historic Environment Scotland (portal.historicenvironment.scot). A website maintained by local history and railway enthusiasts and including a page devoted to Newtyle was also accessed (www.theatreorgans.com).

The former goods shed is B-listed (LB18009, added 11th December 1973) and was part of the Old Station of Newtyle (Dundee and Newtyle Railway terminus, NO24SE 62 Canmore/NO24SE0062 Angus HER). The station was constructed under the direction of Charles Landale, engineer, in 1831 and opened on 16th December, being rebuilt c.1836. It was replaced on 31st August 1868 by a “new” station (NO24SE 99 Canmore/NO24SE0028 Angus HER) of the Caledonian Railway, following a “deviation” constructed in 1864 to join the defunct Dundee and Newtyle railway to the Stirling-Perth-Kinnaber Junction (“Strathmore”) main line (the newer station closed to regular traffic on 10th January 1955). The older station continued in use as a goods depot.

The Dundee-Newtyle Railway was itself planned in 1825 and obtained an Act of Parliament authorising construction in 1826, well before the establishment of steam locomotion as anything other than an experimental mode of transport. The first section, on the top of Dundee Law, opened in 1831, with the full line becoming operational in 1832. An extension to Dundee harbour followed in 1837. The line was initially worked by stationary steam engines on three incline sections, with horses pulling the carriages on the intervening level stretches. Full steam locomotion on the level was operational from 1833, but fixed engines were still required on the inclines. Between 1860 and 1868, long loops replaced the steep incline sections, allowing steam locomotion throughout.

A train shed was constructed shortly after the opening of the station in 1831, or possibly during the 1836 rebuild. Photographic evidence from 1835-50 suggests this was not the building which forms the subject of this survey, which probably replaced the original shed in the 1860s (Paxton & Shipway, 2007).

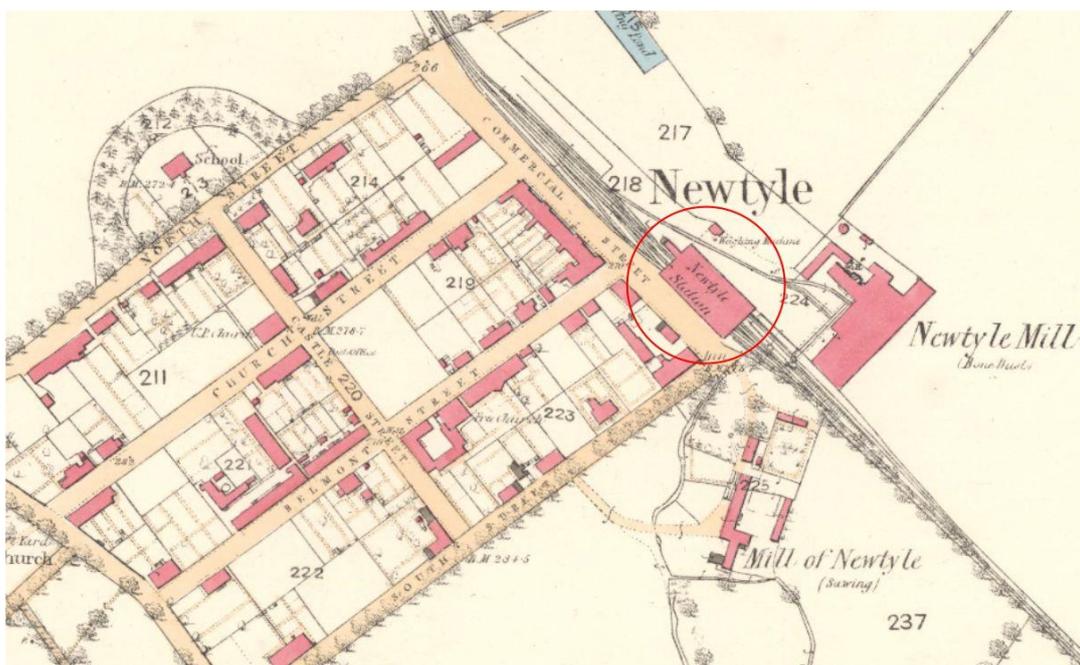
Photographic and map evidence



The original station, Hatton Hill to left (Science Society, from www.theatreorgans.com)



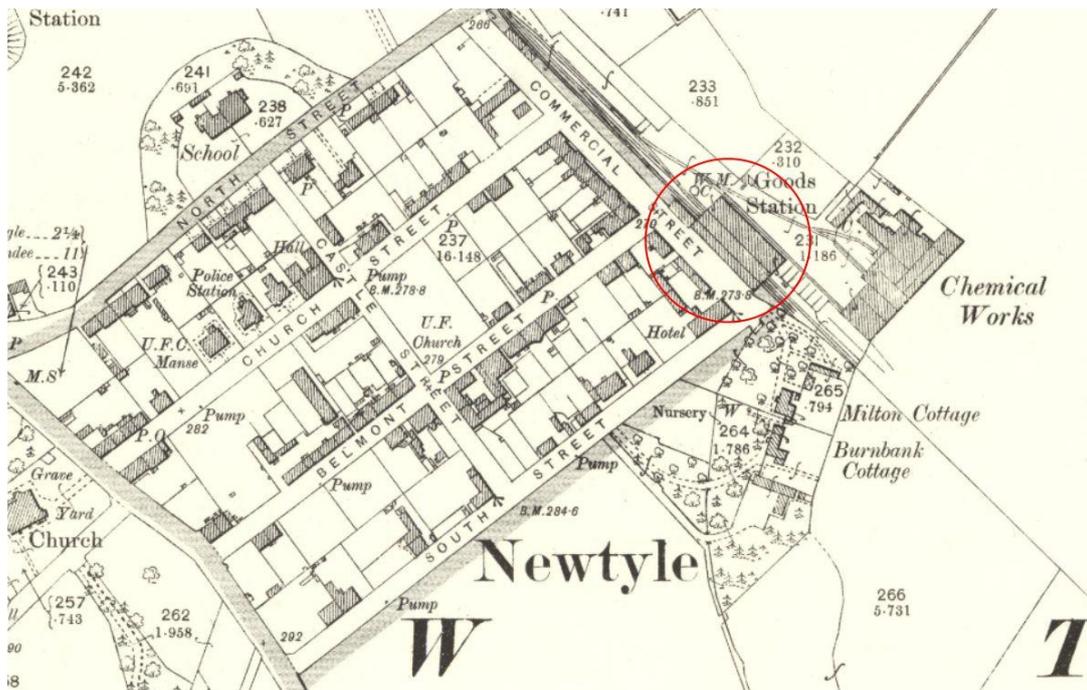
OS First Edition (6 inch, published 1865). The shed is wider than at present and has a small NW extension further N than the brick structure noted in the survey



OS First Edition (25 inch, published 1863), the shed is clearly labelled as the station



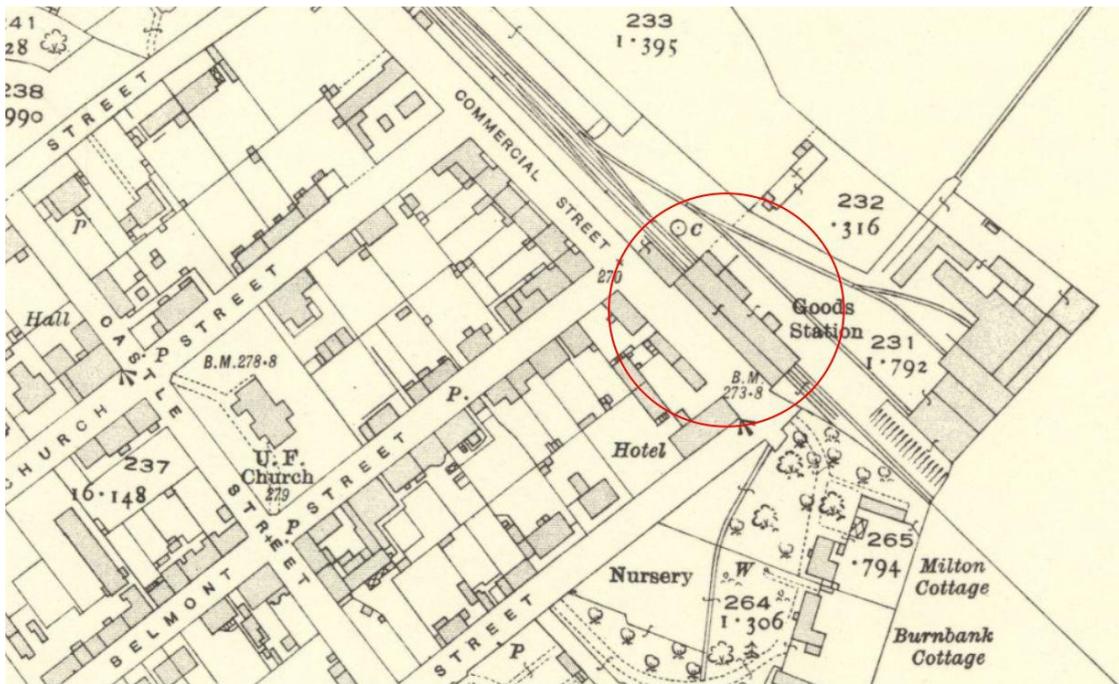
OS Second Edition (6 inch, published 1903). The shed now has its NW extension in the present location, while the station is now a “Goods Station” (note the “Station” top left)



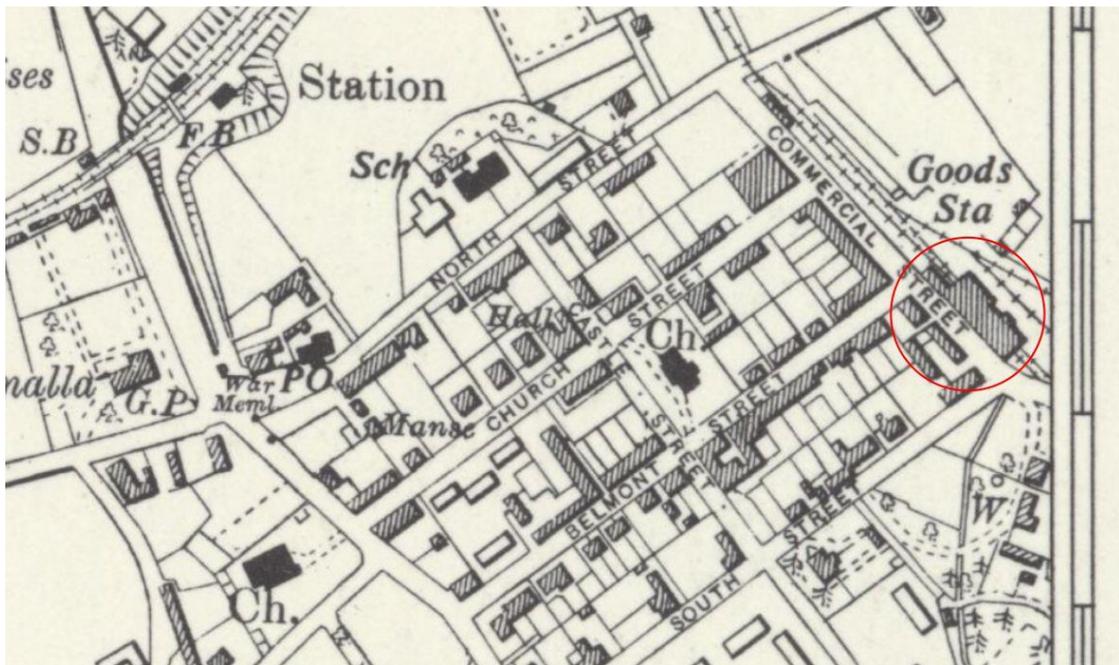
OS Second Edition (25 inch, published 1901), the division of the shed into the still-extant pitched-roof building and a since demolished rectangular block to the NE is clearly indicated



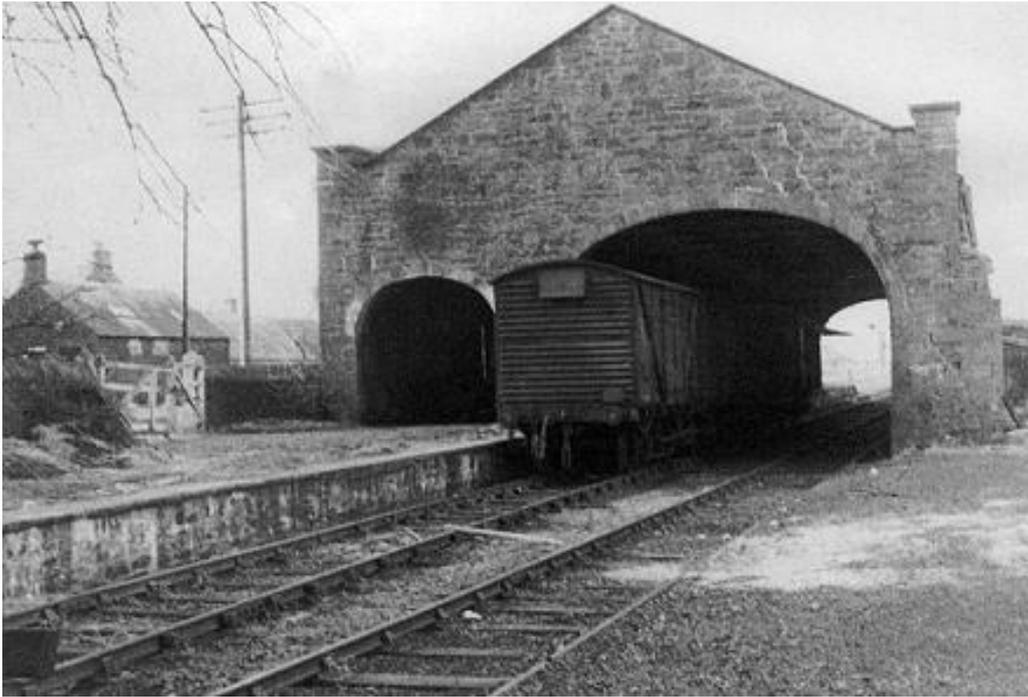
OS Third Edition (6 inch, published 1926). The shed is reduced in width (further from the track to NE) and two ancillary structures are shown against the NE side



OS Third Edition (25 inch, published 1922), the ancillary structures are shown as a small lean-to to the SE and a subdivided block to the NW, as borne out by the survey (see Results, below)



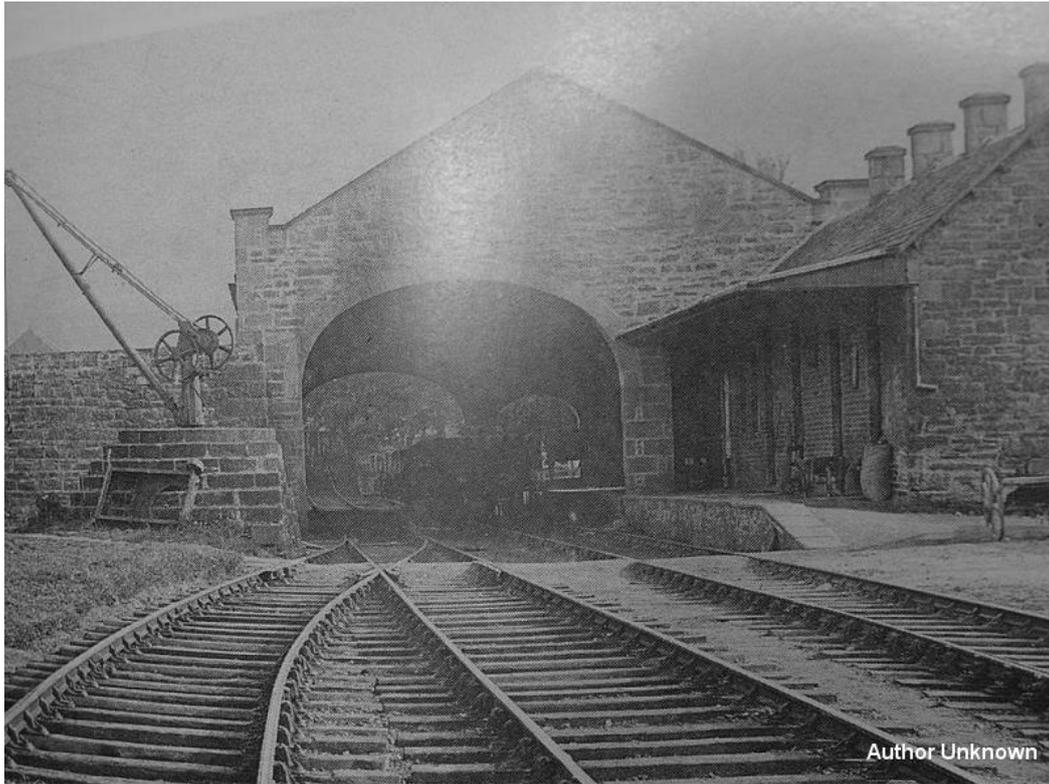
OS National Grid Map NO24SE- A (published 1959) shows the same configuration following closure of the station in 1955



February 1960, view from S of shed (prior to construction of Knox Close) (photo by Norrie Forres, www.theatreorgans.com).



April 1962, view from N of shed, the extension shown to be a small platform with waiting rooms and veranda roof (prior to construction of neighbouring house to N on Commercial Street) (author unknown, from www.theatreorgans.com).



Similar view, unknown date, a crane stands against the roofless ruin NE of the main building. The rise in the track to the S is visible. It should be noted that, although the listing details for the station include the crane plinth and pivot, no trace of these now exist (photo from www.theatreorgans.com).

Following closure of the station, the track was removed some time between 1962 and 1966 and the shed became the property of a potato merchant, who used it as a store.



1966, the shed interior in use as a potato store. Note the raised walkway (now absent) alongside the former track bed and the corrugated roof supported by wooden A-frames (photo by Elliot Simpson, www.theatreorgans.com).

2.3 Archaeological Method

Prior to any development works being carried out and following archival and cartographic research, a Level 2 Standing Building Survey was carried out to create a permanent record. This comprised: a full photographic record of the building in its current setting, with all main external and internal elevations and features of interest, accompanied by an annotated location plan; annotated, measured floor plans and elevation drawings of the building (including rooflines), including any unusual or hidden features (eg, blocked doorways) and indicating construction materials, together with location maps at appropriate scales; measured, annotated section drawings of key sections of the building illustrating its history and/or construction; drawings of key features (eg, industrial fittings, well-preserved or unusual windows or doors, unusual architectural or decorative elements); phase plans illustrating the developmental sequence of the building; map regression including all available maps (OS and earlier), estate plans and architect's drawings; an expanded narrative account, taking in the form, fabric, condition and function of the building, together with features of interest, measurements of key features and details of any evidence of phases of construction and use and to include detailed room-by-room description with measurements.

2.4 Results of Investigations

Exterior

NW extension (images 17-27, 133-148)

Attached to the NW corner of the main building was a single storey rectangular extension. The NW and SW elevations (the latter being part of the Commercial Street frontage) were of stone rubble with stugged quoins, but the NE elevation (away from the street) was of red brick (the SE end was attached to the shed). Photographic evidence (see above) shows this structure to have been a passenger waiting area with projecting veranda roof on the NE side; no trace of the roof remained, but a concrete-topped stone platform fronted the building along the base of the NE elevation. This was partially obscured by the uneven ground immediately in front of it, particularly at the NW end, but rose at least 0.50m above the former track bed. The NE elevation of the extension, facing the platform, featured three arched doorways, the first (leading into a toilet) 1.50m from the NW end and the other two (leading to waiting rooms or perhaps offices) spaced either side of the centre line. The SE end featured a 3.00m wide former slide doorway, but this had unfortunately been sealed by bolting a corrugated metal cover across it and the room behind was therefore inaccessible. The brick wall fabric appeared newer towards the SE end, perhaps reflecting rebuilding following insertion of the wide doorway. The NW end featured stugged sandstone quoins where it was keyed to the stone wall of the NW elevation.

The NW elevation, facing a narrow passage at the NW end of the site, was the gable end of the extension, stone-built and crowned by the double-pitched roof. It featured the remains of an iron frame, probably of a signpost that possibly bore either the station name or the goods depot number. No other features were noted.

The SW elevation formed part of the Commercial Street frontage. It was constructed of similar, although more heavily-pointed, roughly-coursed rubble as in the remainder of the frontage. At extreme left, a painted wooden notice board of three slats remained affixed to the wall face close to the NW end window. Four rectangular windows, each measuring 0.88m wide x 1.96m tall, were evenly spaced along the elevation, 0.50m above the external ground surface (to base of sill). They were cased with stugged squared blocks, with stone sills and lintels. They were boarded with slats, which had been painted green, as elsewhere in the building. The extension projected from the main building on this elevation by 1.15m.

The extension was roofed with grey slate, clear of moss (unlike the main shed) and with lead ridge flashing. It might have been re-roofed at the time of the rebuild of the wall above the slide door (see above), although several slates had slipped over time.

Main Building

General (1-16)

The building was constructed of roughly coursed stone rubble with stugged quoins. It was roofed with corrugated asbestos, supported by a framework of wooden beams with steel reinforcing bars. It measured 47.50m NW-SE and 13.20m NE-SW, 9.25m tall, with main entrances to NW and SE and the standing stone walls of a ruined building projecting from the NW end of the NE elevation. Photographic and map evidence (see

above) indicates that the shed had formerly stood astride the railway track, which entered and exited via the NW and SE ends.

NW elevation (28-41)

This was a gable end and once the entrance for the railway from the Strathmore side (and also from the newer Newtyle Station). The most striking feature was the arched train entrance, now barred by double steel doors, not apparent in photographs of the working goods station (see above). The arch was constructed of finely dressed curvilinear voussoirs, on each of which were Lewis lifting holes bored to enable hoisting into position. Its internal span measured 6.40m and it stood 4.75m tall, from the former track bed. 1.08m to the SW was a pedestrian doorway entering from the platform in front of the NW extension (see above). This stood 2.59m tall from the platform and was 0.90m wide. It had an ashlar stone lintel and was presently closed by a wooden door with wooden boarding above, possibly replacing a hopper window. Each end of the main elevation featured roof pedestals at wallhead height.

Keyed to the NE end of the main elevation and projecting 0.60m forwards from it was the NW wall of the standing ruin, extending 7.50m to the NE and standing 4.80m tall from the present ground surface (see below).

NE elevation (42-43, 67-92)

This featured, at the NW end of the elevation, the projecting walls of a standing ruin (see below). SE of this, the wall face was considerably overgrown, with small trees and brambles immediately in front of the building, but beyond these, a small, blocked window was faintly discernible, approximately 0.60m square. Around the centre line was a brick-blocked doorway, 2.34m tall x 1.20m wide, with both red and concrete bricks used as blocking material. 3.00m to the SE, a vertical line of bitumen, with another 5.50m further SE, marked the probable former position of a lean-to, approximately 3.00m tall- that this was not a blocked entrance was suggested by an absence of any discernible lintel in the wall fabric. This may well have been the small structure indicated on OS Third Edition maps (see above). 4.00m further SE from the lean-to, 2.20m above the external ground surface, was a wooden beam lintel beneath an arch-shaped area of collapse of the wall fabric, marking the position of a blocked window; a similar lintel and area of disturbance lay at the SE end of the elevation with, between the two windows, a third lintel marking the position of a blocked doorway. Immediately NW of the collapsed arch was a small, square, blocked window similar to that at the NW end of the elevation (see interior, below, for more discussion of these features).

SE elevation (93-104)

The opposite gable end of the building, standing on Knox Close, this closely resembled the NW elevation, although in place of a conventional side doorway it featured a smaller arch to the SW of the train entrance. This measured 3.00m tall and the same wide, as compared to the main arch which was of the same dimensions as in the NW elevation (see above). As with the side doorway opposite, the base of the smaller arch was raised above the train entrance, standing level with the modern pavement which covered the former platform (see photograph from 1960, above, for this elevation prior

to Knox Close). This elevation also featured a matching pair of roof pedestals at wallhead height, as in the NW elevation.

SW elevation (105-132)

This elevation, the Commercial Street frontage, was partially obscured by a row of cherry trees standing close to the wall face. It featured four evenly-spaced rectangular windows, all presently boarded with painted wooden slats, each measuring 1.50m tall x 1.10m wide, with dressed casing and single block sills and lintels. Between the two windows furthest NW was a slide doorway, 3.09m tall x 3.10m wide, with a painted wooden slat door and painted steel joist lintel. This had presumably been the main entrance into the shed from the street and was wide enough to take laden trolleys, barrows etc. The wallhead featured painted iron guttering, with two box-section downpipes beside the NW and SE windows (the NW example was damaged). These were probably either original or at least early features.

Standing ruin (42-66)

This was keyed to the NW end of the NE elevation of the main shed (see above). It consisted of two projecting walls, each 7.50m long and standing 4.80m tall from the present ground surface, 9.95m apart. Projecting from the interior faces of both walls were two stone corbels just below the wallhead, indicating the former presence of an upper floor, whether a fully accessible room or merely loft space. The remains of corrugated asbestos as sloping lines below these corbels marked a newer, lower roofline, but the vestiges of gables were clear, if damaged, on both wallheads and suggested the original building had been significantly taller than in this later phase. Corbels also projected from the SE face of the SE wall, indicating a continuation of the building. This almost certainly was as marked on the OS Third Edition maps; no clear traces were apparent of the much larger building shown on the First and Second Editions (see Desk-Based Research, above). Within the ruin, the floor of which was thickly overgrown, were the corroded remains of what appeared to be a small track trolley or trailer, perhaps evidence of the storage function of the building when in use.

Interior

NW extension

The extension formed a block of four rooms in a row aligned NW-SE and entered from the NE side.

Toilet (149-154)

The NW room was a public toilet, featuring a stone slab floor and an internal half-height partition wall of partially plastered red brick, creating a cubicle in the SW-half of the room. The SW elevation featured a single window, bifurcated by a wood panel screen foreshortening the cubicle and evidently inserted. The main room had probably featured a urinal, but this had been removed. There was no ceiling, with the roof beams clearly visible above. The room measured 2.75m NW-SE x 3.26m transverse, 5.02m tall from slab floor to roof apex.

Waiting Room/Office 1 (155-167)

Next door to the toilet was a wood panelled room featuring a fireplace against the NW elevation. This was framed by a simply-moulded wooden mantelpiece, 1.33m wide x 1.22m tall, above a brick-backed fireplace 0.40m deep. The floor was of wooden boards, many sagging and probably original to the extension. Despite being panelled across all four elevations, the room was without a ceiling, although damage to the upper ends of the panel boards suggested the ceiling had been removed. The boarded-up single window, centrally placed in the SW elevation, was positioned within an embrasure 0.24m deep, 1.23m wide and 2.84m tall (from the floor; see exterior, above, for window dimensions). The room measured 3.04m NW-SE x 3.26m transverse, 5.02m tall.

Waiting Room/Office 2 (168-184)

The floorboards in this room had been removed. As in the room next door, a fireplace was positioned centrally in the NW elevation, with a wooden mantelpiece 1.40m wide x 1.30m tall; the fireplace itself had, fairly recently, been bricked-up, probably to reduce further damp damage to the room. The centrally-placed window and embrasure in the SW elevation were of the same dimensions as next door. The remains of the thin lattice frames of a sash window were visible, with six panes in each half (all broken). Part of the panelling had been removed from the SE elevation, revealing a brick partition wall, the bricks and mortar more eroded than in the fireplace and probably part of the original scheme. The room was of the same dimensions as Waiting Room 1.

Through a small, irregular hole in the SE elevation of Waiting Room 2, the SE room of the extension was partially visible; however, due to the metal cover fixed across its entrance, this room was not accessible (see exterior, above).

Main shed

General (185-186)

The shed interior was a single, mostly bare, rectangular room with a poured concrete floor, with wooden A-frames supporting the corrugated asbestos roof. It measured 46.60m NW-SE and 12.30m NE-SW. No trace remained of either the former track and track bed or the platform that formerly ran along the SW side of the building (see *Photographic and Map Evidence*, above). Near the SE end of the building, at the base of the SW elevation, was a date inscribed in concrete: “30.3.84” (presumably 1984, dating the modern floor, rather than 1884!). The wallheads of both long elevations had been reinforced with concrete joists, probably to take the modern roof; given that this same roof is visible in the 1966 photograph (see above), the wall reinforcement must have occurred prior to this date. The platform/walkway is also visible in the same photograph, making its removal later- this may well have been done just before the concrete floor was laid in 1984. Building materials in various forms were currently being stored by the present owners, but the building was essentially disused.

NW elevation (187-198)

The pedestrian side-entrance was reached via a flight of four concrete steps, replacing the platform, which terminated at the door. Alongside to the SW was a boarded

window, cased in yellow sandstone quite distinct from the surrounding wall fabric and therefore probably reflecting a later insertion in order to illuminate the SE room of the extension, beyond. The window measured 1.60m tall x 0.70m wide and was 1.53m above the internal ground surface.

SE elevation (199-204)

The smaller side arch, to the SW of the train entrance, was 0.70m above the internal ground surface, the platform having been removed and the wall base rebuilt with concrete blocks. No other features were present, except those noted on the exterior (see above).

NE elevation (205-220, 24, 243-244)

This featured a blocked doorway in the centre of the elevation, as noted in the description of the exterior (see above). On the interior side, this was raised 0.16m above the ground surface, making the height of the entrance itself 2.18m. To the SE of the doorway, in the vicinity of the exterior lines of bitumen (see above), was a dark patch on the wall face, with a line of faded paint or whitewash alongside, that just possibly represented rebuilding of a hatch or window. However, this was too vague to attribute with any confidence.

9.50m from the SE end of the elevation was a blocked window, 0.57m square, 0.52m deep and 1.82m above the ground, with dressed stone slab casing. 0.70m SE of this feature was a blocked doorway, 2.70m tall, 0.30m above the internal ground surface. On the exterior elevation (see above) this appeared as a window, the base therefore having been filled-in to convert it to this use; 3.72m to the SE was a second blocked window, 1.25m above the ground and 1.82m square, which the former doorway had been made to match. This second window was 1.03m from the end of the elevation. Between the two was a doorway 2.70m tall x 1.22m wide, 0.30m above the ground. All three apertures had regular, dressed casing suggesting they were original, and all were noted on the exterior (see above); however, the small square window towards the NW end of the elevation (see exterior, above) was not discernible in the interior fabric.

SW elevation (221-239)

The four, evenly-spaced, boarded windows noted on the exterior (see above) were positioned within 0.39m deep embrasures which extended their widths to 1.39m, with all showing signs of having had their sills and casings reset. The slide door (see above) featured a bar and rollers fixed to the interior wall face and being 0.57m above the internal ground surface was reached by a flight of three concrete and brick steps, most of which had been removed. The steps presumably post-dated the removal of the platform that had run along the base of the elevation (see *Photographic and Map Evidence*, above).

3 Interpretation

The general style and construction of the main shed was certainly in keeping with a mid-nineteenth century origin. The NW extension was probably constructed in the later 19th C, with the demolition of the shed to the NE of the main building and its replacement with a smaller, narrower building and lean-tos following in the early twentieth century, at which time, most probably, the original (probably slate) roof was replaced with corrugated asbestos. All of this sequence is commensurate with the available map and photographic evidence. Following the disuse of the station, further alteration within the shed included the removal of the platform and track and the concreting of the floor, this last element probably being completed in the 1980s.

4 Conclusions and Recommendations

4.1 The shed is an unusual and valuable remainder of a pioneering- and thus historically very early- local railway. As such it is an important part of local industrial heritage, worth preserving as much as is possible.

4.2 Recommendations for Further Work

Alder Archaeology consider that the building survey was conducted correctly and do not recommend further work in connection with the present development. However, the final decision ultimately rests with Aberdeenshire Council Archaeology Service, as curators of archaeology in Angus.

5 Bibliography

Website,

[http://theatreorgans.com/hammond/keng/kenhtml/Dundee&NewtyleRlwyWalks/Hatton%20Incline%20To%20Newtyle%20\(Old%20Station\).htm](http://theatreorgans.com/hammond/keng/kenhtml/Dundee&NewtyleRlwyWalks/Hatton%20Incline%20To%20Newtyle%20(Old%20Station).htm) (accessed 26th April 2021)

Ordnance Survey, *Forfarshire, Sheet XLIII.13 (Newtyle)*, survey date: 1860, publication date: 1863 (25 inches to a mile, First Edition)

Ordnance Survey, *Forfarshire, Sheet XLIII (includes: Auchterhouse; Eassie and Nevay; Newtyle)*, survey date: 1860-61, publication date: 1865 (six inches to a mile, First Edition)

Appendix 1 Photographic Register

<i>Image No</i>	<i>Description</i>	<i>View</i>
1-5	Location/general setting shots, NE side of building and path/Bulb Farm Road	SSW, NNW
6	Location/general setting shots, NE side of building, S end and Knox Close fence	SW
7-9	Location/general setting shots, building from Knox Close	W
10-13	Location/general setting shots, building from South Street	NE
14-16	Location/general setting shots, NW end of building from Commercial Street	S
17-18	Location/general setting shots, NW extension/toilet and office block	S
19	Exterior, NE elevation of extension, N end	SW
20-23	Exterior, NE elevation extension	SW
24	Exterior, NE elevation of extension, N end	SW
25-27	Exterior, NE elevation of extension, S end	SW
28-29	Exterior, NW elevation, main building	SE
30-31	Exterior, NW elevation, main building, train entrance and side door	SE
32-33	Exterior, NW elevation, main building, side door	SE
34-36	Exterior, NW elevation, main building, locomotive entrance	SE
37-39	Exterior, NW elevation, standing ruin attached to main building	SE
40-41	Exterior, detail, corner roof plinth, NW elevation	SE
42-43	Exterior/interior, N end of main building/ SW elevation of standing ruin	SW
44-45	Exterior, NE elevation of N wall of standing ruin	SW
46-49	Interior, SW elevation of standing ruin	SW
50-51	Interior, NW elevation of standing ruin	NW
52-53	Interior, detail, roof ghost and corbels on NW elevation of standing ruin, oblique	NNW, W
54-55	Interior, SE elevation of standing ruin	SE
56-57	Interior, detail, roof ghost and corbels on SE elevation of standing ruin, oblique	S
58-59	Exterior, NE elevation of S wall of standing ruin	SW
60-61	Interior, detail, remains of ?track trolley	SE

62-63	Exterior, SE elevation of standing ruin	NW
64	Exterior, SE elevation of standing ruin, oblique	W
65	Exterior, detail, hinge fitting on SE elevation of standing ruin	W
66	Exterior, detail, corbels on SE elevation of standing ruin, oblique	W
67-68	Exterior, NE elevation of main building S of ruin, oblique	S
69-70	Exterior, N end of NE elevation of main building S of ruin	SW
71-73	Exterior, detail, blocked window in N end of NE elevation of main building S of ruin	SW
74-77	Exterior, mid-section, NE elevation of main building	SW
78-79	Exterior, detail, concrete block wall reinforcement/base against NE elevation of main building	SW
80-82	Exterior, detail, blocked doorway in NE elevation of main building	SW
83-85	Exterior, detail, bitumen outlines of lean-to (removed), NE elevation of main building	SW
86-88	Exterior, detail, blocked doorway/window and damage, NE elevation of main building	SW
89	Exterior, S end of NE elevation of main building, oblique	W
90-91	Exterior, S end of NE elevation of main building	SW
92	Exterior, S end of NE elevation of main building, oblique	W
93-96	Exterior, SE elevation	NW
97-98	Exterior, detail, train entrance	NW
99-100	Exterior, detail, side entrance	NW
101-102	Exterior, SW corner of main building and Commercial Street sign	N
103-104	Exterior, detail, corner roof plinth, SW elevation	N
105-106	Exterior, N end of SW elevation of main building	NE
107-110	Exterior, boarded window (behind poster) and drainpipe in S end of SW elevation, main building	NE
111-112	Exterior, wall to N of poster, SW elevation of main building	NE
113	Exterior, detail, drainpipe to S of poster, SW elevation of main building	NE
114-116	Exterior, detail, boarded window in SW elevation of main building	NE
117-118	Exterior, mid-section of SW elevation of main building	NE

119	Exterior, detail, slide door and boarded window, mid-section of SW elevation of main building	NE
120-121	Exterior, detail, boarded window to S of slide door, SW elevation of main building	NE
122-124	Exterior, detail, slide door in SW elevation of main building	NE
125-126	Exterior, detail, drainpipe to N of slide door, SW elevation of main building, oblique	N
127-129	Exterior, detail, boarded window to N of slide door, SW elevation of main building	NE
130-131	Exterior, detail, corner roof plinth, SW elevation of main building	N
132	Exterior, N end of SW elevation of main building, oblique	E
133	Exterior, SE elevation of extension projecting from main building	NW
134-137	Exterior, SW elevation of extension	NNE, NE
138-142	Exterior, detail, boarded windows in SW elevation of extension	NE
143	Exterior, detail, blank signboard at N end of SW elevation of extension	NE
144-145	Exterior, NW elevation of extension, oblique	W
146-148	Exterior, detail, empty metal sign-holder on NW elevation of extension	W, SE
149-150	Interior, brick cubicle wall, toilets in N end of extension	SW
151	Interior, detail, roof beams over toilet	SW
152-153	Interior, toilet cubicle, oblique	WSW
154	Interior, detail, boarded window in toilet cubicle	SW
155-156	Interior, NW elevation of N office, oblique	WSW
157	Interior, NW elevation of N office	NW
158-159	Interior, detail, fireplace in NW elevation of N waiting room	NW
160	Interior, SW elevation of N waiting room	SW
161-162	Interior, detail, boarded window in SW elevation of N waiting room	SW
163-164	Interior, SE elevation of N waiting room, oblique	E
165	Interior, detail, door in NE elevation of N waiting room	NE
166	Interior, NE elevation of N waiting room, oblique	E
167	Interior, detail, roof beams over N waiting room	-

168	Interior, NW elevation of S waiting room, oblique	W
169-171	Interior, detail, fireplace in NW elevation of S waiting room	NW
172-173	Interior, SE elevation of S waiting room	SE
174	Interior, wallhead of SE elevation (partition), S waiting room	SE
175	Interior, SE elevation of S waiting room, oblique	S
176-177	Interior, detail, boarded window in SW elevation of S waiting room	SW
178-179	Interior, SW elevation of S waiting room, oblique	S
180-181	Interior, detail, doorway in NE elevation, S waiting room	NE
182-183	Interior, NE elevation of S waiting room, oblique	N, E
184	Interior, detail, roof beams over S waiting room	-
185-186	Interior, general view of main shed	SE
187-189	Interior, NW elevation of main shed	NW
190-192	Interior, detail, rear of train entrance, NW elevation, main shed	NW
193-195	Interior, detail, side door and blocked window, NW elevation, main shed	NW
196	Interior, detail, rear of train entrance, NW elevation, main shed	NW
197-198	Interior, NW elevation of main shed	NW
199-202	Interior, SE elevation of main shed	SE, SSE
203-204	Interior, detail, side entrance in SE elevation, main shed	SE
205-206	Interior, NE elevation of main shed, oblique	N
207-208	Interior, S end of NE elevation of main shed	NE
209-211	Interior, detail, alcove in NE elevation, main shed	NE
212-213	Interior, mid-section of NE elevation (possible rebuild), main shed	NE
214	Interior, detail, blocked doorway in NE elevation, main shed	NE
215	Interior, S half of NE elevation, main shed, oblique	E
216-217	Interior, detail, drainpipe with cast iron base against NE elevation, main shed	NE
218-219	Interior, N end of NE elevation, main shed	NE
220	Interior, NE elevation, main shed, oblique	E
221-222	Interior, SW elevation, main shed, oblique	S

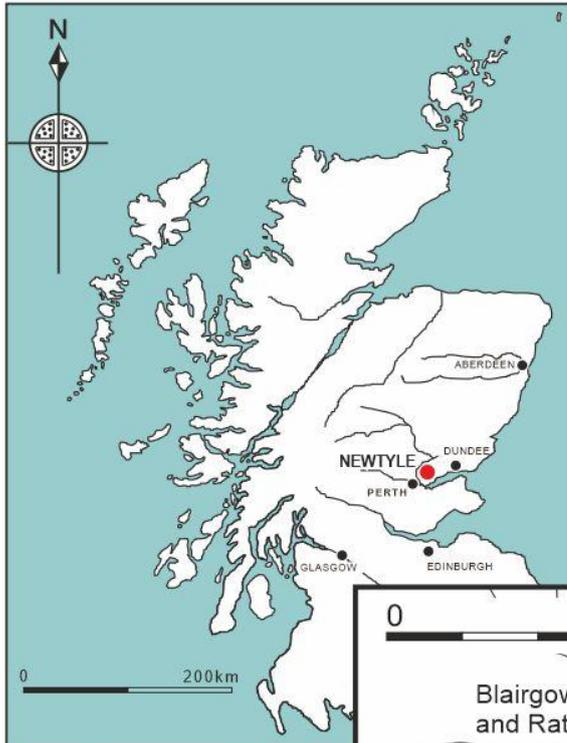
223-224	Interior, N end of SW elevation, main shed	SW
225-226	Interior, detail, boarded window at N end of SW elevation, main shed	SW
227-229	Interior, detail, slide door in SW elevation, main shed	SW
230	Interior, detail, window to S of slide door (not original glass panes), SW elevation, main shed	SW
231-235	Interior, detail, boarded windows in SW elevation, main shed	SW
236-237	Interior, SW elevation of main shed, oblique	W
238-239	Interior, S end of SW elevation, main shed	SW
240	Interior, NE elevation of main shed, oblique	N
241-242	Interior, detail, roof beams over main shed	NW
243	Interior, detail, date inscription in concrete, "30.3.84"	SW
244	Interior, location of date inscription close to S end of SW elevation	S

Appendix 2 Discovery & Excavation in Scotland Entry

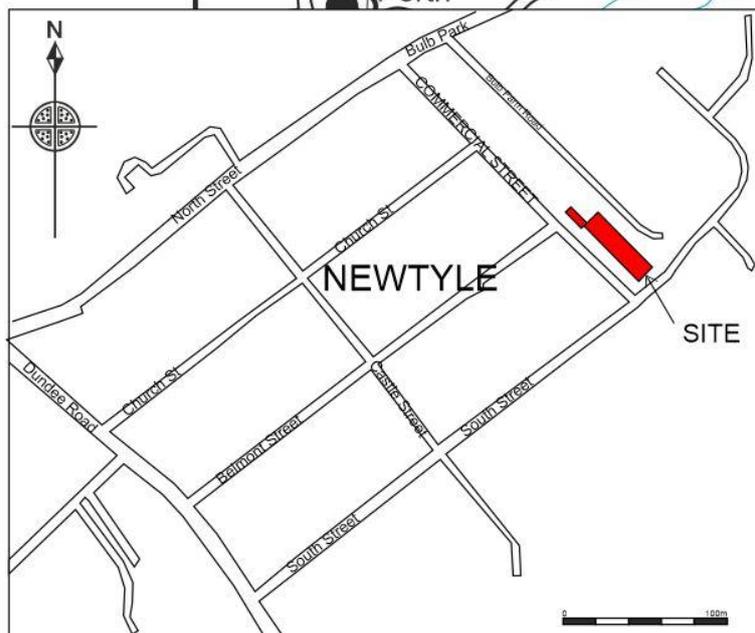
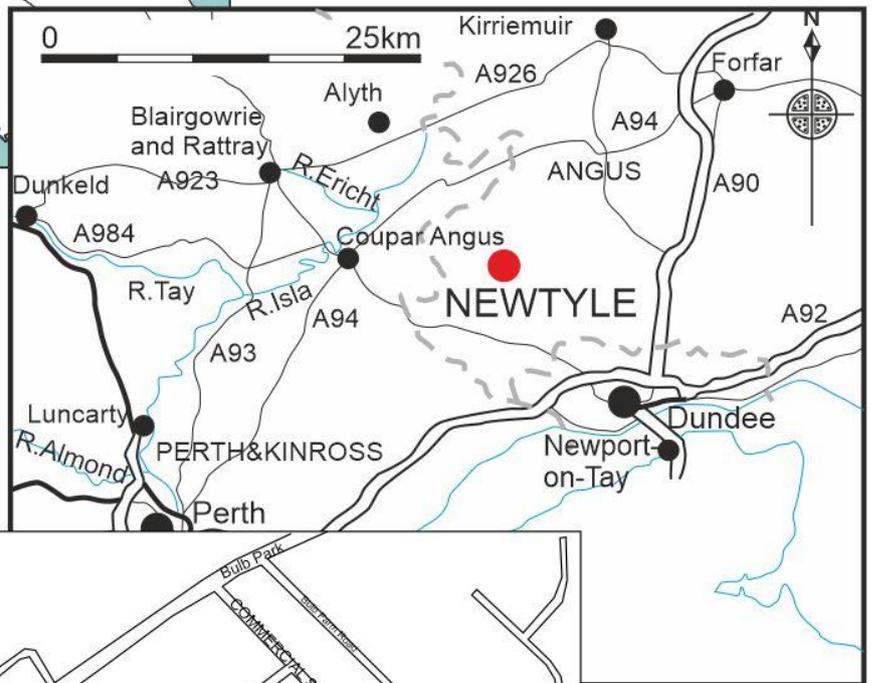
LOCAL AUTHORITY:	Angus
PROJECT TITLE/SITE NAME:	Commercial Street, Newtyle
PROJECT CODE:	NW03
PARISH:	Newtyle
NAME OF CONTRIBUTOR:	C Fyles
NAME OF ORGANISATION:	Alder Archaeology Ltd
TYPE(S) OF PROJECT:	Standing Building Survey
NMRS NO(S):	NO24SE 62
SITE/MONUMENT TYPE(S):	Railway station (19 th Century)
SIGNIFICANT FINDS:	None
NGR (2 letters, 8 or 10 figures)	NO 29971 41358
START DATE (this season)	27 th April 2021
END DATE (this season)	27 th April 2021
PREVIOUS WORK (incl. DES ref.)	None
MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields)	A Level 2 survey was carried out of a B-listed disused former railway goods shed, in advance of conversion to housing. The shed formed part of the Old Station of Newtyle (opened 1831), but was probably somewhat later than the station as a whole, most likely originating in the 1860s. In the later 19 th C, an adjoining shed was demolished and replaced with smaller structures, while a partially brick-built extension housing waiting rooms and a toilet was built onto the NW corner. The Old Station was replaced by a newer complex for passengers, but remained in use as a goods depot, until closing to regular traffic in 1955. The main building was constructed of stone rubble, with regular, stugged quoins, with a replacement asbestos roof. Although the listing details included the stone pier of a goods crane, no trace of this now remained.
PROPOSED FUTURE WORK:	None
CAPTION(S) FOR ILLUSTRS:	-
SPONSOR OR FUNDING BODY:	Sidlaw Building and Joinery Services Ltd
ADDRESS OF MAIN CONTRIBUTOR:	Alder Archaeology Ltd, 55 South Methven Street, Perth PH1 5NX
EMAIL ADDRESS:	director@alderarchaeology.co.uk
ARCHIVE LOCATION (intended/deposited)	HES (intended)

Illus1

Commercial Street, Newtyle Site Location



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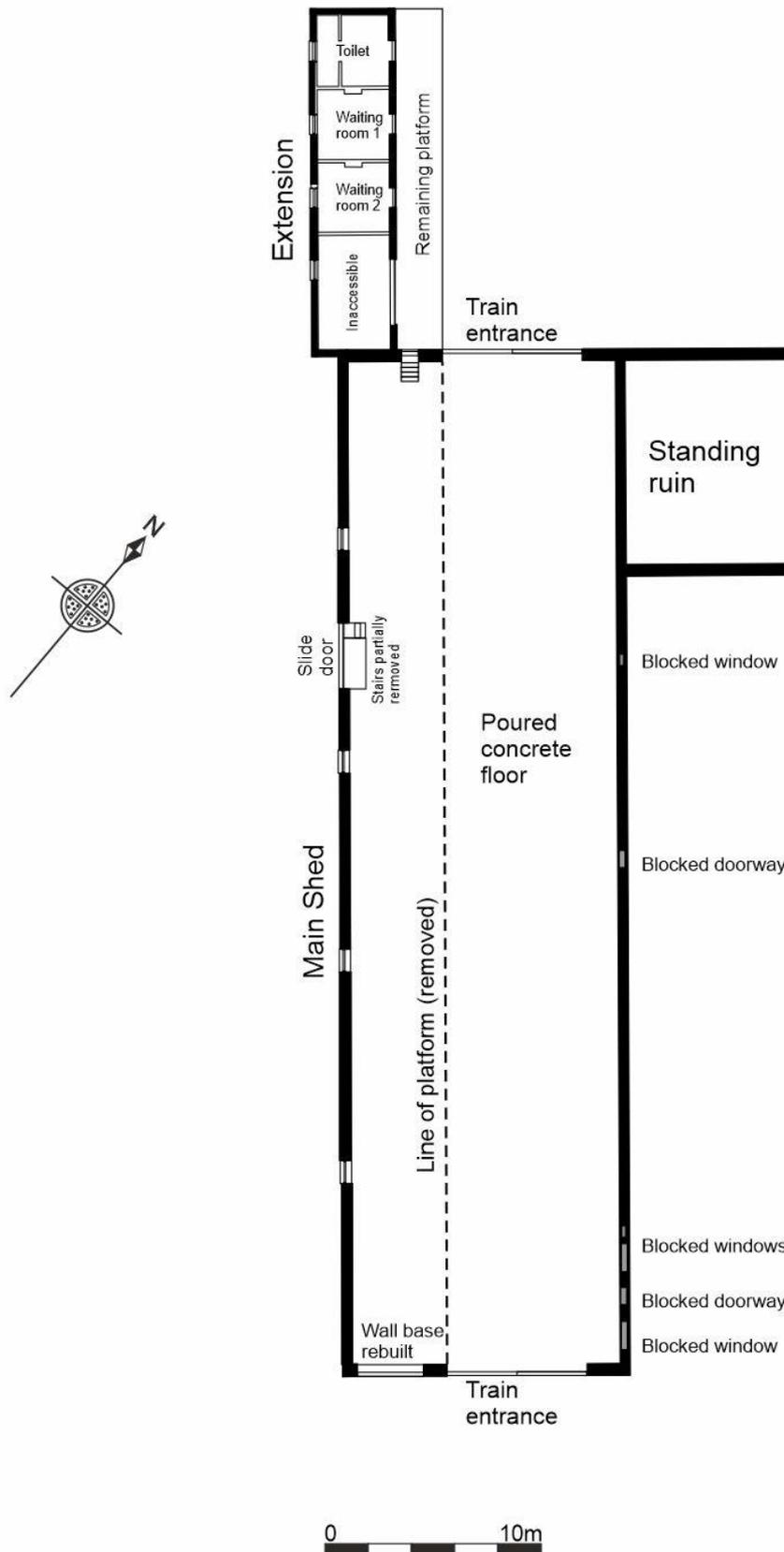


NW03

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Illus 2

Floor plan

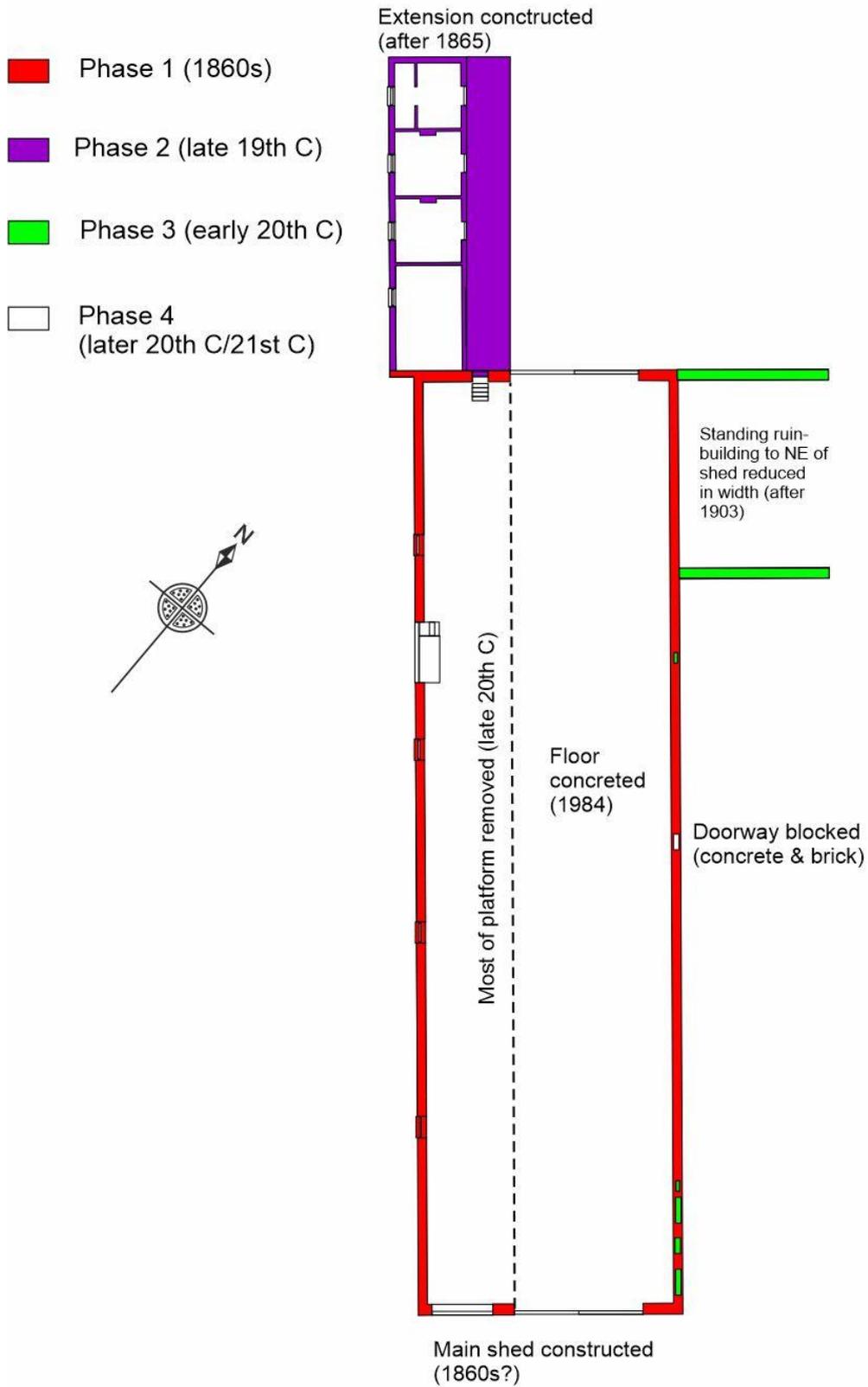


NW03

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Illus 3

Phase plan

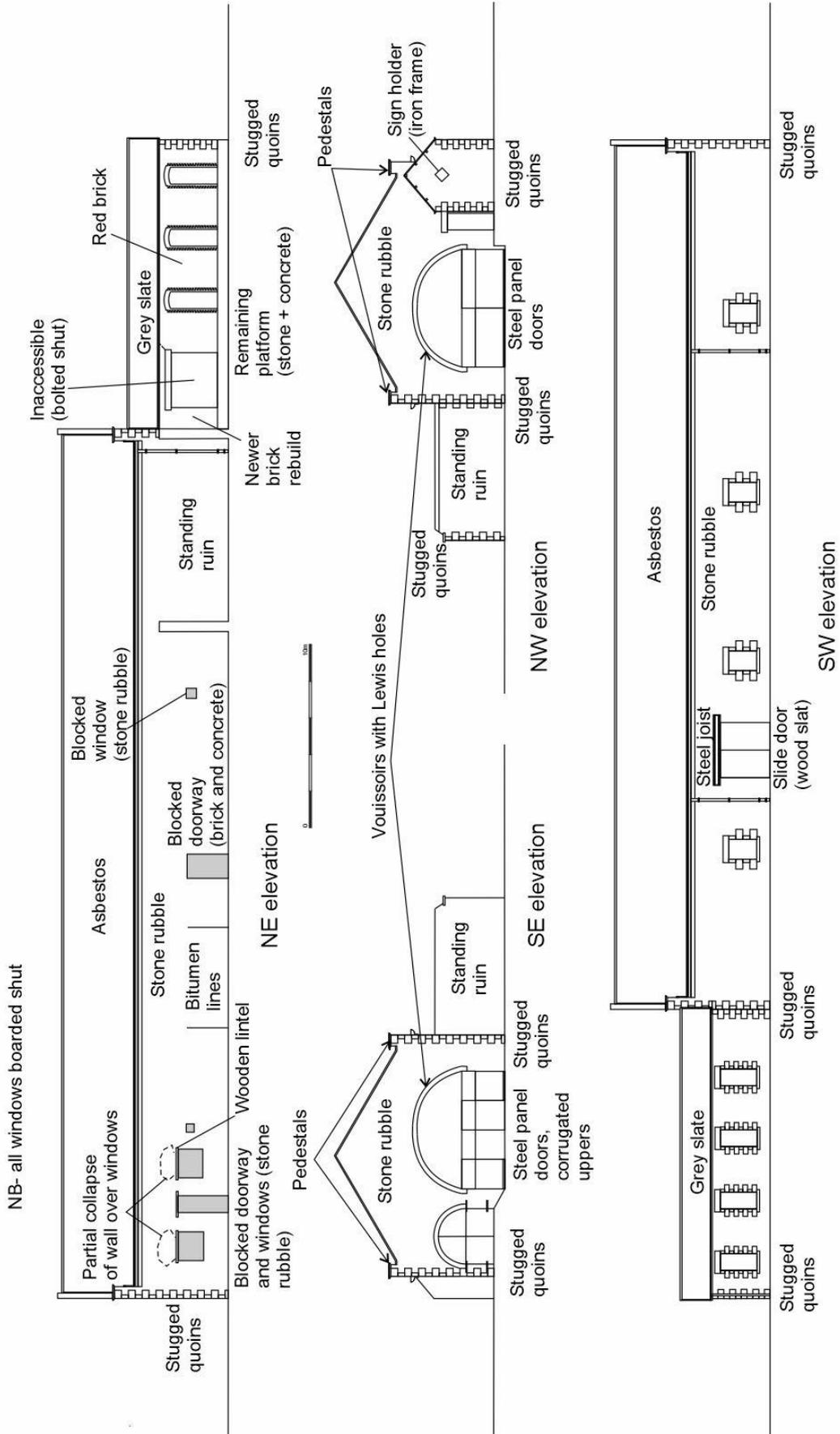


NW03

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Illus 4

Main external elevations



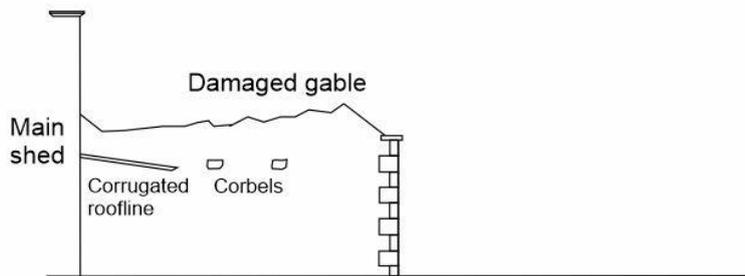
NW03

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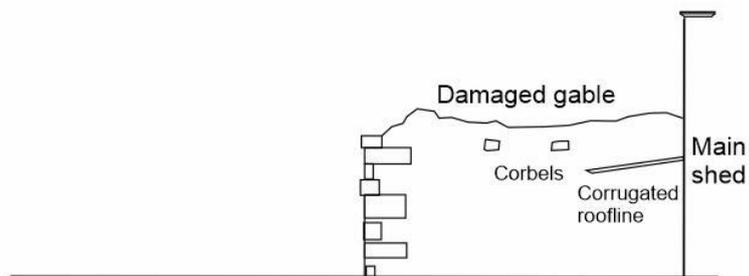
Base drawings by Anthony Roberston Design Ltd

Illus 5

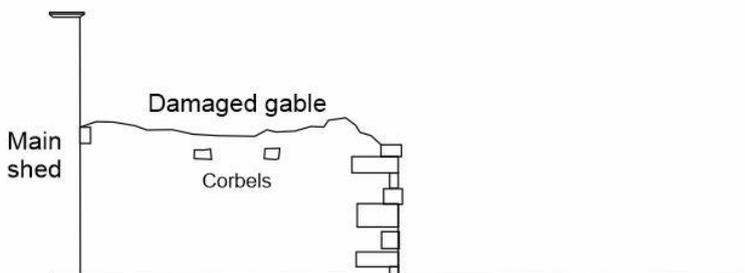
Elevations of standing ruin



NW internal



SE internal



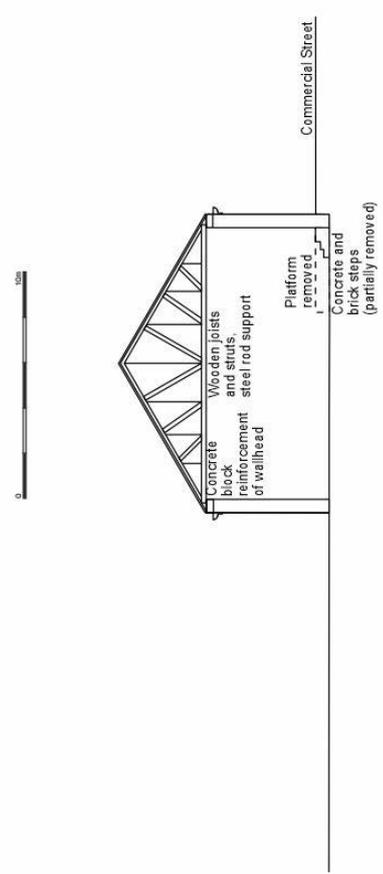
SE external

NW03

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Illus 6

Mid-section of main building



Illus 7

Photographic plan

