

HSIS/02



# HAYMARKET RAILWAY STATION CAPACITY PROJECT

*Archaeological Monitoring and Historic Building Recording*

*commissioned by Morgan Sindall*

10/02449/PA

10/02430/LBC

May 2014





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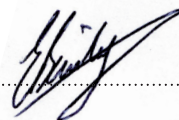
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Project Manager	Edward Bailey
Author	Jürgen van Wessel
Fieldwork	Laura Bailey, Kirsty Dingwall, Matt Ginnever, Julie Lochrie & Jürgen van Wessel
Graphics	Anna Sztromwasser
Approved by	Edward Bailey – Project Manager



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**Headland Archaeology  
North East**

13 Jane Street  
Edinburgh EH6 5HE

0131 467 7705

[northeast@headlandarchaeology.com](mailto:northeast@headlandarchaeology.com)

[www.headlandarchaeology.com](http://www.headlandarchaeology.com)





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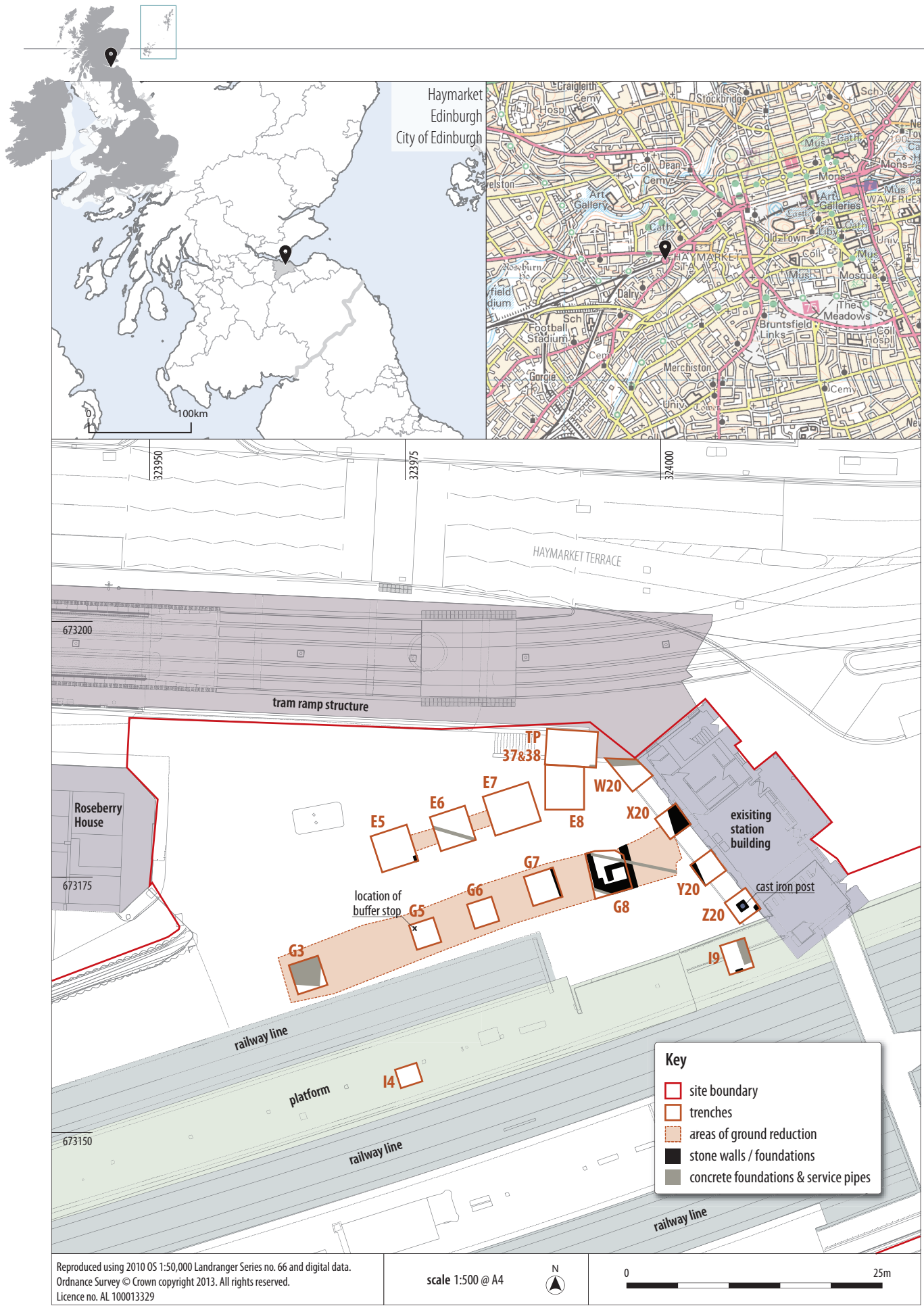
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**Illus 1**  
Site location

# HAYMARKET RAILWAY STATION CAPACITY PROJECT

## *Archaeological Monitoring and Historic Building Recording*

*Headland Archaeology was commissioned by Morgan Sindall to undertake a programme of archaeological monitoring and historic building recording during a major capacity enhancement project at Haymarket Station, Edinburgh.*

*The monitoring work concentrated on the site of a former car park to the west of the main station building and revealed a number of features relating to the 19th century railway station, including an earlier railway alignment and foundations for adjacent platforms and buildings. The potential for earlier remains was found to be very low due to substantial truncation caused by the construction and expansion of the railway during the mid to late 19th century.*

*The historic building recording documented many changes made to the ground floor, basement and sub-basement of the existing station building and a series of rooms adjacent to Platform 4. These could mostly be tied to major renovations in 1894 and 1984.*

## 1 INTRODUCTION

Headland Archaeology was commissioned by Morgan Sindall to undertake archaeological monitoring and historic building recording at Haymarket Station, Edinburgh during a major capacity enhancement project. This involved the construction of a new station building in the car park to the west of the Main Station building and the refurbishment of the existing station buildings.

A planning condition (Planning Ref. 10/02449/PA and 10/02430/LBC) placed by the City of Edinburgh Council Archaeology Service (CECAS) required archaeological monitoring of all excavations deeper than 500mm below original ground level, and historic building recording to English Heritage Level 2 standard (Menuge 2006) of any parts of the original buildings that was to be affected by the development. The work was undertaken under the terms of a Written Scheme of Investigation (Headland Archaeology 2012) prepared in April 2012 and agreed with CECAS. Monitoring took place between 18th September and 17th October 2012. Historic building reporting was undertaken in tandem with soft stripping of the existing buildings, with visits on 23rd January 2013, 24th and 27th January 2014 and 24th–25th February 2014.

### 1.1 Archaeological background

Historic Research relating to the site has been supplied and consulted (IDP Architects 2010). This report contains a basic written history and an excellent selection of plans and other images of Haymarket as it has evolved. An unfortunate omission is a reproduction of the plans for the station as originally built. An enhanced summary of the report is included here.

Prior to the development of the railway in the 19th century the land formed part of the Coates estate which dates to the medieval/post medieval period. There was potential to encounter remains of this period during the monitoring work.

Haymarket Station was built between 1840 and 1842 as the Edinburgh terminus of the Edinburgh and Glasgow Railway by engineer John Miller, possibly to a design by David Bell (Hay and Stell 1986, 223). The station consisted of a classical 3-storey booking hall with an ornamented cast iron train shed behind. By 1846 the line had been extended eastwards by tunnel (Railbit Website) to the Joint Railway Station at Waverley Bridge (which was rebuilt as Waverley Station in 1868–74 to a design by James Bell). This required alterations to the station layout, including the creation of further through platforms to the south. The Haymarket Inn (latterly the Caledonian Ale House) was constructed adjacent to the north-west in the 1860s. A second railway tunnel was added in 1894, at which point a series of rooms were built into the retaining wall south of the tracks. Over time the remaining terminal platforms were closed forming a 4-track through station as it stands today. The main station building was given 'A' listed status by Historic Scotland in 1964 (historic Scotland Website). The original train shed was used as a covered car park until its removal in 1984 to the Bo'ness & Kinneal Railway. At this time the old platform canopies and footbridge were replaced and changes made to the booking hall. In 2006, one of the terminal platforms north of the through lines was reconstructed; in 2010 the Caledonian Ale house was demolished to make way for the Haymarket tram stop.





### **Illus 2**

*General view of trenches G3–G6, facing west. The concrete bases have already been poured*

### **Illus 3**

*Remains of possible buffer stop, shortly after removal from Trench G5*

### **Illus 4**

*Sandstone wall at the east side of Trench G7, facing west*

### **Illus 5**

*Sandstone structures in Trench G8, facing west. The wall in the background is that on the eastern side of Trench G7*

Despite many minor alterations the main booking hall remains much in its original state, with modifications mainly concerning interior layout and access to the platforms at the rear of the building.

## **2 AIMS AND METHODS**

### **2.1 Monitoring**

The monitoring work was intended to allow the preservation by record of any archaeologically significant remains in advance of construction.

A total of 16 trenches were excavated to the west of the existing station building in advance of the construction of concrete foundation piles; with some additional ground reduction for safety and the installation of ground beams and a waste water tank (**Illus 1**). Further foundation trenches in this area, predominantly in the north-western



### Illus 6

*Stepped sandstone foundation in Trench X20,  
facing east*

### Illus 7

*Sandstone wall at western side of Trench Y20,  
facing west*

### Illus 8

*Iron column base in Trench Z20,  
facing south-east*



part of the site, encountered bedrock at a depth less than 500mm; therefore these were not archaeologically monitored. Excavations within existing platforms to the south were not monitored due to the negligible potential of encountering archaeologically significant remains. The construction in 1846 of a tunnel running east towards Waverley Station would have required a substantial cutting here, removing any earlier remains.

Excavation was undertaken by a mini excavator equipped with a flat-bladed ditching bucket, except when particularly hard deposits such as heavy rubble were encountered; in which case a toothed bucket was used. The excavations were monitored constantly by an archaeologist, who recorded the stratigraphy and any significant remains.

## 2.2 Historic Building Recording

Historic Building recording was undertaken in line with the requirements of a Level 2 record (RCHME 1996). The aim of this level of survey is to produce a descriptive record, including:

- Plans (to scale) of all main floors as existing (supplied by IDP Architects with additional detail added by Headland Archaeology). Small buildings of well-known types or with a repetitive internal structure may be planned on one floor only, but a note or sketch plan will be made to show the arrangements of other floors. Plans will show the form and location of structural features of historic significance (e.g. blocked doors & windows, former fireplace openings, masonry joints, changes in internal level). Where only a façade or limited historic fabric survives the modern building will only be shown in outline.
- Photography, including general views of the exterior of buildings,





**Illus 9**

*Wall stub in southern side of Trench 19, facing south*



**Illus 10**

*General view of north-east facing façade. Unfortunately the view was blocked by hoarding at the time of fieldwork*



**Illus 11**

*General view of north-west facing elevation. The new building can be seen to the right*

**Illus 12**

*General view of the upper two stories of the south-west facing elevation from within the new station building*

views of the overall appearance of principal rooms and circulation areas and of 19th– early 20th century architectural details.

- A written account including an expanded summary statement describing each building's type, purpose, materials and possible date(s); an outline account of the building's plan, form, function, age and development sequence; the names of architects, builders, patrons and owners if known and a note of each building's past and present relationship to its setting.

Any variations to the original WSI were agreed on site with CECAS and the client. It was agreed that the first floor (partly used as office space) and attic levels of the booking hall building need not be recorded as no alterations were made in relation to the present renovation.





### Illus 13

*General view of the basement level of the south-west facing elevation from within the undercroft of the new station building*

### Illus 14

*General view of north-west facing elevation. The new building can be seen to the left*

### Illus 15

*View of ceiling of underhang on Platform 1, showing remaining interior panelling*

## 3 RESULTS

### 3.1 Monitoring

The results of the monitoring are briefly described below by area of excavation. Please refer to **Illus 1** for trench locations and Appendix 1 for detailed trench records, including dimensions.

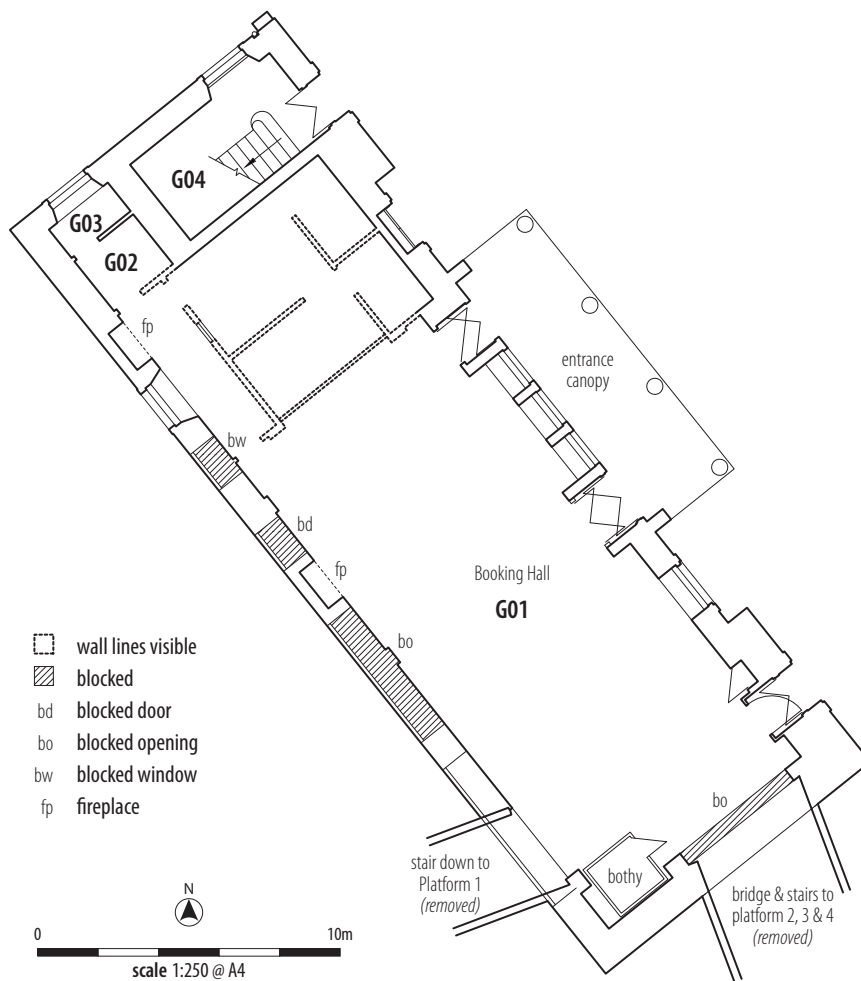
#### 3.1.1 Trenches G3–G8

Trenches G3–G8 were located immediately to the north of the railway line serving platform 0, which had been temporarily infilled to facilitate construction work. An area c. 1.5 m around the trenches was reduced in level by up to 0.7m to allow safe access where necessary (**Illus 2**). Excavation revealed a deep (up to 2.4m) layer of made ground overlying geological subsoil comprising boulder clay. The made ground consisted of very mixed dumped deposits, including gravel, stones, masonry fragments, timber and wood. The possible remains of an iron buffer stop were encountered in this layer towards the north-western corner of Trench G5 (**Illus 3**). The item did not appear to be in situ but was very heavy and may not have been moved far from its original location.

A sandstone wall was encountered in the eastern edge of Trench G7 (**Illus 4**). This wall was aligned perpendicular to the existing railway lines and may represent the eastern limit of an earlier, infilled railway line. The level of undisturbed geological deposits to the east of this wall was also c. 1m higher, suggesting that the railway line had been cut deeper into the natural clay.

Further sandstone structures were encountered in Trench G8 (**Illus 5**). Three sides of a rectangular foundation structure were exposed, as well as a further, small, L-shaped wall. These were truncated in two places by





more recent service pipes, and the voids backfilled with similar rubble to that encountered in trenches G3–G7.

A large concrete foundation was encountered in trench G3 at 2.2m below original ground level.

### 3.1.2 Trenches E5–E8 and Test Pits 37–38

Trenches E5–E8 were located some 9m to the north of trenches G3–G8. Test Pits 37 and 38 were treated as one trench and were located immediately north of Trench G8. Excavation revealed 0.9–1.5m of made ground overlying mudstone. The corner of a sandstone structure was revealed in the south-eastern corner of Trench E5, but was not explored further. No further remains of archaeological significance were uncovered.

### 3.1.3 Trenches W20, X20, Y20 and Z20

These trenches were located adjacent to the south-west side of the existing station building. Between 0.5 to 1.7m of gravel and mixed rubble was encountered, overlying geological boulder clay subsoil in Trenches W20 and X20, and mudstone bedrock in Trenches X20 and Z20. A concrete slab relating to the construction of the tram ramp structure was encountered in the north side of Trench W20.

At the eastern side of Trench X20, a stepped sandstone foundation was exposed. This was aligned approximately north-south and

## Illus 16

### Annotated plan of ground floor

stood 1.64m high (Illus 6). A sandstone wall on a similar alignment was found at the western side of Trench Y20 (Illus 7). These may represent part of the foundations for a two-storey building that joined the original station building to the train shed and pedestrian overbridge; which dates to the end of the 19th century. The stonework in Trench X20 was removed entirely to make way for a foundation pile, while that in Trench Y20 remained in situ, with only the upper stone removed to allow a drainage pipe to cross.

A cast iron column base set in a concrete foundation was found in Trench Z20 (Illus 8). It was not clear whether this was part of the 19th century train shed or a later structure. The corner of a sandstone structure was also revealed at the eastern side of this trench, which was most likely part of the foundations for the main station building.

### 3.1.4 Trenches I4 and I9

These trenches were excavated through the structure that makes up Platforms 0 and 1. Trench I4 had been previously excavated and backfilled with gravel and mixed rubble. Similar material was found in Trench I9, to a depth of 0.9m, overlying mudstone. The northern end of a sandstone wall standing 0.8m high was found at the southern end of this trench (Illus 9); a substantial concrete foundation slab lay to the east.

## 3.2 Historic Building Recording

### 3.2.1 Exterior and setting

The main station building is situated at the south-western end of West Maitland Street, and terminates a long view from the west end of Princes Street. The building is rectangular, measuring 25m x 10m externally with the longer axis oriented north-west to south-east (Illus 1). The two-storey main façade (facing north-east) consists of seven bays of which the middle three are recessed. A single-storey central Tuscan porch provides shelter for the entrance (Illus 10). The stonework is a yellowish sandstone ashlar, albeit much weathered. Openings are emphasised by broad offset margins with scrolled brackets and consoles (Hay and Stell 1986, 223–4). A circular clock projects from the apex of the low-pitched roof, which is largely hidden by a substantial parapet with dentilled cornice. The façade on the whole remains largely as original other than modern signage and the replacement of the north-westernmost window under the porch by a door.



### Illus 17

*General view of room G01, facing north-west*

### Illus 18

*General view of Room G01, facing south-east. The sag in the ceiling is clearly visible. A 1980s reinforcement beam can be seen as a deeper casement on the ceiling in the background*

### Illus 19

*Fireplace in the north-east facing elevation of B01*

The remaining elevations have little decoration other than pronounced quoins, although the cornice continues round the two shorter sides of the building. There are six original chimney stacks, one on each gable end and four along the rear elevation.

The north-west elevation (Illus 11) is largely as built but for a blocked window on the first floor, an inserted service vent and some areas of stone replacement. An external stair leading to platform level behind the building has been removed during construction of the adjacent tram stop.

The three-storey south-west elevation (Illus 12 and 13) consists of six bays at first floor level, with a more functional arrangement at ground and basement (platform) level. At the time of fieldwork, the new building had advanced to the point where the basement floor was no longer visible to the public, being hidden in the undercroft. Several alterations to windows, doors and connecting openings are visible. A small gabled dormer has been added, most likely relating to the 1894 modifications, when some of the roof space was opened up for use as accommodation. One window at first floor level has been sealed at the same time as the result of a new fireplace being inserted behind. Several changes have been made at ground floor level, relating to the removal of a raised wooden structure that provided a connection between the booking hall and the train sheds, which were on a different orientation. The structure led to the stairs and footbridge and also contained an agent's room. It was removed as part of the 1984 renovation, leaving two windows, a doorway and a large opening unused. These were sealed sympathetically with matching sandstone. A replacement opening was made closer to the southern corner to connect with stairs to Platform 1; this in turn will be sealed up as part of the present renovations. Two new openings will be made to connect the old building with the new. The basement







**Illus 20**

*Security box in southern corner of G01*

wall was aligned parallel to the tracks, and provided access to passenger toilets through a central doorway. There were originally four windows at this level, two on either side of the door, though the eastern pair have subsequently been hidden by a 1980s brick structure. The space below the overhang has remnants of the original tongue-in-groove panelled ceiling (Illus 15).

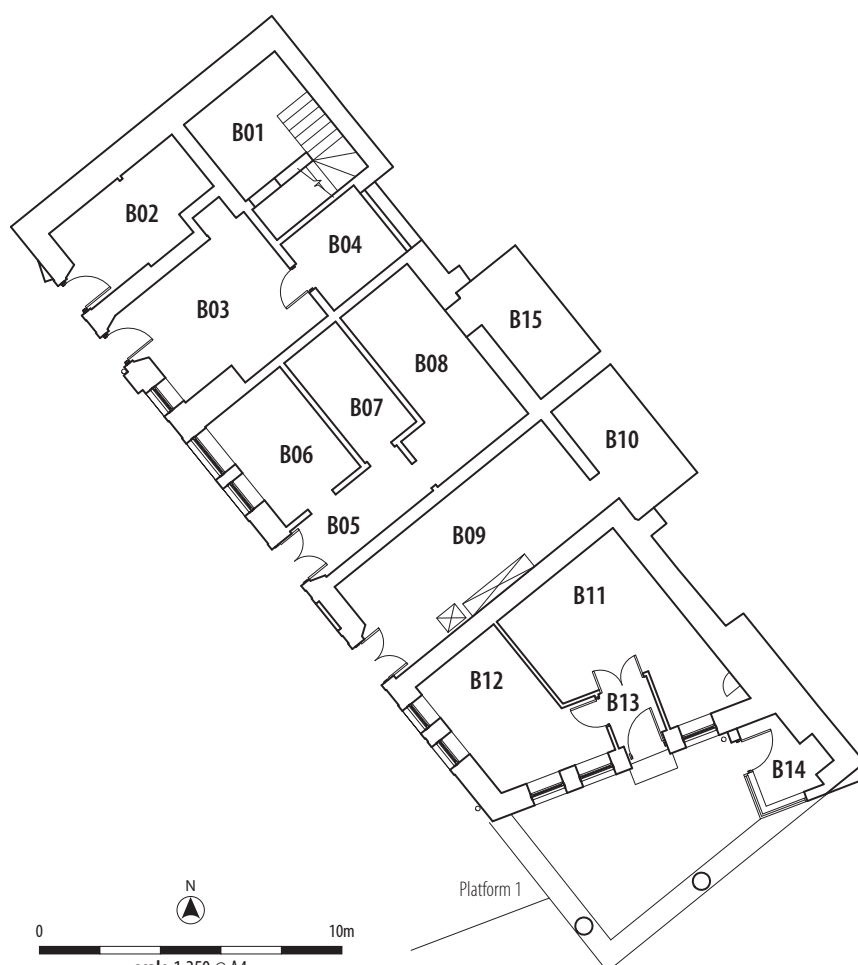
### 3.2.2 Interior – Ground Floor (Illus 16)

At the time of the survey, the majority of the ground floor had been opened up into a single large space (G01, Illus 17). Nearly all internal walls, principally those of the ticket office and supporting rooms to the north-west, had been

stripped out as part of the present works. It is evident from the remains and earlier plans that there were never any internal structural walls. The building was narrow enough (7m internal width) for the external walls to carry full-span iron beams for each floor. These beams looked rather slight where visible through plasterboard and there was a pronounced sag in the ceiling of the ground floor. This appears to have been reinforced during the 1980s alterations by the addition of several much heavier steel beams (Illus 18). Supports

floor also shows signs of modifications, although most appear to be related to the 1894 alterations. There is evidence (see below) of a floor level change at the northern end, which is supported by the two very high door frames at this end. This change appears to have been made before or during the 1894 alterations, and would have removed access to the sub-basement from this floor. Two of the basement windows (one blocked) appear to have been adapted from doors at around this time. Four of the five windows at this level will be blocked during the present works, though the doors will continue to be used.

**Illus 21**  
*Annotated plan of basement floor*





**Illus 22**

*View down stairs in B01, facing south-east*

**Illus 23**

*North-west facing elevation of B02, showing original floor height between the two blocked doors*

**Illus 24**

*General view of B03 prior to soft-strip and floor removal*

and other remnants of a lowered ceiling were evident throughout, reducing the height from 4.2m to around 3.3m in the central part and 2.3m at either end. The walls were of squared sandstone, built to courses and with timber supports for plaster finishing. Blocked openings were sealed internally with brick, except for the large opening on the north-west facing elevation which had been recently been infilled with breeze blocks.

The doors, windows and large openings are as described for the external elevations, although further detail was evident in the form of timber lintels and stone relieving arches over original doors and windows. One fireplace (Illus 19) and a cavity for a second were observed on the north-east facing elevation. A small mobile security bothy stood in the southern corner (Illus 20). Two much smaller spaces (G02 and G03) at the northern corner of G01 had previously served as a toilet. A spacious staircase (G04) provided separate external access to the first floor. A large iron support beam for these stairs could be seen from G03, along with neat plasterwork suggesting that this may have been exposed at one point.

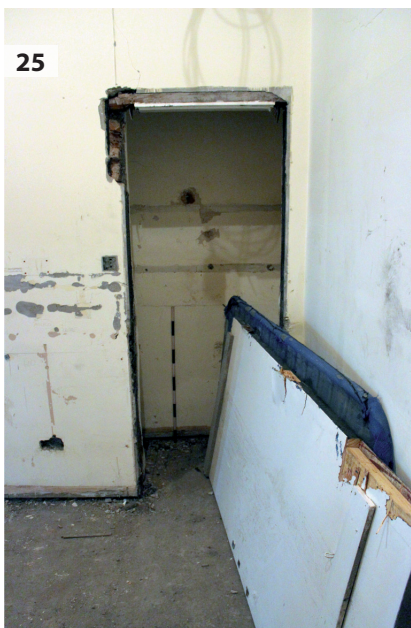
### 3.2.3 Interior – Basement Floor (Illus 21)

The basement floor consists of some 15 rooms and smaller spaces, which have served as cloakrooms, lost luggage, plant rooms, stores, toilets and offices. As described above, the southern corner of this floor has been remodelled to create extra platform space, resulting in a broadly trapezoidal plan. In general, the internal walls dividing the rooms were of brick and were not needed to support the floor above.

Room B01 (Illus 22) was part of a stairwell that connected Rooms B03 and B04, an external basement under the steps on the north-west side of the building, and a sub-basement. The floor level in Rooms B01–B04 was originally 1m higher than present, to allow the use of some







**Illus 25**

*South-east facing elevation of B04 showing B01 through hole in wall and a blocked-up doorway of the former sub-basement*

**Illus 26**

*General view of B05 showing doorways to B06, B07 and B08*

**Illus 27**

*Stone slab ceiling in B15, facing south-east. These slabs support the portico above*

**Illus 28**

*Remnants of the original function of B11, facing west*



of the foundation space as a sub-basement (see below). When the sub-basement came out of use (as part of the 1894 renovations), the floor level of rooms B02–04 was lowered to match the platform level, and two former windows to the south-west elevation were converted into doors. B01 remained at the same height, maintaining access between the external basement (which also had access to the outside) and a small boiler room (SB04) below, but entry was blocked from the other rooms. Access to the external basement was blocked at a later date; that basement has also been subsequently removed.

The altered floor level was also visible in Room B02 (Illus 23) – the lower portion of the partition walls were darker and two bricked-up doorways at original basement and sub-basement heights were evident in the north-west facing elevation. On the opposite elevation, the original basement fireplace has been moved down to present basement level. Remains of lathe and plaster are evident; the ceiling had been removed.

Room B03 and B04 were originally an inspector's office and store respectively, though had been in use as a mess room prior to the present renovations. They were only partly stripped at the time of fieldwork. Much of the plasterboard remained, although the lowered ceiling had been removed (Illus 24). The floor was also removed to allow the infilling of the sub-basement with foam concrete. A fireplace and chimney had been added in 1894 in the southern corner of B03. The upper part of the doorway to SB04 was exposed in the south-east facing elevation of B04 (Illus 25), as was the doorway from B01 at the earlier (higher) floor level. A tongue-and-groove panelled ceiling was visible in B04.



**Illus 29**

*Retaining wall visible in B14, facing south-east*



Room B05 (**Illus 26**) was a small corridor providing access to an office (B06) and two store rooms (B07 and B08). The brick dividing walls appear to have been built post-1894, when the combined space was used as a left luggage room. They may be part of the 1980s work. A large steel supporting beam has been inserted to support the floor above and may also date to this time. Most of the plaster and some remnants of original timber panelling on south-eastern facing elevations of rooms B06–08 were still in place at the time of fieldwork. There is no other evidence to suggest there has been access through to rooms B03–04. A blocked doorway is evident in the north-west facing elevation of B05, adjacent to the external door. This appears to have been blocked in 1894. A small, stone-built store room (B15) is accessed through a doorway in the south-west facing elevation of B08. It has a heavy stone-slab ceiling which supports the portico above (**Illus 27**).

Room B09 was formerly a cloakroom, and has more recently held the electrical systems for the station. Much of the plaster remained on the south-west and south-east facing elevations. The ceiling was

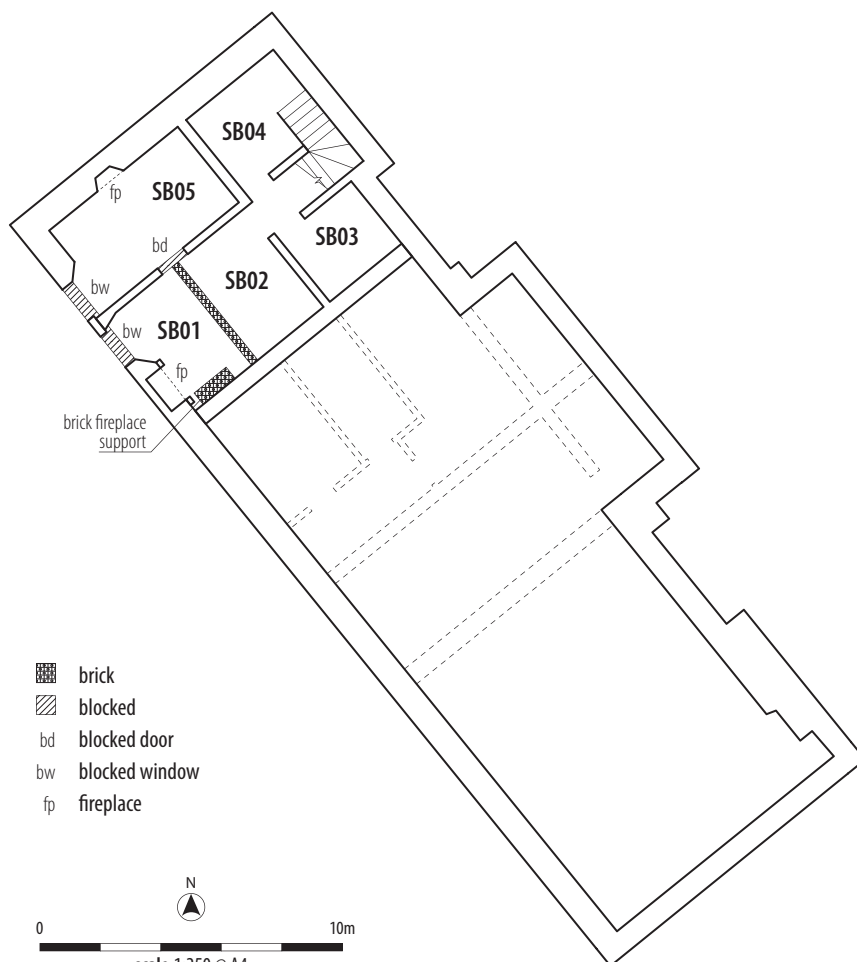
of tongue-in-groove panelling, including wooden corning. A small store (B10) mirrored B15 on the north-east side of the room.

Room B13 was a small hallway providing access to B11 and B12 from Platform 1. These rooms were originally joined and used as a public toilet in 1894, and more recently split into two workshop stores. Evidence of the earlier function was preserved in the form of white glazed brickwork in Room B11 (**Illus 28**) and above the (removed) lowered ceiling in Room B12. An iron beam was inserted in 1894 as part of the structure to carry the floor joists above in the absence of the original supporting external wall. Some remains of an original tongue-in-groove ceiling are evident, caught between the joists and the new external wall, as seen under the overhang outside. A small high-level hatch gives access to a small cupboard in the south-east corner.

Finally, B14 is a small brown brick structure built under the overhang on Platform 1. It is likely to have been built in the 1980s and was used as a small store. Inside, the curved end of the massive retaining wall for the railway cutting is visible (**Illus 29**) as well as a very substantial vertical cast iron pipe, presumably for drainage. Again the tongue-in-groove ceiling panelling is evident above the (removed) lowered ceiling.

### 3.2.4 Interior – Sub-Basement Floor (**Illus 30**)

As described above, the sub-basement was a part of the foundation structure consisting of five small rooms accessed by a staircase







**Illus 31**

*North-east facing elevation of SB01, after the basement floor was removed*

**Illus 32**

*Boiler in SB04, facing north-west*

**Illus 33**

*General view of refitting work at the rooms adjacent to Platform 4, facing north-east*

**Illus 34**

*Oblique view of retaining wall over Platform 4, facing east. The massive cast-iron beam that carries the ceiling is visible behind the new canopy structure*



from the basement. The 1894 proposals show that this floor was in use as a small dwelling.

The north-west facing elevation of Room SB01 (Illus 31) featured a blocked opening presumed to be a window, although it is not clear in what manner light was transmitted to it from platform level. Adjacent to this is a small stone fireplace, somewhat masked by a brick support for the new hearth slab in the B03 above. A bricked-up doorway in the south-east facing elevation would have provided access to Room SB05, which was found to have been filled in with concrete, most likely in the 1980s. The brick partition between SB01 and SB02 was inserted when the rooms went out of use, presumably to provide support for the new floor. The purpose of Room SB03 was unclear. Beneath the staircase to B01 was a small boiler room SB04 which remained in use some way beyond 1894.



**Illus 35**

*Cast-iron barrel vaults in rooms adjacent to Platform 4*

**35**

Some of the ironwork was still in situ on the brick-built boiler (Illus 32).

### 3.2.5 Rooms adjacent to Platform 4 (Illus 33)

A series of rooms were built within the retaining wall at the south side of the station, with Distillery Lane above. Prior to the present renovation they were in use as a café, toilets and offices. At the time of fieldwork, these had been soft-stripped and refitting was underway (Illus 34), leaving the main structure as the only original feature. This was only visible at points behind hoarding and new internal finishes.



The south wall was built of a mixture of large squared stone blocks with brick at the upper courses, although it had been refaced with breeze blocks, probably during the 1980s refurbishment. The northern wall was of sandstone ashlar, with a heavy cast-iron beam inserted to carry the ceiling (Illus 35). This consisted of lateral cast-iron barrel vaults riveted together (Illus 36) with an extra beam inserted every twelfth vault. This structure removed the need for internal supporting walls and it is possible that the layout of this space has been altered several times.

## 4 DISCUSSION AND CONCLUSIONS

The monitoring work at Haymarket station revealed a number of features relating to the 19th century railway station, including a deep cut for a railway north of the existing line serving Platform 0. This had been infilled with rubble during the redevelopment of the station in the early 1980s. At the eastern end of the site lay the remains of sandstone foundations for the platform area at the end of this line and those of a building connecting the original station building to the train shed and pedestrian overbridge. The space between these walls had been built up with rubble, most likely during construction in order to support the platform areas.

Most of these features had been cut through the geological subsoil (boulder clay) to bedrock, thus leaving very little potential for earlier remains. In the north-western part of the site, the bedrock was found to be shallower than 500mm from ground level indicating that the boulder clay and any earlier features that may have been cut into it had been previously removed.

The historic building recording has created a detailed record of the modifications made to the main 1842 building and the rooms adjacent to Platform 4. These can for the most part be dated to one or other of the two main renovations undertaken in 1894 and 1984. It can be concluded that despite the many structural and decorative changes the building has been subjected to, the basic appearance and function has remained relatively intact.

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## APPENDICES

### Appendix 1 Site registes

#### Appendix 1.1 Trench register

Trench	Dimensions (m)	Description
G3	3 x 3	1.1m type 1 gravel, 1.2m mixed rubble – grey-brown mixed gravelly material with frequent large stones, broken service pipe, slate, tarmac, frogged brick and wood frags. Solid concrete slab at base.
G5	2.5 x 2.5	0.4m tarmac and gravel, 1.7m made ground (as G3 but contains more stone frags and possible iron buffer stop), 1.1 natural orange-brown boulder clay onto mudstone bedrock.
G6	2.5 x 2.5	0.4m tarmac and gravel, 1.2m made ground (as G3), 1.2m made ground as above but containing more wood and large stones (up to 1m diameter, not dressed), 0.8m dark grey somewhat silty boulder clay onto mudstone bedrock.
G7	3 x 3	0.3m tarmac and gravel, 1.7m made ground as G3 on 0.3m mudstone bedrock. East side defined by two course sandstone wall (0.3m high, 0.4m deep) built on 1m boulder clay over bedrock.
G8	4.5 x 4.5	0.1m tarmac and gravel, 0.6m sandstone walls infilled with mixed rubble, 0.3m silt-stained boulder clay onto 0.2m mudstone bedrock.
E5	3.7 x 3.7	0.1m gravel, 0.4m mixed sand, gravel and stones, 0.5m grey-brown gravelly clay mixed with rubble, 0.2m orange/grey boulder clay onto 0.2m mudstone bedrock. Wall in SE corner 1.1m high.
E6	3.6 x 3.5	0.6m gravel, 0.8m mixed rubble onto 0.3m mudstone bedrock.
E7	4.7 x 4	0.2m gravel, 1.5m rubble, somewhat mixed with boulder clay at base onto 0.5m mudstone bedrock.
E8	4 x 3.8	0.2m gravel, 1.4m silty sand with occasional large boulders but little rubble, onto 0.1m mudstone bedrock.
W20	4 x 2.5	South side: 0.7m mixed rubble as X20, 0.7m grey-brown boulder clay onto 0.2m mudstone bedrock. N side: 0.5m type 1 gravel, 0.2m concrete slab (for tram ramp), 0.7m boulder clay onto 0.2m mudstone bedrock.
X20	2.5 x 2.5	0.1m tarmac, 0.4m type 1 gravel, 1.2m Mixed rubble onto mudstone bedrock. Stepped sandstone foundation on east side. Upper step 0.45m high in 3 courses, blocks 0.15m by 0.5–0.7m; Lower step 1.24m high in three courses, block width not seen. Built on mudstone bedrock.
Y20	2.5 x 2.5	0.1m tarmac, 0.5m type 1 gravel including plastic ducts, 0.85m dark grey silt-stained boulder clay onto 0.2m mudstone bedrock. Sandstone wall on west side of trench, six courses standing 1m high built directly on bedrock. Blocks 0.15x0.6m, depth not seen.
Z20	2.5 x 2.5	0.2m tarmac and gravel, 0.9m mixed rubble. Bedrock not seen. Cast Iron post (0.3m diameter) set in 0.8m wide square concrete foundation. Small corner of sandstone wall in E corner.
I4	2.2 x 1.9	Re-excavation of existing pit. Concrete in N, E and W edges, filled with type 1 gravel. South side profile shows 0.1m concrete, grey brown loam with mortar and brick frags (levelling).
I9	3 x 2.5	0.2m tarmac and gravel, 0.7m mixed rubble onto 0.2m bedrock. Sandstone wall stub in south side of trench, 0.4m thick, 0.8m high. Concrete foundation to east.
Pits 37+38	5 x 3.5	1.0m type 1 gravel, 0.3 mixed yellow-grey-brown compact boulder clay onto mudstone bedrock. Concrete + rebar in SE corner.

## Appendix 1.2 Photographic register

Photo	Direction facing	Description
001	—	ID shot
002	N	S facing section, Trench G5
003	W	General view, Trench G5
004	—	Detail of possible buffer stop found in Trench G5
005	S	N facing section, Trench G6
006	W	E facing section, Trench G6, showing sleepers
007	W	Concrete slab at base of Trench G3
008	W	W facing section, Trench G3
009	E	General view
010	S	Concrete slab at base of Trench G3
011	W	Working shot
012	SW	Working shot
013	W	Concrete slab at base of Trench G3
014	SW	Concrete slab at base of Trench G3
015	W	E facing section, Test Pits 37+38
016	S	N facing section, Test Pits 37+38
017	E	General view, Test Pits 37+38
018	SE	General view, Test Pits 37+38
019	NNW	General view, Trench Y20
020	E	Stepped foundations at E side of Trench X20
021	E	Sandstone wall at E side of Trench G7
022	E	Stepped foundations at E side of Trench X20
023	W	Stone wall, W side of Trench Y20
024	W	Stone structures in Trench G8
025	E	Stone structures in Trench G8
026	S	N facing section, Trench W20
027	S	N facing section, ground reduction E of Trench G8
028	S	N facing section, ground reduction E of Trench G8
029	N	N facing section, Trench E7
030	SW	NE facing section, Trench E6
031	W	E facing section, Trench E8
032	S	N facing section, Trench E5
033	NW	S facing section, Trench E5
034	W	E facing section, Trench E5
035	SE	Cast iron column base in Trench Z20
036	W	Cast iron column base in Trench Z20

Photo	Direction facing	Description
037	S	N facing section, Trench I9 showing sandstone wall
038	SE	General view, Trench I9
039	NE	Room SB01 NE corner showing blocked door to room
040	N	Room SB01 N wall showing bricked up door
041	NW	Room SB01 showing access hatch to room two in W wall
042	SW	Room SB01 SW corner
043	SE	Room SB01 SE corner showing fireplace
044	NE	Room SB01, blocked up window in E wall
045	NE	Room SB02, access hatch from room SB01
046	NW	Room SB02, doorway to Room SB04
047	SW	Room SB02, SW corner
048	SE	Room SB02, SE corner
049	W	Room SB02, hole to room SB04 and wall plaster
050	W	Room SB02, decorative wall plaster close up
051	NW	Room SB03, NW corner
052	SW	Room SB03, SW corner
053	N	Room SB04, boiler
054	W	Room SB04, metal plate plugging hole in wall
055	NE	Room SB04, NE corner
056	SE	Room SB04, door to stairs
057	N	Room SB04, looking up stair case
058	E	Room SB04, door from room SB02
059	N	Room B01, top of stairs
060	—	Room SB01, view up chimney
061	—	Working shot
062	—	Working shot
063	NW	Hole in wall between B04 and B01
064	—	Room B03, working shot
065	N	Room B04, general shot
066	SW	Room B03, general shot
067	NE	Room B03, external general
068	S	Room SB04, view into SB02
069	SE	Room B01, view into B04
100	NW	Room G01, general view SE facing elevation
101	NW	Room G01, general view SE facing elevation
102	N	Room G01, doorway at NE end
103	N	Room G02, SW facing elevation

Photo	Direction facing	Description
104	NE	Room G03, SW facing elevation, no scale
105	NE	Room G03, SW facing elevation, no scale
106	NE	Room G03, SW facing elevation, no scale
107	NE	Room G03, SW facing elevation, no scale
108	E	Room G03, timber wall under stairwell
109	NNE	Room G03, SE facing elevation
110	NNE	Room G03, SW side upper, no scale
111	SW	Room G01, NE facing elevation, fireplace
112	WSW	Room G01, window at NW end
113	SSW	Room G01, blocked doorway NW end
114	SW	Room G01, NW side, window and chimney?
115	SW	Room G01, main door blocked
116	N	Room G01, general shot of NW end
117	SW	Room G01, SE end between two large openings
118	SW	Room G01, SE opening
119	SSW	Room G01, security box
120	SE	Room G01, NW facing elevation, general shot
121	NE	Room G01, SW facing elevation, door at SE end
122	NE	Room G01, SW facing elevation, window
123	NE	Room G01, SW facing elevation, central door
124	NE	Room G01, SW facing elevation, central window
125	NE	Room G01, SW facing elevation, central door
126	N	Room G01, NW corner
127	NW	Room G01, general view
128	SE	Room G01, general view
129	N	SW facing external and façade general
130	N	SW facing external and façade general
131	SSE	SW facing external and façade general
132	SSE	SW facing external and façade general
133	E	SW facing external, large opening SE end
134	E	SW facing external, large opening SE end
135	E	SW facing external, old opening blocked
136	NE	SW facing external, window blocked
137	NE	SW facing external, door blocked
138	NE	SW facing external, window
139	W	NE facing façade, general
140	W	NE facing façade, general

Photo	Direction facing	Description
141	SE	NW facing façade, general
142	N	SE facing façade, general
143	W	SE facing exterior, Platform 1 overhang of main building
144	E	SE facing exterior, Platform 1 overhang of main building
145	W	General view under new building
146	NW	General view under new building
147	NE	SW façade, basement, SE end
148	NE	Room B09, external detail of door to electrical room
149	SW	Room B09, electrical room, internal SW elevation
150	N	Room B09, electrical room, internal NW elevation
151	S	Room B09, electrical room, internal NW elevation
152	NE	Room B09, electrical room, internal NE elevation
153	S	Room B09, electrical room, internal SE elevation
154	N	Room B09, electrical room, internal SE elevation
155	SW	Ceiling
156	NNE	Room B10, store behind electrical room
157	ESE	Room B10, store behind electrical room
158	NE	External, door to room B05
159	NW	Room B13 external, Platform 1 SSE facing elevation
160	NE	Room B14 external, Platform 1 brick port
161	NW	Room B14 external, Platform 1 brick port
162	W	Platform 1, ceiling in overhang
163	NE	External, windows between rooms B06 and B03
164	NE	External, door to B03
165	NE	External, door to B12
166	N	Join to new tram structure
167	E	Basement SW facing elevation, general view
168	NE	Room B02, SW facing elevation
169	E	Room B02, E corner
170	S	Room B02, NW facing elevation
171	S	Room B02, NW facing elevation upper
172	NNE	Room B02, NW facing elevation
173	NNE	Room B02, NW facing elevation upper
174	SW	Room B02, NE facing elevation
175	SW	Room B02, NE facing elevation upper
176	SW	Room B02, ceiling
177	N	Room B02, SE facing elevation

Photo	Direction facing	Description
178	N	Room B02, SE facing elevation upper
179	NE	Room B05, SW facing elevation
180	SSW	Room B05, NW facing elevation
181	SSW	Room B05, NW facing elevation upper
182	SW	Room B05, NE facing elevation
183	W	Room B05, SE facing elevation
184	W	Room B05, SE facing elevation upper
185	NW	Room B06, SE facing elevation
186	NW	Room B06, SE facing elevation middle
187	NW	Room B06, SE facing elevation upper
188	W	Room B06, NE facing elevation upper
189	W	Room B06, NE facing elevation middle
190	W	Room B06, NE facing elevation lower
191	SE	Room B06, NW facing elevation lower
192	SE	Room B06, NW facing elevation upper
193	N	Room B06, SW facing elevation
194	W	Room B06, SW facing elevation upper
195	NW	Room B07, SE facing elevation
196	SE	Room B07, NW facing elevation
197	SE	Room B07, ceiling
198	SE	Room B15, NW facing elevation
199	WNW	Room B15, SE facing elevation
200	WNW	Room B15, SE facing elevation middle
201	WNW	Room B15, SE facing elevation lower
202	SE	Room B15, NW facing elevation lower
203	NW	Room B08, SE facing elevation
204	SE	Room B08, NW facing elevation
205	N	Room B08, SW facing elevation
206	N	Room B08, SW facing elevation upper
207	SW	Room B03, NE facing elevation
208	SW	Room B03, NE facing elevation upper
209	E	Room B03, NW facing elevation
210	E	Room B03, NW facing elevation upper
211	N	Room B03, SE facing elevation
212	N	Room B03, SE facing elevation middle
213	N	Room B03, SE facing elevation upper
214	NW	Room B03, CCP board

Photo	Direction facing	Description
215	NW	Room B04, SE facing elevation, former doorway
216	W	Room B04, NE facing elevation
217	W	Room B04, NE facing elevation middle
218	W	Room B04, NE facing elevation upper
219	SE	Room B04, NW facing elevation
220	SE	Room B04, NW facing elevation middle
221	SE	Room B04, NW facing elevation middle
222	SE	Room B04, NW facing elevation upper
223	NE	Room B04, SW facing elevation
224	NE	Room B04, SW facing elevation middle
225	NE	Room B04, SW facing elevation upper
226		Room B02 view up to ground floor
227	NW	Room B01, viewed through hole in wall of B04
228	NW	Room B01, viewed through hole in wall of B04 upper
229	W	Room SB01, NE facing elevation
230	S	Room SB01, NW facing elevation
231	S	Room SB01, NW facing elevation upper
232	SE	Room SB01, NW facing elevation
233	N	Room SB01, N corner
234	NW	Room SB01, SE facing elevation
235	NW	Room SB01, SE facing elevation
236	S	Room SB02, NE facing elevation
237	NNW	Room SB02, SE facing elevation
238	W	Room SB02, SE facing elevation upper
239	NE	Sub Basement, stairwell to room B01
240	SE	Room B01, view down stairwell
241	S	Room B01, doorway to room B04
242	SE	Room B01, view down stairwell
243	N	Room B01, SE facing elevation
244	N	Room B01, SE facing elevation, upper
245	SW	Room B01, NE facing elevation
246	NE	Room B01, SW facing elevation
247	NE	Room B01, SW facing elevation upper
248	SW	Room B03, general with scaffold
249	S	Room SB03, NE facing elevation
250	S	Room SB03, NE facing elevation
251	E	Room SB03, NW facing elevation

Photo	Direction facing	Description
252	N	Room SB03, NW facing elevation
253	W	Room SB03, SW facing elevation
254	NW	Room SB04, oven
255	N	Room SB04, general
256	W	Room SB04, general upper
257	SE	Room SB04, upper stairs
258	S	Room SB04, NW facing elevation upper
259	S	Room SB04, NW facing elevation lower
260	E	Room SB02, NW facing elevation between stairwell
261	SW	Room B03, NW facing elevation floor removed
262	N	Room B03, view to stairs
263	N	Room B13, S facing elevation
264	N	Room B13, ceiling
265	E	Room B13, W facing elevation
266	S	Room B13, N facing elevation
267	S	Room B13, N facing elevation upper
268	NW	Room B13, E facing elevation
269	SE	Room B12, N facing elevation
270	SE	Room B12, N facing elevation upper
271	S	Room B12, NE facing elevation
272	S	Room B12, NE facing elevation middle
273	S	Room B12, NE facing elevation upper
274	NW	Room B14, SE facing elevation
275	NW	Room B14, SE facing elevation upper
276	E	Room B12, SW facing elevation
277	E	Room B12, SW facing elevation middle
278	E	Room B12, SW facing elevation upper
279	NW	Room B14, SE facing elevation
280	NW	Room B14, SE facing elevation upper
281	E	Room B14, SW facing elevation
282	E	Room B14, SW facing elevation upper
283	SE	Room B14, NW facing elevation (left)
284	SE	Room B14, NW facing elevation (left) upper
285	SE	Room B14, NW facing elevation (right)
286	SE	Room B14, NW facing elevation (right) upper
287	E	Room B14, ceiling
288	S	Room B14, ceiling

Photo	Direction facing	Description
289	—	Working shot — Ally pointing at fireplace
290	—	Working shot — concrete pour SB
291	—	working shot — checking concrete
292	—	Working shot — concrete pumper
293	W	Platform 2, E facing elevation
294	N	Platform 2, S facing elevation
295	N	Platform 2, S facing elevation upper
296	E	Platform 2, W facing elevation
297	E	Platform 2, W facing elevation upper
298	S	Platform 2, N facing elevation
299	S	Platform 2, N facing elevation upper
300	W	Platform 3, E facing elevation
301	NE	Platform 3, S facing elevation
302	NE	Platform 3, S facing elevation
303	SE	Platform 3, N facing elevation
304	E	Platform 3, W facing elevation
305	NW	Platform 3, S facing elevation, 80s tiles
306	—	Plan as proposed
307	S	Detail of cellar
308	—	Detail of broad rib
309	E	View over false ceiling
310	E	Platform 4, W facing elevation
311	W	Platform 4, general
312	W	Platform 4 general
313	S	Wall and beam outside comms room
314	S	Comms room N facing elevation
315	SE	Comms room, detail of brick and stone
316	NW	Comms room, S facing elevation upper
317	E	Comms room, top left corner W facing elevation
318	SE	Detail of stone and iron outside comms room
319	SE	Platform 4, revetment wall at W end
320	SE	Pumpkin café
321	SE	Platform 9, 80s brickwork
322	—	B03, concrete poured, working shot
323	E	Room B14, W facing elevation
324	E	Room B14, W facing elevation middle
325	E	Room B14, W facing elevation middle

Photo	Direction facing	Description
326	E	Room B14, W facing elevation upper
327	N	Room B14, S facing elevation
328	N	Room B14, S facing elevation middle
329	N	Room B14, S facing elevation middle
330	N	Room B14, S facing elevation upper
331	S	Room B14, N facing elevation
332	S	Room B14, N facing elevation middle
333	S	Room B14, N facing elevation middle
334	S	Room B14, N facing elevation upper
335	S	Room B14, N facing elevation upper
336	—	Cellar
337	—	Cellar
338	E	Platform 1, overhang
339	W	Platform 1, overhang
340	E	Platform 1, retaining wall
341	NE	Platform 1, overhang ceiling









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**Headland Archaeology  
North East**

13 Jane Street  
Edinburgh EH6 5HE

0131 467 7705  
northeast@headlandarchaeology.com

**Headland Archaeology  
North West**

10 Payne Street  
Glasgow G4 0LF

0141 354 8100  
northwest@headlandarchaeology.com

**Headland Archaeology  
Midlands & West**

Unit 1, Premier Business Park, Faraday Road  
Hereford HR4 9NZ

01432 364 901  
midlandsandwest@headlandarchaeology.com

**Headland Archaeology  
South & East**

Building 68A, Wrest Park, Silsoe  
Bedfordshire MK45 4HS

01525 861 578  
southeast@headlandarchaeology.com

**[www.headlandarchaeology.com](http://www.headlandarchaeology.com)**