



THE ARCHAEOLOGY CO.

Dock Road, Lytham St. Annes

Archaeological Strip and Record Report

September 2022

1. Introduction and Non-Technical Summary

- 1.1 The Archaeology Co. has been appointed by Mr Lyndon Barton of Barton Civil Engineers Ltd to carry out archaeological strip, map and record on land to the north of Dock Road, Lytham St. Annes, as a part of planning permission consent 20/0573.
- 1.2 The footings and fragments of flooring from three buildings were identified, with the phasing indicated by the materials utilised and through map regression. Concrete had obscured several fittings interpreted as door rails for a warehouse and larger rails for moving materials. A large partially dislocated rail may have been the last component surviving of the crane rail seen on the OS mapping. A building footing and concrete floor were exposed along the western side of the site and coincided with a structure seen on the 1893 OS map, thought to be a warehouse. A structure was also identified at the southern edge of site, orientated approximately east west and seen on the 1893 OS map. All the structures identified on the site were above a thick layer of dumped material containing a mix of silt and domestic and industrial waste. It was evident that this material had been used to reclaim and build up a former estuary marsh.

2. The Development Area

- 2.1 The site is located on the north side of Dock Road, at its eastern end. The site is bounded to the west by the rear gardens of properties to Santa Cruz Ave, to the south by Dock Road, to the east by the Tangerine Group Docklands building and to the north by a fence which bars entry to Main Drain. The NGR of the site is SD 38062 27623. The site is 0.16ha in size, measuring approximately 45m north – south and 35m east - west. It is currently a relatively flat brownfield site, with the former industrial buildings having been demolished.

3. Archaeological and Historical Background

- 3.1 The site is shown on the 1848 OS map as an empty patch of land to the east of Graving Dock. In the early 1890's the Lytham Shipbuilding and Engineering Co was set up, previously

known as Richard Smith and Co. They established the shipyard on Dock Road and made shallow-draft river craft which were sent in pieces and rebuilt at their destination. In addition, the yard made a variety of sternwheel, quarterwheel and tunnel propulsion river boats, barges and tugs (Grace's Guide).

- 3.2 The 1893 OS map shows the site at this time. The (presumably) main office building fronting Dock Road lay to the east, with the western end lying along the southern boundary of the site. To the west was a long 'L' shaped building, lying partially within the western boundary of the site. Through the centre of the site, running between the office building and the river to the north was a travelling crane.
- 3.3 In 1904 the business was incorporated as the Lytham Shipbuilding and Engineering Company Limited (Grace's Guide). By the time of the 1911 OS map the traveling crane was no longer shown. Instead, a rectangular building on the same alignment was present, although not as long. This was flanked on either side by a pair of smaller buildings. It is unclear what these were, although they may have been housing for a travelling crane. To the north, just outside the site boundary a small crane is marked on the map however. To the east roads to the rear of the offices gave access from the eastern end to the site. The 'L' shaped building to the west of the site is labelled as 'Laundry'.
- 3.4 During World War I the yard made three "Saint" class naval tugs, smaller tugs, ammunition barges, telegraph repair ships and other small craft for the Navy. It also began making British coasters. In the 1920s it focussed on making river craft for West African and the Congo. However, it was affected by the Depression of the 1930's and only launched a few ships during this time. During the Second World War the main output was fourteen water carriers for Dockyard use, naval steam lighters, landing craft and coasters. In 1955 the company went into voluntary liquidation, with the silting up of the channel to the Ribble being a factor in closure. The yard and its contents were auctioned off (Grace's Guide).

4. Aims and Objectives

4.1 The primary aim of the strip, map and sample process is to determine and understand the nature, function and character of any archaeological remains within the investigation area within their cultural and environmental setting. The aims of this investigation are to:

- Expose and investigate any surviving archaeological deposits that may be present on the site;
- To investigate and determine the date and character along with the function and significance of any such remains;
- To produce a site archive for deposition with the appropriate museum

5. Methodology

5.1 The initial strip, map and sample process comprised continuous observation during the removal of concrete, topsoil, subsoil and/or overburden. This was undertaken by a mechanical excavator fitted with a toothless ditching bucket under archaeological control. Soils were removed to the first archaeological horizon. Archaeological remains were appropriately investigated and recorded in order that their date and character could be determined.

5.2 The western side of the site is the area of the proposed erection of the industrial units and therefore the area of greatest potential impact on archaeological resources. The historic mapping shows the traveling crane to the centre of the site aligned roughly north – south with later buildings over it. As such the north and west areas were subject to the strip, map and sample process with the south and east retained for site access, spoil storage, car parking and facilities

5.3 Structures and deposits were examined and tested. Archaeological remains were cleaned manually to define their extent, nature, form, condition and, where possible, date. Hand excavation was undertaken by trained professional archaeologists. Structural remains were cleaned and photographed prior to being planned and recorded at 1:50 scale. Photographic recording took the form of digital photography (DSLR 10 Megapixel minimum). An

appropriate photo scale was present in each of the shots and a photo register compiled, recording the direction and subject of each shot. All archaeological deposits and artefacts encountered during the course of excavation were fully recorded and each feature given a separate context number before being formally excavated.

- 5.4 Finds recovery programmes was done in accordance with best practice (following current Chartered Institute for Archaeologists' guidelines). All finds were recorded by context. Finds storage followed professional guidelines (UKIC).

6. Results

- 6.1 The site was machine excavated from north to south. The site contained layers of overburden consisting of top soil (01) which was 0.24m thick, a layer of concrete rubble (02) 0.2m thick, a patchy layer of rounded pebbles (36) and a thin layer of tarmac (04) 0.06m thick. Below these deposits was a thick layer context (03) consisting of dumped domestic and industrial waste, which was 1m thick and seen throughout the entire site. Inscribed moulded bottles in the deposit indicated the fill was local and of a Victorian date. Since the deposit was consistent in depth this demonstrated it had been used to level up and reclaim the land next to a tidal inlet.
- 6.2 The northern edge of the site contained a stepped concrete sill numbered context [05], this was 15.2m long by 0.85m wide and 0.6m thick and orientated east west (Plates 1 & 2). The concrete appeared relatively modern as it was reinforced with rebar. A small space separated this structure from a concrete rectangle context [06] made of the same material (Plates 3 & 4). This was also orientated east west and was interpreted as contemporary with structure [05]. Both structures were seen as components of a warehouse.
- 6.3 The western edge of site contained a brick wall [07] 23.4m long by 0.35m wide and 1.2m high, orientated north south and going under the baulk on the western extremity of the area of excavation (Plate 5). A slot was excavated along the wall's east facing elevation. The wall had a stepped foundation indicating it was designed for load bearing (Plate 6). Remnants of a concrete floor numbered context [08] were seen on the wall's western side

(Plate 7). The building was interpreted as a large warehouse. A layer of single blue slates numbered context (23) were seen at the wall's southern end, at the base of the foundation (Plate 8). The slates were located over a thin layer of beige mortar numbered context (24). These two deposits were both below the made ground composed of deposit (03) and it was unclear if they were associated with the construct of wall [07] or were an original bedding layer for deposit (03).

6.4 On the eastern edge of site and just south of concrete surface [06] was a truncated concrete floor context [27]. This was made of a light grey brown concrete 0.07m thick. The same concrete layer was also observed at the southeastern corner of site and was numbered context [31]. Obscuring the area between concrete [27] and [31] was a thicker concrete layer context [26]. This was a solid almost white concrete 0.19m thick and appeared to have been poured over the earlier lower quality concrete [27] and [31] indicating an upgrade (Plate 9). Within the area containing concrete [31] the concrete had enveloped a series of rails and associated fittings. Context [29] described a dislodged rail 3.78m long by 0.1m wide and 0.06m thick lying upside down next to a concrete beam slot context [34]. Parallel to this beam slot was a second rail context [30], which was still pinned to a sleeper (Plate 10). The rails had been orientated east west and were likely to have been used to transport materials in or out of a warehouse. A cast iron grooved door rail (Plate 11) orientated north south was identified at the rails eastern end, context [21] supporting this concept. A second door rail (Plate 12) context [10] was observed parallel and to the west of door rail [21]. Located at the northern end of this door rail was a large concrete pillar (Plate 13) numbered context [11]. The pillar was wider at its base measuring 1.2m in width and the top of the pillar measured 1m in width. The pillar was 1.27m high and had remnants of an upright iron girder on its upper surface. The concrete appeared relatively modern and the size and shape of the pillar indicated it was used for load bearing; this may have been for machinery or to support the ceiling. An identical pillar (Plate 14) numbered context [12] was observed a few metres to the north of pillar [11]. This construct was tilted on its side in deposit (03) suggesting an attempt to remove it had failed. A large grooved cast iron rail (Plate 15) numbered context [09] was exposed parallel and to the south east of door rail [10]. The rail measured 5.4m in length and 0.2m in width and was 0.09m thick. The rail was a larger gauge than the other rails seen in this area and it may have been used for a rolling crane. The rail appeared dislodged but was still partially

encased in concrete [26] at its northern end, indicating it was associated with the same phase.

- 6.5 Below and parallel to the rail was a rectangular surface 3.3m long by 0.6m wide and 0.12m high made of upright wooden blocks (Plates 16 & 17). These were numbered context [33] and were thought to have been used as a semi flexible load-bearing surface. The blocks were located in concrete [27] a surface, which would have fared badly under any load owing to its lack of thickness.
- 6.6 Located in the centre of the site were a row of three identical concrete and iron fittings. Context [14] described the fitting at the south end of the alignment (Plate 18). Context [13] described the fitting in the centre of the site (Plate 19) and fitting [32] described the third fitting (Plate 20), which was encased in the south side of concrete surface [06]. The fittings were composed of a rough concrete with pebble inclusions encasing a wide iron tube with a smaller iron tube at its centre, also encased in concrete. The constructs were 1.1m wide and 0.67m high. Fitting [13] in the middle of the north south alignment was tilted into deposit (03). The alignment of the fitting indicated they had been used as supports for a building. Fitting [14] was located next to a truncated metallic floor numbered context [39]. The metallic nature of the floor suggested foundry waste.
- 6.7 The southern edge of the site contained a wall (Plate 21) context [18], which, was 12m long by 0.6m wide and 1.1m high. The wall was aligned east west and made up of headers and stretchers with a stepped foundation, and contained a cellared space at its western end (Plate 22). This was backfilled by a brick and beige mortar backfill context (22) measuring 4.7m in width, 4.7m long and 1.05m deep. This deposit was only partially excavated as it went beyond the limit of excavation (Plate 23).
- 6.8 To the east of the cellar was a concrete and brick drain (Plate 24) context [19] measuring 0.9m by 0.9m. To the east of the drain was a truncated concrete floor numbered context [25] measuring 1.05m by 1.1m with a cast iron fitting for a stanchion protruding from its surface (Plate 25). A small area of concrete floor with a thin layer of bitumen on its surface had survived next to concrete floor [25] the floor context [28] measured 2.07m long by 1.05m wide and 0.13m thick (Plate 26). A small building was seen protruding from wall [18] with wall [15] as its northern elevation wall (Plate 27) [16] as its western elevation (Plate

28) and wall [17] as its eastern elevation (Plate 29). The structure had been truncated by a modern manhole located where the interior of the building would have been (Plate 30). The western elevation [16] was heavily truncated but a large sandstone block located in the inside corner of the structure had survived (Plate 31). This block was at an angle to the walls and faced towards the interior of the building. The block had been incised to support some form of machinery or boiler. An identical block (Plate 32) was located in the opposite corner at the north end of wall [17] demonstrating the blocks supported an object, which spanned the width of the building. The walls were badly built using full and half bricks, sandstones and slates and were remnant subterranean footings. The northern elevation of wall [15] measured 4.1m in length and 0.75m in width and was 0.4m high, wall [16] measured 0.7m long and 0.6m width; wall [17] measured 3.3m in length 0.35m in width and was 0.15m high. Wall [18] contained a gap where the building butted the wall. This had been blocked with a large sandstone block and bricks, indicating some form of decommissioning. The gap was likely to have been associated with the machinery located in the building (Plate 33). Context (35) was allocated to a dark blue-grey clay seen below deposit (03) and was interpreted as the natural geology.

7. Conclusions and Discussion

- 7.1 The footings and fragments of flooring from three buildings were identified. The buildings' phasing was indicated by the materials utilised and through map regression. The latest phase was represented by a reinforced concrete floor context [06] and footing context [05] which both contained rebar and were located at the northern end of site.
- 7.2 A concrete surface context [26] located at the southern end of site appeared to be contemporary with the constructs at the northern end of site, however these constructs were not connected due to a truncation. Two large concrete plinths, context [11] and [12] were interpreted as load bearing supports, the concrete utilised was relatively modern demonstrating the plinths also belonged to the latest phase. The alignment of the plinths indicated a north south orientation for the latest building phase. This alignment coincided with structures seen on the 1911 OS survey map, although the rebar-strengthened concrete would have been a more modern addition.

- 7.3 The concrete surface at the southern end of the site context [26] had been laid over an earlier concrete surface numbered context [31] and context [27]. This was a thin poor quality concrete and its location under concrete [26] indicated the building had been repaired and improved at some point, which demonstrated the continuous use of an earlier structure. Concrete [26] had obscured several fittings interpreted as door rails for a warehouse and larger rails for moving materials potentially on small cranes or tippers. A crane rail was identified on the 1893 OS map, and a large single partially dislocated rail context [09] may have been the last component surviving of this mapped feature.
- 7.4 A building footing context [07] was exposed along the western side of the site, this feature was roughly orientated north south and was only partially exposed due to the limit of excavation. This was a large wall with a stepped foundation and coincided with a structure seen on the 1893 OS map, thought to be a warehouse. The same structure was also present on the 1911 OS map. A row of three concrete and iron fittings numbered contexts [13], [14] and [32] ran to the east of and parallel to the wall, these were designed to support upright pillars to support a roof. The materials suggested the fitting were contemporary with concrete floor [27]. The fitting located at the northern end of the alignment context [32] was encased in concrete floor [06] demonstrating how earlier components had been incorporated into the most modern phase.
- 7.5 A structure was identified at the southern edge of site composed of a brick wall [18] with a cellared space, a drain [19], and two small fragments of remnant floor [25] and [28]. The structure was only partially exposed due to the limit of excavation. Orientated approximately east west and seen on the 1893 OS map, the structure was thought to be a warehouse. A small square outbuilding was located butting the northern elevation of the structure. A gap in the wall where the buildings joined indicated the outbuilding was functional. Two large incised sandstone blocks facing the interior of the outbuilding suggested some form of machinery or a boiler had been housed in the outbuilding. A modern manhole was located in the interior of the outbuilding, which had truncated any other evidence of the outbuilding's function.
- 7.6 All the structures identified on the site were above a thick layer of dumped material context (03). This deposit contained a mix of silt and domestic and industrial waste. The domestic waste was composed of broken Victorian ceramics and bottles, some of which were

molded with inscriptions. A selection of the bottles, were inscribed with the word Lytham indicating the waste material had originated from the municipal tip. As the layer was consistent in its depth throughout the site it was evident that this material had been used to reclaim and build up a former estuary marsh. A technique also utilised in the construction of Liverpool docks and executed on a much smaller scale in Dock Road, Lytham. All the structures on site were functional and associated with shipbuilding, the main components seen on the 1893 map were all present as were later additions and repairs likely to be associated with the sites use in the 1940s.

8. Archive

- 8.1 The results of the archaeological investigation form the basis of a full archive to professional standards, in accordance with current Historic England guidelines (“The Management of Archaeological Projects”, 2nd edition, 1991), the “Guidelines for the Preparation of Excavation Archives for Long Term Storage” (UKIC 1990), and current ClfA “standards and guidance for the creation, compilation, transportation and deposition of archaeological archive” (2020). The project archive represents the collation and indexing of all the data and material gathered during the course of the project. The deposition of a properly ordered and indexed project archive in an appropriate repository is considered an essential and integral element of all archaeological projects by the ClfA in that organisation’s code of conduct.
- 8.2 A digital copy of the report shall be deposited with ADS through the OASIS database. The written, drawn and photographic archive will be placed with Lancashire Archives within a reasonable time of completion of the project.. A copy of the final report will also be deposited with the Lancashire HER.

10. Acknowledgements

- 10.1 The Archaeology Co. would like to thank Doug Moir for his help and advice, as well as the staff at Lancashire Historic Environment Record. Thanks also go to Paul Hickman for the fieldwork and Pascal Eloy for the fieldwork and help in preparing the report.

11. Copyright

- 11.1 Full copyright of this commissioned report and other project documents shall be retained by the author of the report under the Copyright, Designs and Patents Act 1988.

Bibliography

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Maps

1848 OS map Lancashire Sheet LXVII

1893 OS map 1:2,500 scale LXVII.3

1911 OS map 1:2,500 scale LXVII.3

Appendix 1: Figures

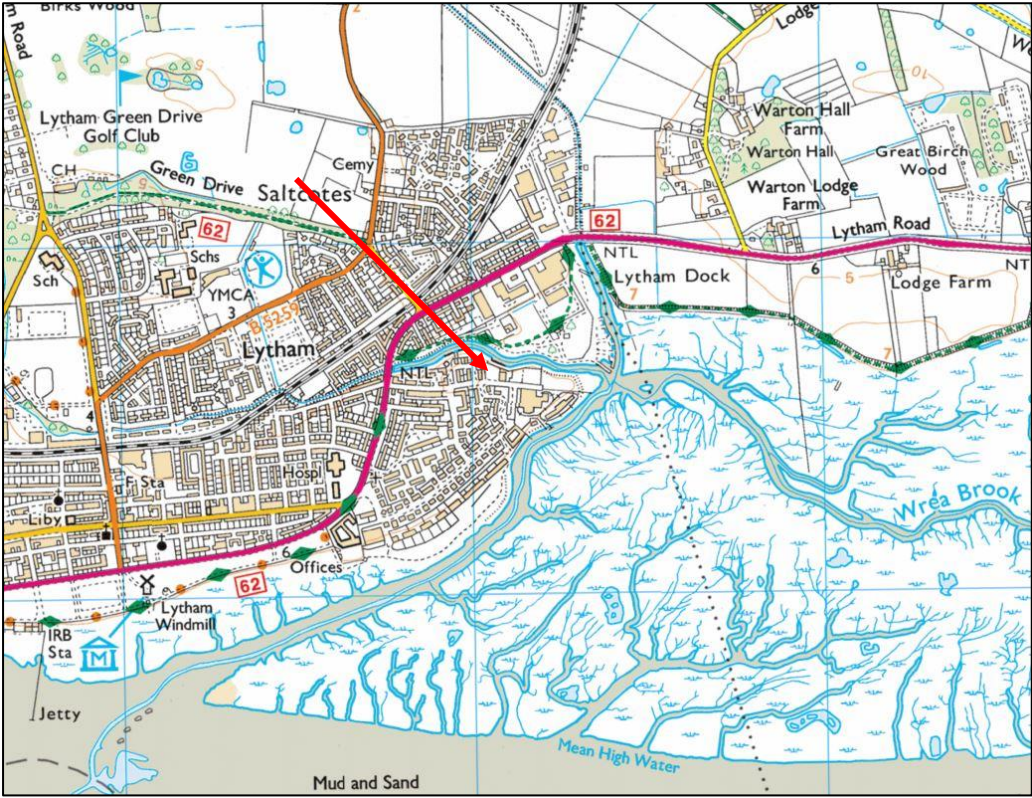


Figure 1: Location Plan (OS Licence Number: 100057911)

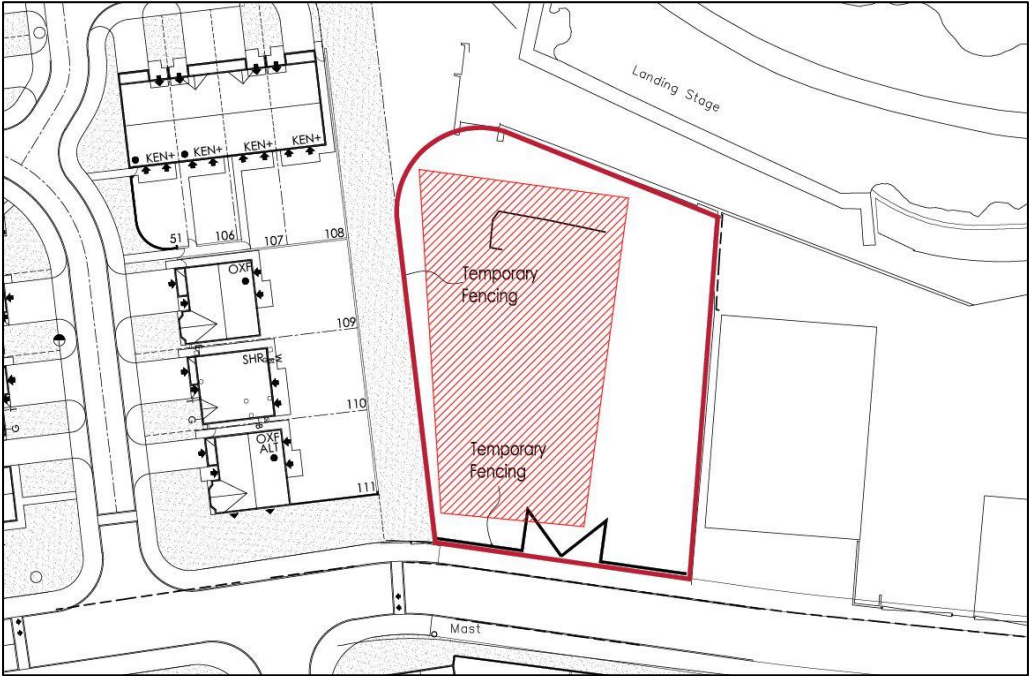


Figure 2: Site Plan (courtesy of client) showing area stripped

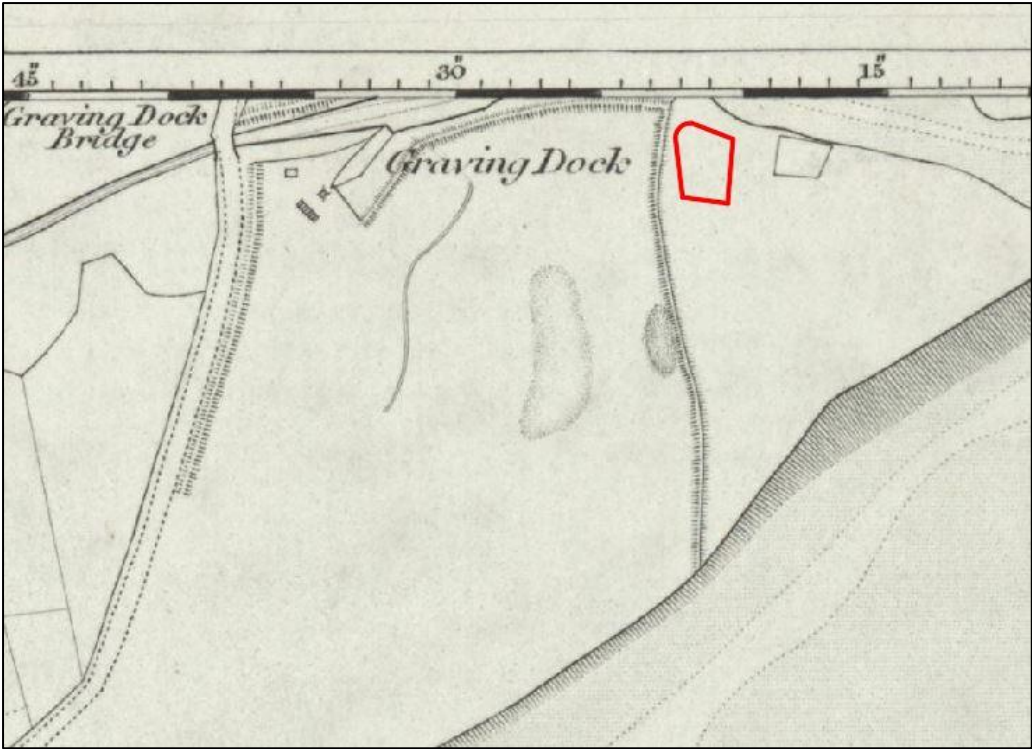


Figure 3: 1848 OS map Lancashire Sheet LXVII (courtesy of Lancashire Archives)

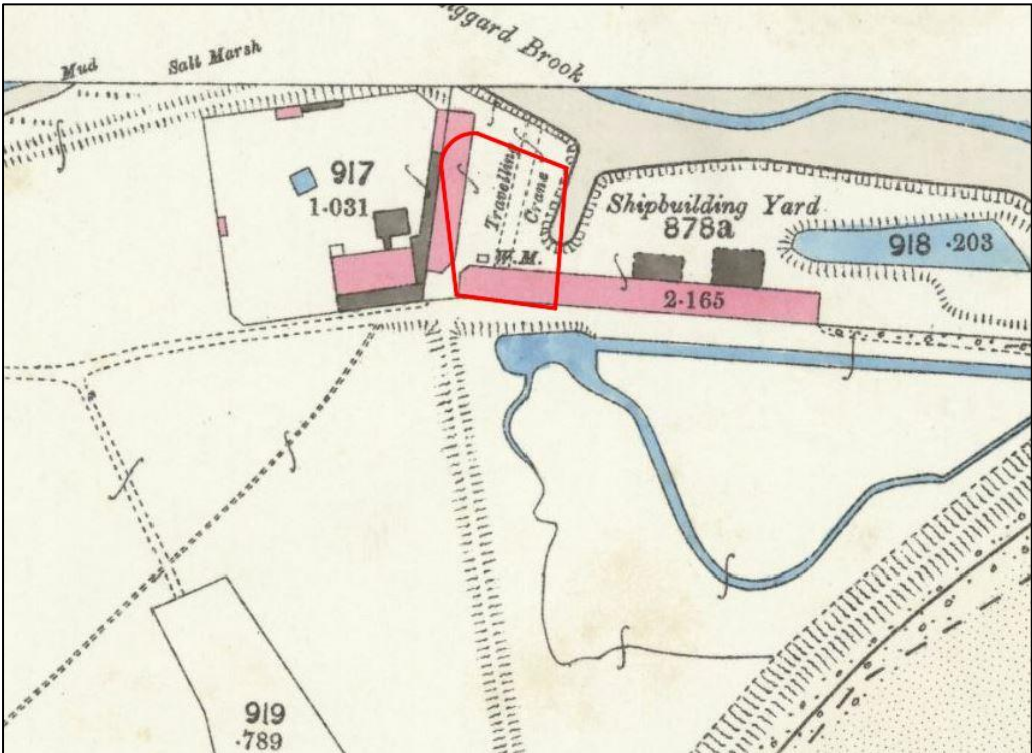


Figure 4: 1893 OS map 1:2,500 scale LXVII.3 (courtesy of Lancashire Archives)

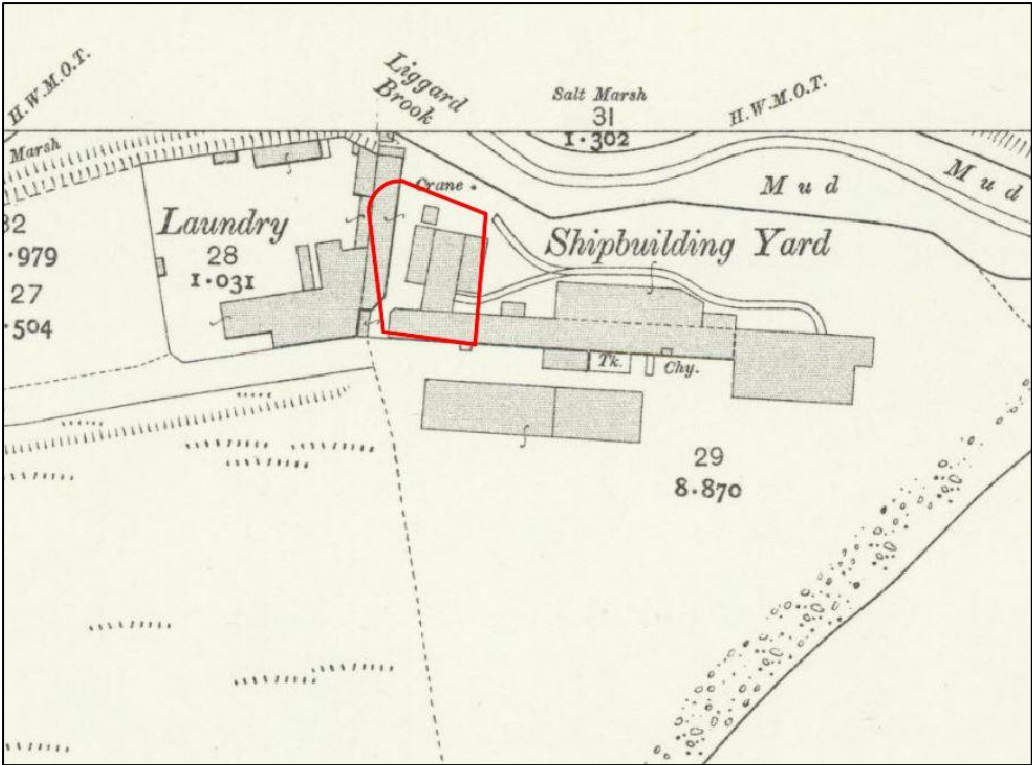


Figure 5: 1911 OS map 1:2,500 scale LXVII.3 (courtesy of Lancashire Archives)

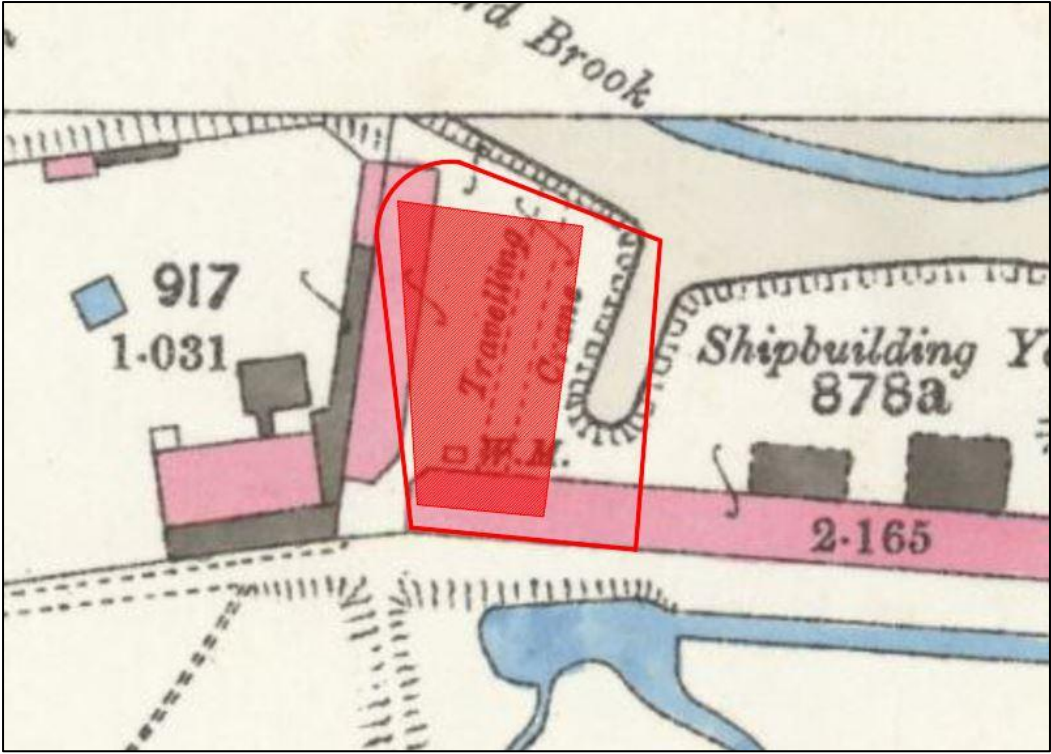
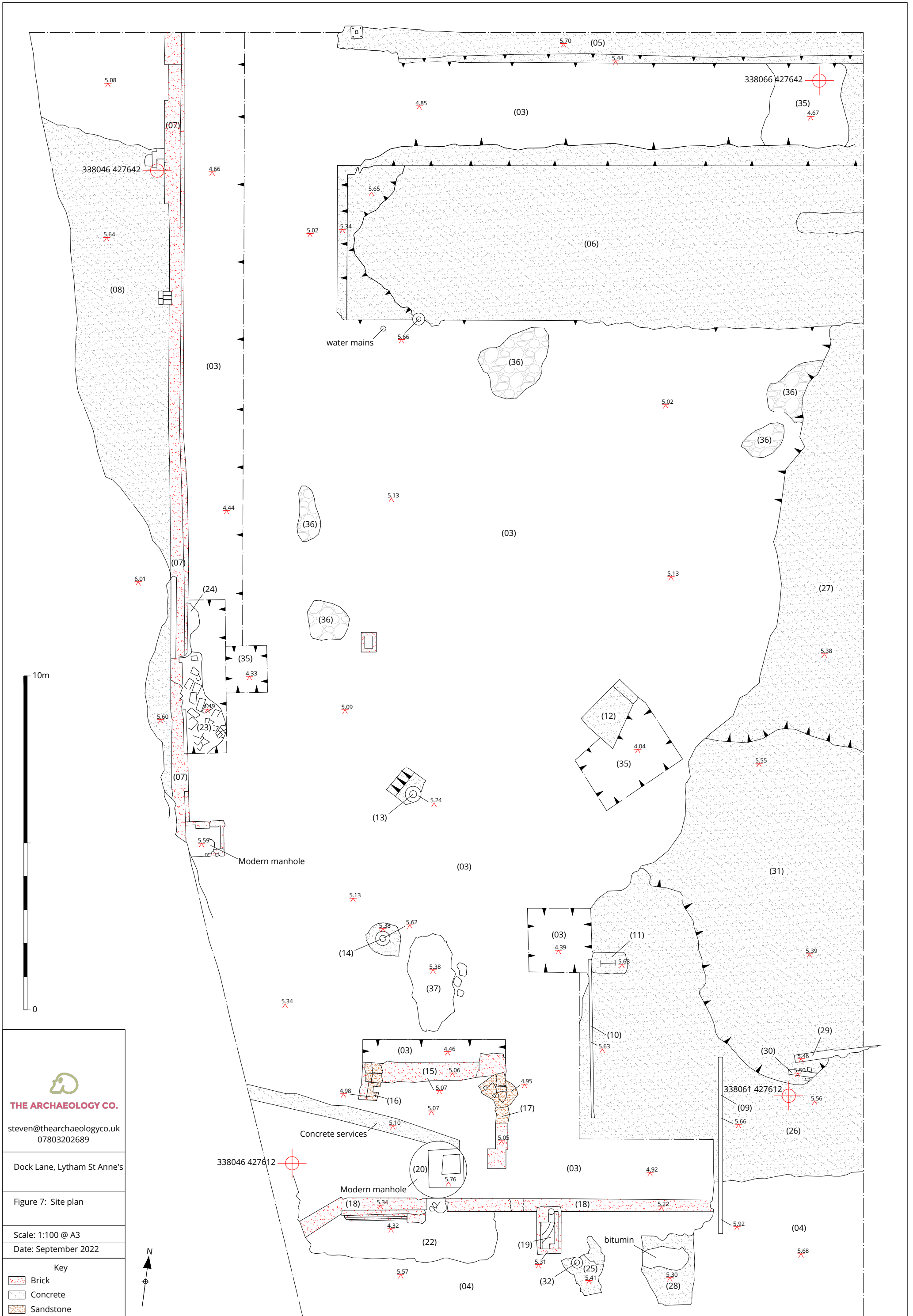



Figure 6: Detail of 1893 map showing area stripped




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 Figure 7: Site plan
 Scale: 1:100 @ A3
 Date: September 2022
 Key
 Brick
 Concrete
 Sandstone

Appendix 2: Plates



Plate 1: Stepped concrete sill [05]



Plate 2: Contexts [05] and [06]



Plate 3: Contexts [05] and [06]



Plate 4: Wall [07] looking north



Plate 5: Wall [07] looking south



Plate 6: Stepped foundation of wall [07]



Plate 7: Concrete floor [08]



Plate 8: Layer of single blue slates (23)



Plate 9: Concrete layers [26] & [27]



Plate 10: Beam slot [34] and rail [30]



Plate 11: Cast iron door rail [21]



Plate 12: Rail [10]



Plate 13: Concrete pillar [11] north of rail [10] above



Plate 14: Matching concrete pillar [12], north of [11]



Plate 15: Grooved cast iron rail [09]



Plate 16: Wooden block surface [33]



Plate 17: Wooden block surface [33]



Plate 18: Concrete and iron stanchion [14]



Plate 19: Concrete and iron stanchion [13]



Plate 20: Concrete and iron stanchion [32]



Plate 21: Wall [18]



Plate 22: Cellared space at west end of wall [18]



Plate 23: Fill of cellar [22]



Plate 24: Concrete and brick drain [19]



Plate 25: Cast iron stanchion within concrete floor [25]



Plate 26: Concrete with bitumen [28]



Plate 27: Small building comprising walls [15], [16], [17] and [18]. North elevation



Plate 28: Western wall [16]



Plate 29: Eastern wall [17]



Plate 30: Modern manhole [20]



Plate 31: Sandstone block in wall [16]



Plate 32: Sandstone block in wall [17]



Plate 33: Gap in wall [18]

Appendix 3: Context List

(01) A loose mid grey brown sandy soil 0.24m thick. The topsoil overlying (04) and (02).

(02) A compact light grey construction gravel 0.2m thick, used for leveling. Variable in thickness and concentrated on the west side of site.

(03) A loose dark brown to black mixed deposit containing industrial and domestic waste. 1m thick and seen across the entire site. This deposit had been used as a pre construction layer designed to raise the topography. The domestic inclusions demonstrated the deposit originated from Lytham tip and was deposited during the Victorian period.

(04) A black tarmac layer 0.06m thick underlying topsoil (01).

[05] A concrete elongated rectangle with a step on its southern side, 15.2m long by 0.85m wide and 0.6m thick. Located along the northern edge of the site. The concrete contained rebar demonstrating it was relatively modern.

[06] A concrete rectangle 15.2m long by 3.7m wide and 0.3m thick. Located at the northern end of site and parallel to concrete [05]. This structure was contemporary with context [05].

[07] A brick wall 23.4m long by 0.35m wide and 1.2m high. Constructed of bricks measuring 0.23m long by 0.11m wide and 0.7m thick. The wall was constructed of headers and stretchers bonded with a white gritty lime mortar, and was stepped at its base. The wall enclosed a concrete floor on its western side numbered context [08].

[08] A concrete floor 11.2m long by 4m wide and 0.1m thick located on the western side of the site. The floor was made of a grey concrete, and was only partially exposed. The floor was interpreted as the interior of a warehouse, with wall [07] as its eastern elevation.

[09] A cast iron rail with a grooved centre 5.5m long by 0.2m wide and 0.09m thick located at the southern end of site and orientated north south. The iron rail appeared dislodged at its southern end but was still encased in concrete at its northern end. The rail may have been associated with a crane known to have crossed the site in a north south orientation.

[10] A grooved cast iron rail 4.6m long by 0.09m wide and 0.12m thick located to the west of rail [09] and encased in concrete layer [26]. The scale of the rail demonstrated this was a door rail.

The rail was orientated north south.

[11] A triangular concrete pillar 1.27m high was 1m wide at its top and 1.2m wide at its base. Located at the northern end of rail [10]. The pillar contained remnants of a cast iron upright girder on its upper surface. The construct was interpreted as a load-bearing platform.

[12] A second concrete rectangular concrete pillar identical to pillar [11] and located to its north. This construct was on its side and partially buried in deposit (03).

[13] A cast iron and concrete construct 1.1m wide and 0.67m high located to the west of pillar [11]. The construct contained a wide cast iron tube with a smaller cast iron tube in its centre, both encased in a rough grey white concrete with pebble inclusions. The construct was partially buried in deposit (03). Two identical constructs [14] and [32] were seen to the north of [13] in a north south alignment.

[14] An identical structure to context [13] located to its north and partially dislodged.

[15] A brick and sandstone wall orientated east west was 4.1m long by 0.76m wide and 0.4m high, it was located at the southern end of site, forming the northern elevation of a small building. The wall was made of headers, stretchers and half bricks bonded with a white gritty lime mortar. The wall was for the most part made of bricks with a couple of small sandstone slabs at its ends. The wall was a subterranean footing indicated by its roughly built north facing elevation.

[16] The western return elevation associated with wall [15]. A brick and sandstone wall 0.7m long by 0.6m wide heading south. The wall was truncated by a modern manhole. The wall contained a large sandstone block, which was orientated at an angle to the wall. The sandstone block had carved grooves for machine fittings. A similar sandstone block was seen on the eastern elevation [17] associated with wall [15].

[17] The eastern elevation associated with wall [15] A brick and sandstone wall 9.3m long 0.35m wide 0.15m high heading south. The wall contained a large sandstone block similar to the one seen in wall [16]. Its location and orientation also matched.

[18] A brick wall 12m long by 0.6m wide and 1.1m high was located along the southern edge of the site and orientated east west. Constructed of headers and stretchers with a stepped

foundation bonded with a white gritty lime mortar. The wall formed the northern elevation of a warehouse with a cellared space.

[19] A brick and concrete drain 0.9m long by 0.9m wide, was located to the south of wall [18]. Constructed of stretchers and concrete.

[20] A modern concrete manhole 1.74m wide by 0.74m high. Located to the south of wall [15] and truncating wall [16].

[21] An iron rail 3.7m long by 0.13m wide and 0.06m thick. Located to the east of and parallel to rails [09] and [10]. The gauge of the rail indicated it was a door rail.

(22) The brick backfill located to the south of wall [18]. A mix of bricks and white mortar 4.7m long by 1.36m wide and 1.05m deep filling a subterranean space.

(23) A single layer of blue grey slates 1.9m long by 0.9m wide located at the base of wall [07] at its southern end.

(24) A thin layer of degraded mortar below slates (23), less than a 1 cm thick.

[25] A concrete and iron fitting 1.05m long by 1.1m wide located to the south of wall [18]. The iron component was designed to house a stanchion.

[26] A light grey irregularly shaped white concrete layer 0.19m thick located at the southeastern end of site. Overlies concrete layer [27].

[27] A thin mid grey concrete layer 0.07m thick exposed in patches and located on the eastern side of site below concrete layer [26].

[28] A small area of concrete floor with remnant bitumen on its surface measured 2.07m long by 1.5m wide and 0.13m thick, was located on the south side of wall [18].

[29] A dislodged iron rail 3.78m long by 0.12m wide and 0.06m high was encased in concrete [26], and orientated east west was located in the southeastern corner of site.

[30] An iron rail 4.26m long by 0.1m wide and 0.06m thick, was still fixed to a wooden sleeper with iron pins. Orientated east west and located in the southeastern corner of site. Associated with rail [29].

[31] A concrete surface 8.8m long by 6.6m wide with oil on its surface was below concrete [26] and located in the southeastern corner of site. This was the same layer as concrete [27].

[32] An iron and concrete construct identical to [13] and [14] was encased in concrete floor [06]. This formed the northern end of the constructs alignment.

[33] A small rectangle of wooden blocks set upright, 3.3m long 0.6m by wide and 0.12m high. Located under and in the same orientation as rail [09]. Appears to be associated with concrete surface [31] and [27]. Designed as a flexible load-bearing surface.

[34] A rectangular slot in concrete slag [31] designed to house a sleeper for a rail, 4.26m long by 0.23m wide and 0.4m deep was orientated east west, and located next to rail [30].

(35) A moderately compact blue grey silt clay below deposit (03). The natural geology of the site.

[36] A patchy layer of small rounded pebbles seen on the surface of deposit (03). A remnant leveling material for concrete [27].

(37) Void context

(38) Void context

[39] An irregularly shaped remnant fragment of floor with a metallic surface located next to iron and concrete construct [14].