

482-484 Lanark Road West, Balerno: Archaeological Mitigation

Data Structure Report



by Callum Allsop & Peter Klemen

issued 14th March 2014

on behalf of Mr William Tanner


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Introduction and Planning Context

1. This Data Structure Report is for a programme of Historic Building Recording undertaken at the former railway office (Canmore ID: 144955) of the Balerno branch line of the Caledonian Railway. This was required by Mr William Tanner in respect of the development to the historic structure and land located at 482-484 Lanark Road West, Balerno (Planning Ref: 09/00475/FUL) (NGR: NT1644 6702).
2. City of Edinburgh Council Archaeology Service, who advise Edinburgh Council on archaeological matters, provided guidance on the structure of Historic Building Recording and Monitoring works required on this site to inform the planning process. In particular, they specified a Level 2 survey in accordance with *Recording Historic Buildings, A Descriptive Specification* (RCHME Third Edition, 1996).
3. The archaeological works were designed to create a competent record of the surviving elements of the former railway office (Canmore ID: 144955) associated with the branch line of the Caledonian Railway. Rathmell Archaeology Ltd has been appointed to act with regard to the archaeological issue by Mr Tanner. The project works described below were designed to comply with the identified requirements of City of Edinburgh Council Archaeology Service.

Historical and Archaeological Background

4. The Balerno line, also known as The Balerno Loop, was a short 6 mile railway line joining the mainline Caledonian Railway Edinburgh to Glasgow line. Constructed by the Caledonian Railway, the primary aim was to service the many industrial enterprises situated along the upper Water of Leith, although passenger trains also ran (Thomas 1971; 249). The majority of trains terminated at Balerno, though they had to travel further to Ravelrig to turn round. Other stations were constructed at Colinton, Juniper Green and Currie. In 1923, the Caledonian Railway amalgamated with several other companies to form the London, Midland and Scottish Railway which, following nationalisation in 1947, became part of British Railways.
5. The Balerno line received final Royal Assent in 1870 and opened in 1874. There were many problems in construction with the route requiring 28 bridges, one long tunnel and many cuttings and embankments. The line followed the Water of Leith, crossing it several times. It was built entirely with manual labour at a final cost of a little over £134,000. It was a single track railway with the only passing place at Currie station. In 1899 12 locomotives were specially built for the line. These became known as *Balerno Pugs*.
6. Several local landowners objected to the building of the railway fearing they would lose some of their land. Others were in favour as they believed it would make the transportation of animals and goods easier. Indeed, the industries located along the line –which included those engaged in the manufacture of textiles, paper, and snuff and also two stone quarries, a salt works and tannery - were able to make good use of the line.
7. The line played a key role in attracting people to the area, giving easy access to the countryside and encouraging city dwellers to come and live there and commute to work. The villages of Colinton and Juniper Green expanded rapidly in the late 19th century due, in a large part, to the railway. Expansion in Currie and Balerno was not as great as they were further away from the city.
8. Up to the 1920s the train had a monopoly of passenger traffic in the area. After that date buses carried more and more people and passenger trains ceased in 1943 though one or two special excursions were made, the last one being in 1965 (Thomas 1971; 251). Freight trains continued till 1967 when the line was closed following the closure of the Kinleith paper mill.
9. The rails were lifted in 1968 and the stations and other infrastructure demolished. The track was converted into a public walkway. This is now well used by the public for walking, exercising dogs, cycling and horse riding. It is now possible to walk or cycle all the way from Balerno to Leith using footpaths.

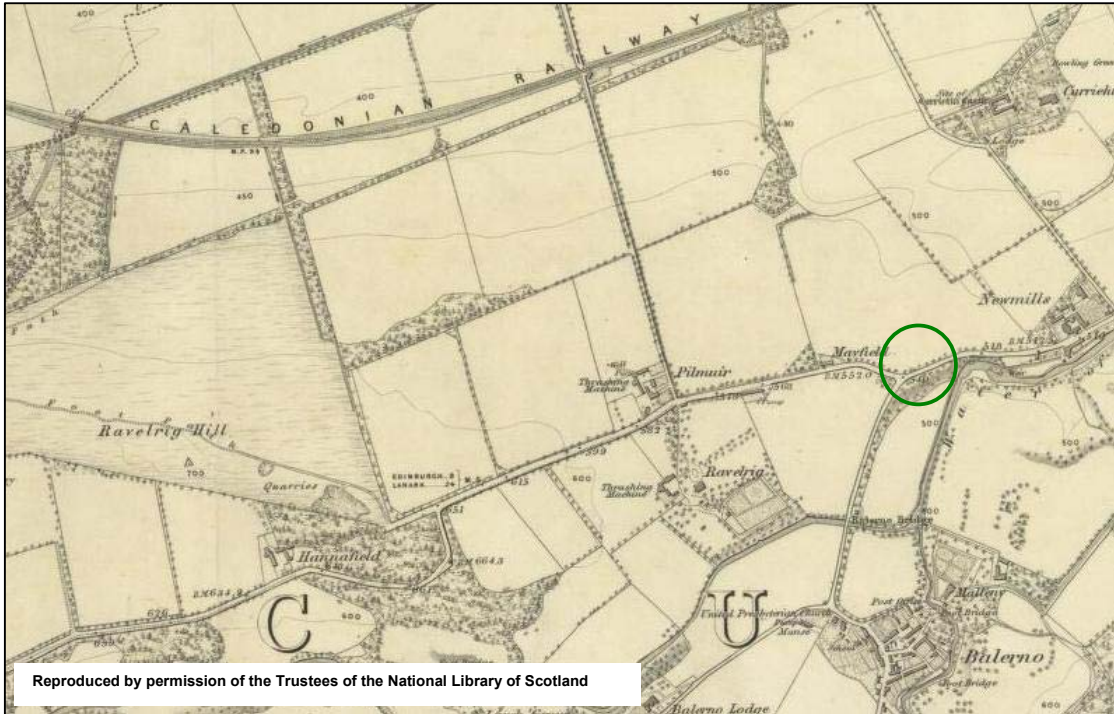


Figure 1a: Extract from the 6-inch 1st Edition Ordnance Survey prior to the construction of the branch line (1853). The green circle denotes the development area.

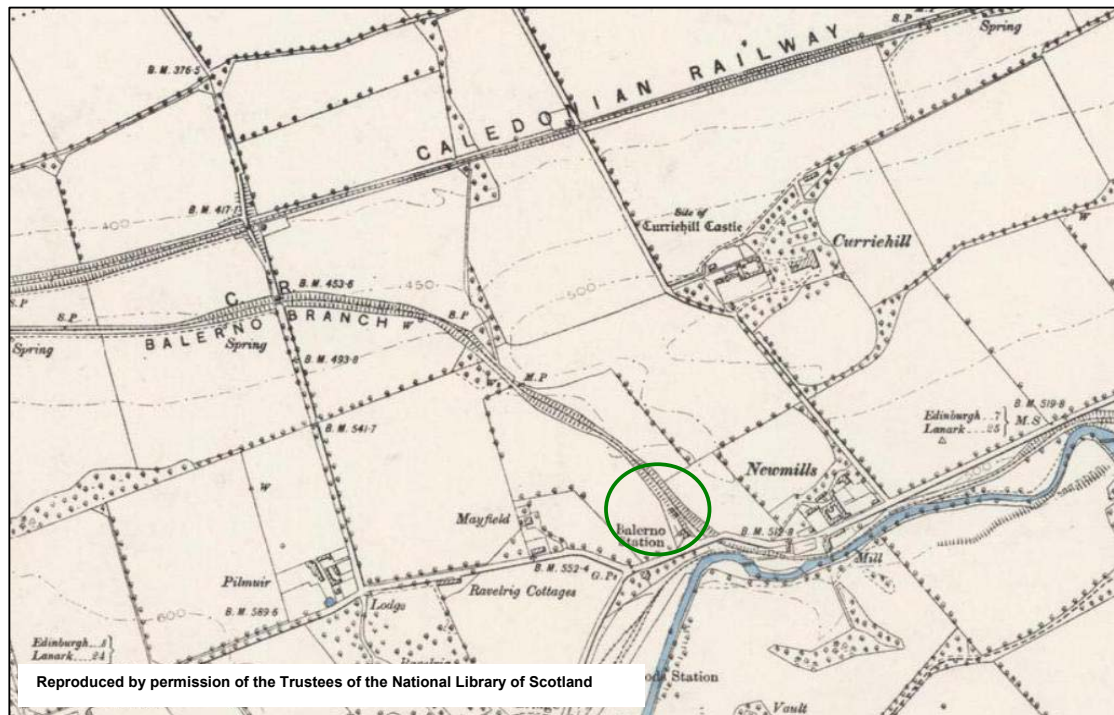


Figure 1b: Extract from the 6-inch 2nd Edition Ordnance Survey illustrating the route of the branch line and Balerno Station (1895). The green circle denotes the development area.

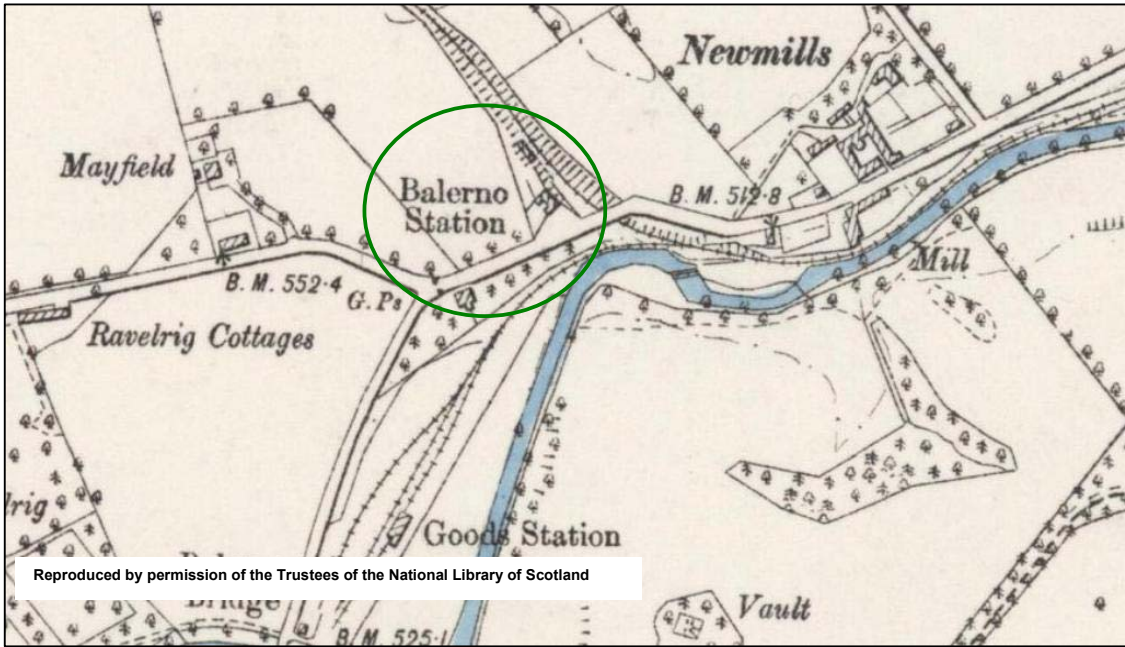


Figure 2a: Close up extract from the 6-inch 2nd Edition Ordnance Survey illustrating the route of the branch line and Balerno Station (1895). The green circle denotes the development area.

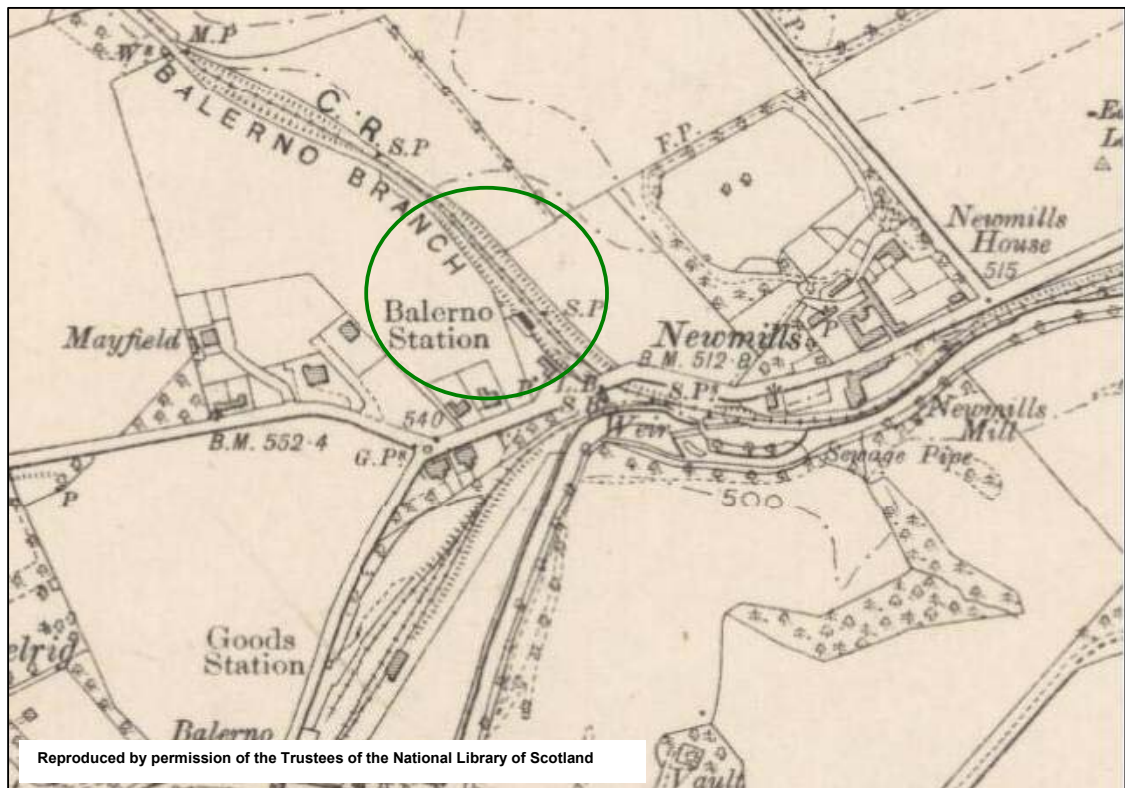


Figure 2b: Extract from the 6-inch 3rd Edition Ordnance Survey showing Broomfield Farm (1927). The green circle denotes the development area.



Figure 3a: Photo of Balerno Station taken c1910 illustrating the location of the platform and railway line with the Station Office visible to the left of the photo (www.edinphoto.org.uk 20/02/2014).



Figure 3b: Plan of the development site illustrating the present residential structure and former railway office located outside the investigation boundary line depicted in the green circle.

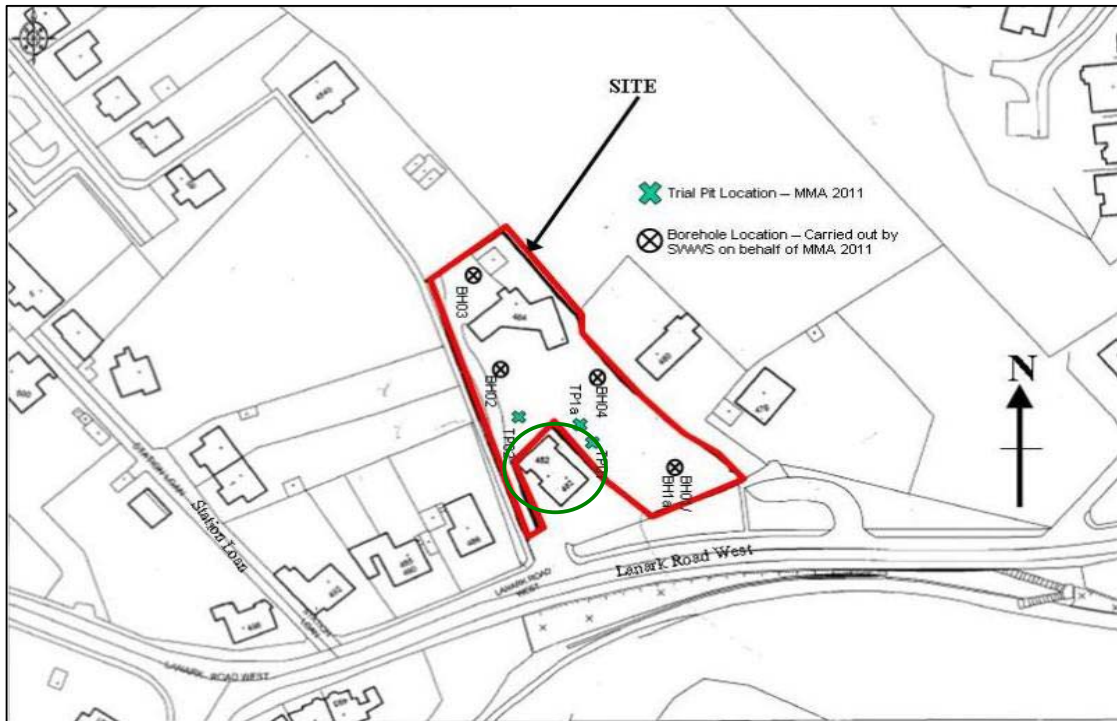


Figure 4: Plan depicting the locations of Site Investigation boreholes and test pits. The former railway office is depicted within the green circle.

Land Use History

10. The site occupies a cutting for a branch line of the Caledonian Railway, constructed c.1874 and connecting Balerno with the Edinburgh-Glasgow mainline to the north. Original elements are still observable with the most obvious element being the surviving nineteenth century bridge constructed to carry the road now known as the A71 over the railway, and the former railway station office. The surrounding landscape primarily comprises residential properties with gardens to the west, east, and south west.
11. The 6 inch 1st edition Ordnance Survey map (1853) (Figure 1a) depicts the east-west route of Lanark Road West which separates into a 'fork junction' a little further to the west with the southern road leading to Balerno Village itself. The mainline Edinburgh-Glasgow railway is visible to the north with open fields surrounding the immediate vicinity of the area that would form Balerno railway station.
12. By the time of the 6 inch 2nd edition Ordnance Survey map (1895) (Figures 1b & 2a), the railway line, with its trackbed running along the base of a cutting, and the structure associated with the station are depicted. The route of the branch line takes a north-east route to join the Edinburgh-Glasgow mainline and west along the Water of Leith, itself clearly coloured blue.
13. The station office is depicted as a 'C-shaped' structure in the 6 inch 2nd edition Ordnance Survey map (Figure 2a) with the platform sited a little to the north-east and depicted as an unfilled rectangle. By the time of the 6 inch 3rd edition Ordnance Survey map (1908) the station office is depicted as an 'L-shaped' structure with the longest side of the building fronting the route of the railway line (Figure 2b). The platform is depicted in the same position as a black solid rectangle. The relationship of the station office, platform and local topography is illustrated by Figure 3a.
14. Site Investigation works were carried out by McGregor & McMahon and Associates, Dunfermline. A Phase I geo-environmental desk study was undertaken in October 2007 with on-site Phase II geo-environmental and geotechnical investigations carried out in July 2011 and issued in September 2011. The findings of their reports forms the basis for the information presented below.
15. The site comprises an irregularly-shaped plot of land to the north of Lanark Road West in Balerno and is approximately 0.3ha in extent. The site is essentially level although the southern section of the site slopes down to the south and is approximately 5m lower than the southern site boundary, which is formed by an old stone arched bridge. The archway has been sealed up and is surrounded by dense vegetation. Steep slopes are present on either side of the archway, sloping up to the east and west. The road at the southern site boundary is recorded to be approximately 159m above Ordnance Datum.
16. The site currently comprises a residential dwelling (484 Lanark Road West) located in the northern area of the site with associated garage and permeable hardstanding. A garden is situated immediately south of the residence with the southern extents of the site occupied by dense, mature vegetation. The driveway is present at the western site boundary and extends to Lanark Road West at the southern site boundary (Figure 3b).
17. The intrusive phase of the investigation encountered topsoil material in TP01, BH02 and BH04 in the central area of the site at ground level to a maximum depth of 0.35m bgl (Figure 4a). As this material is noted to overlie made ground it is not considered to be representative of in-situ topsoil and is therefore considered to represent non-engineered fill material.
18. Made ground deposits were recorded in all the exploratory locations across the site, extending to a maximum recorded depth of 5.4m bgl within BH04 located in the centre of the eastern boundary (Figure 4a). The made ground deposits were generally found to comprise either a granular or cohesive matrix with extraneous fragments of blaes, timber, ash, clinker with gravel to boulder sized sandstone possibly representing historic fabric in the form of the platform.

19. Natural glacial till deposits generally comprising a firm to stiff brown clay with varying proportions of sand and gravel, generally slightly sandy and slightly gravelly, were encountered in all exploratory holes except TP01 and TP01a to a maximum penetrated depth of 5.7m bgl (Figure 4a). The base of the natural deposits was not encountered. In addition a light brown silty slightly gravelly sand with lenses of stiff sandy clay at depth was encountered in TP01a in the central area of the site. This material was not encountered in any of the other exploratory locations across the site.

Project Works

20. The programme of works was undertaken on the 4th of March 2014 and included Level 2 building recording of the surviving elements of the structure associated with the former railway station. This includes one structure that makes up the station office.
21. The programme of mitigation works was agreed to comprise the following key components:
- a. the recording of the individual elements which make up the station office to Level 2 of the RCHME standards; and
 - b. the production of an illustrated report which integrates the findings of the works through a Data Structure Report characterising the structures.
22. All works were conducted in accordance with Edinburgh City Council Archaeological Service Standard Conditions, the Institute for Archaeologist's Standards and Policy Statements and Code of Conduct and Historic Scotland Policy Statements.

Findings: Building Recording

23. The purpose of the building recording was to investigate and record the surviving elements of the buildings associated with the station office of 19th century date. The aim of the exercise was to provide a baseline record of the extant structures prior to their complete demolition for the construction of five dwellings.
24. A site visit was conducted on the 4th of March 2014 to assess the structure and the landscape context in which it was located. On the site visit the structure was recorded as having a garden to the south side which has now been replaced by a tarmac road for the new development (Figure 5a).
25. Only the station office was to be included within this programme of building survey work, which comprises two adjoining structures that make up the 'L-shape' building on the 6 inch 3rd edition Ordnance Survey (Figure 2b). An initial section which describes the component parts which make up the site is followed by a detailed evaluation of the condition of each individual representative of these components.

Landscape Setting

26. The site lies on the northern edge of the A70 and includes a modern residential structure towards the north end of the plot (Figure 6). The structure lies in the south-west area of the plot and can be seen from the A70. The plot occupies level ground with a downhill slope situated to the west of the structure that runs in to the old railway bridge (now blocked) (Figure 5b). There are also domestic dwellings located to the east, west and north of the plot.



Figure 5a: View of the S area of the plot taken from the N.



Figure 5b: View of the W area of the plot taken from the N.



Figure 6: View of modern residential structure from the S

Station Office - Exterior

27. The station office was made up of two abutting 19th century buildings with a modern extension on the eastern elevation. The first of the 19th century buildings ('Building A') was aligned east-west and the second ('Building B') aligned north-south. This alignment formed the 'L'-shaped building that appears on the 6 inch 3rd edition Ordnance Survey map (Figure 2b). A modern extension ran from the north elevation of Building B to the west elevation of Building A, making the whole structure appear square on plan. Two means of access were evident: firstly, via the doorway located on the north elevation of Building A (Figure 7a), and secondly via a doorway (entered via a later entrance porch) on the west elevation of Building B (Figure 7b). The latter was blocked with boxes of files belonging to the current occupants and so this portion of the building could not be explored.
28. The front elevations of both buildings were of coursed rubble, with rear and side elevations of snecked rubble. The material used was a pale grey sandstone. The quoins and margins were stugged, and featured a raised band along their edges finished with narrow horizontal broaching. Both buildings had pitched, slated roofs, with a lead coping and painted wooden bargeboards: these overhung the wallhead slightly.
29. Building A was rectangular on plan. Measuring 3 bays in length (11.3m), it comprised a one-storey-and-attic cottage. It was accessed by a central doorway in the front elevation, with two flanking ground floor windows. At attic level, there was a central skylight (Window C), flanked by two dormer windows (Windows A & B). There were two stone chimney stacks, one at either gable end. The cans had been removed.
30. The ground floor entrance measured 1.33m by 1.07m and the flanking windows (Windows A and B) measured 1.80m by 1.48m in extent. The margins of the doorway were stugged ashlar, with a broad broached margin, and there was an additional feature present in the form of a chamfered recess, evident in the lintel, and running the length of the rybats (Figure 8b). Similar use of stugged ashlar was evident in the window, which also featured the chamfered recess in lintels and rybats, as per the doorway (Figure 9a). This apparently decorative feature may have had a functional aspect in that it would have assisted the joiners when inserting the window and door frames during construction.
31. The wooden door with its rectangular fanlight was a modern insertion, smaller in size than the original. The wallhead showed signs of repair or rebuilding – it is possible that the attic level was a later insertion, perhaps contemporary with the construction of the porch on Building B.
32. Building B was similar in layout to Building A, comprising a simple cottage, rectangular on plan and measuring 3 bays in length (8.5m). It was one storey in height, with no attic level, and the roof would originally have been hipped, the gable end having been built up in recent times. Entry was via a central doorway in the west elevation, accessed via an entrance porch. This latter feature is built of stugged ashlar, with raised broached external and internal margins, and a chamfered recess running along the sill and the rybats (i.e. similar features to those described previously on Building A). This porch, which may be a later addition (?late 19th/early 20th century), features an elongated oval recess above the entrance to the porch: this may once have housed a bracket for a bell, a suspended sign or even a gas lamp. The access to Building B was of similar dimensions to those described previously in Building A, but the Windows, A and B (Figure 10a), were slightly smaller, with dimensions of 1.34m by 1.06m.
33. The south elevation of Building B, which forms the external side elevation of the structure, had a boarded-up doorway which appears to have been a later insertion, as it lacked rybats and appears to have been equipped with a woefully inadequate lintel. The wallhead had been extended upwards to form a gable end – this later feature is concealed beneath a coat of render, but the construction is presumably contemporary with the modern extension and comprises either brick or breeze-block. The uppermost quoins had also been cut to accommodate the line of the roof. The chimney stack, located in the S wall, was unusually tall. Where the modern extension abuts Building B, a gap is evident in the wallhead between the pitched roof of Building B and the flat roof of

the modern extension. This would originally have been concealed beneath bargeboarding and/or lead flashing, but this has now been removed.

34. The modern extension (Figures 12b & 13a) abutted Building A on the north side and Building B on the west side. It was 'L'-shaped on plan, with a boarded-up doorway and two windows, A and B, on the east elevation. The roof was flat, and constructed of timber covered with bituminous felt.
35. To the south west of the structure there was a single span skew overbridge (Figure 13b) measuring 25.15m long that carries the road now known as the A70 over the railway. It was constructed from large, rusticated red sandstone blocks, with ashlar voussoirs measuring 360 x 320mm in extent. An ashlar stringcourse defines the line where the spandrel wall abuts the parapet. The opening has been bricked up with large masonry, the base of which could not be seen due to a build up of soil and vegetation (Figure 14). The internal dimensions of the arch measured 6.70m by 2.65m in height (maximum). The arch was supported by sturdy ashlar piers.

Station Office – Interior

36. Internally, the ground floor Building A was subdivided into two Rooms, A and B, arranged on either side of a central stairway/hall. The arrangement in Building B was similar, comprising two Rooms - C and D - around a central hallway. The modern extension was divided into two rooms, kitchen and boardroom, a hallway and toilet facilities. On the first floor there were two rooms, A and B, and a stairway/landing. All rooms were carpeted with modern industrial carpet (Figure 15a). All walls were wallpapered in a 1970's woodchip style and painted off-white/cream (Figure 15b). Very few, if any, of the original features survived. Most of the rooms had shelving put up on the walls and boxes of paperwork that covered a significant part of rooms. However, there were enough free areas to fully record and observe any features.
37. Room A on the ground floor (Figure 16) was square in plan and measured 4.10m by 3.70m. It was accessed from the hallway via a doorway in the east wall (Figure 17b), with another doorway (possibly later) in the north wall (Figure 17a). The east wall also had a small 1.00m by 1.00m recessed alcove or cupboard (Figure 18a). On the south wall was where Window A on the north elevation was located (Figure 18b); it sat within a splayed embrasure measuring 1.60m wide which was located 1.10m from the east wall and 1.00m from the west wall. There was another small cupboard present on the west wall (Figure 19a) that measured 1.05m wide. The timber panelling around the window and the associated cupboard (excluding the doors) and both recessed cupboards may have been original features but the ceiling (Figure 19b) had modern light fittings and a smoke alarm with no original cornice present.
38. Room B on the ground floor (Figure 16) was square in plan and measured 4.22m by 3.60m. It featured doorways on the north and west walls respectively (Figures 20a and 20b). The doorway on the north wall was recessed, and appeared to be an original opening. The east wall also had a small alcove or cupboard (Figure 21a) that measured 0.91m wide and was locked. The south wall featured a central window - Window B on the north elevation - (Figure 21b); this featured a splayed embrasure, with original timber panelling present, and relict shelving still *in situ* below the window opening. There was also a modern gas fireplace where the original fireplace would have been (Figure 21a). Both the window and the small alcove may have been original features in this room. The ceiling (Figure 22) had a modern light fitting and the original cornice was present.
39. The stairway/hall on the ground floor (Figure 23) was square in plan and measured 2.25m by 2.97m. There was a staircase on the south-east side, (Figure 24a) and single doorways in the south, east and west walls. The base of the staircase measured 1.15m wide and the flooring was modern vinyl. The banister comprised a wrought iron balustrade with a varnished wooden rail which appears to have been an original feature. Two of the three doors allowed access to Rooms A and B while the third door (Figure 24b) was the main access door on the north elevation.



40. Figure 7a: N elevation of Building A taken from the S.



Figure 7b: W elevation of Buildings A and B taken from the E.



Figure 8a: Detail of quoins on E elevation taken from the W.



Figure 8b: Detail of main access on N elevation taken from S.



Figure 9a: Detail of Window A on N elevation taken from S.



Figure 9b: Detail of alternate access and bell recess on W elevation taken from the E.



Figure 10a: Detail of Window B on W elevation taken from the E.



Figure 10b: Detail of flagstone/threshold on W elevation taken from E.



Figure 11a: S elevation of Building B and modern extension taken from the N.



Figure 11b: Detail of boarded up doorway on S elevation taken from the N.



Figure 12a: Detail of damage on the S elevation taken from the north.



Figure 12b: E elevation of Building A and modern extension taken from the SW



Figure 13a: Doorway and Windows A and B on E elevation of modern extension taken from W.



Figure 13b: S elevation of railway bridge taken from the NW.



Figure 14: Detail of arch on S elevation of railway bridge taken from the N.

41. The hallway on the ground floor (Figure 23) was 'L-shaped' in plan and at its greatest extent measured 2.62m by 8.00m. The north wall (Figure 25a) had a blocked doorway measuring 0.82m wide. Before the hallway narrowed the width measured at 1.75m and featured doorways into Room D on the east wall and the Boardroom on the west. It had a window on the west wall looking into the Boardroom that may have possibly been a part of the original building and an access to the attic (Figure 25b) that had been nailed closed and could not be accessed. The hallway then narrowed to 1.12m width and featured two stud walls, orientated east-west and north-south respectively, that formed the interior walls of Room C. These walls had widths of 1.50m and 1.03m respectively. The doorway for Room C was also located on the east wall of the hallway. On the west wall towards the south side of the room there was an access through to the hallway of the modern extension that measured 0.9m. The south wall featured a doorway to Room B that measured 2.10m by 800mm.
42. The modern extension (Figure 26) was sub-rectangular in plan and comprised of two rooms, kitchen and boardroom, a hallway and toilet facilities. The hallway (Figure 27a) measured 2.30m by 2.00m and had doorways on all four sides. There were two doors on the south wall leading to the W.C.'s (Figure 27b). Both W.C.'s measured 1.20m by 1.90m. The Kitchen (Figure 28a) measured 2.65m by 3.40m and featured Window B on the east elevation and a doorway. The Boardroom (Figure 28b) measured 3.60m by 4.75m and featured an internal and external door (boarded-up) and Window A on the east elevation. All rooms had the same ceiling; both the Kitchen and Boardroom ceilings had signs of damp and physical damage.
43. Room C on the ground floor (Figure 29) was sub-square in plan and measured 3.80m by 3.40m. It featured two doorways, both measuring 2.10m by 900mm, on the north and west walls (Figures 30a and 30b). The access on the north wall led to the porch of Building B but could not be accessed. The east wall was where Window A on the west elevation was located (Figure 31a); it had a slight bay/angle with a measurement of 1.45m by 1.50m. Apart from Window A, no original features exist in this room.
44. Room D on the ground floor (Figure 29) was sub-square in plan and measured 3.12m by 4.45m. It featured two access doors on the west and south walls (Figures 31b) that measured 2.10m by 900mm and 2.00m by 900mm respectively. The access on the south wall led to the porch of Building B but could not be accessed. On the east wall was where Window B on the west elevation was located (Figure 32a and 32b); it had a slight bay/angle with a measurement of 1.45m by 1.50m. There was a modern gas fire on the north wall where the original fireplace would have been and there was visible corncicing around the ceiling (Figure 33).
45. Rooms A and B on the first floor (Figure 34) were square in plan and both measured 4.10m by 3.71m. The rooms featured dormer windows that measured 1.05m wide each. Room A had Window A (Figure 35a) on the north elevation which projected beyond the roof for 340mm. Room B had Window B (Figure 35b) on the north elevation which protruded beyond the roof for 310mm. Both rooms had modern gas fires (Figure 36a) replacing the original fireplaces. The rooms also had one doorway each (Figure 36b and 37a), measuring 900mm wide, that led to the stairway/landing between the two rooms. The doorway in Room A was located on the east wall of Room A and the doorway in Room B was located on the west wall of Room B directly opposite. Both rooms encroached into the roofspace (Figure 37b) with the slope of the roof evident on either long elevation.
46. The stairway/landing on the first floor (Figure 34) was rectangular in plan with the stairs running down on the north side. It featured four doorways; the access to Rooms A and B on the east and west walls (Figure 38a and 38b) with access to two cupboards on the south wall (Figure 39a). Both cupboard spaces were 1.00m in length with narrow doorway measuring 660mm wide. To the north of the stairway was a modern skylight in the ceiling (Figure 40b); measurements could not be taken due to its location. The original banister continued up from the ground floor and terminated in the east wall of the landing.

Discussion

47. The Ordnance Survey 6 inch 2nd edition Ordnance Survey shows that the station office was first built in the late 19th century when it had a 'C-shaped' footprint. By the time of the 6 inch 3rd edition Ordnance Survey (1927) the structure had lost the building to the north leaving an 'L-shaped' footprint. The two existing buildings correlate to the structure as shown on this 3rd edition Ordnance Survey map. The footprint has been changed recently, most likely in the 1960's or 1970's, through the addition of a modern extension on the area between the two original buildings, giving a structure that appears square on plan. The plot surrounding the structure has been heavily landscaped; the location of the old trackbed is now completely buried with nothing remaining of the original features. Full access to the associated railway bridge to the south-west of the structure could not be gained due to this landscaping.
48. Externally, the two 19th century structures – Buildings A & B – retain much of their original character. Both buildings were constructed of the same materials and in the same style; the front elevations are of coursed squared rubble, the side and rear elevations of snecked rubble, with stugged ashlar quoins and margins. Quoins, rybats and lintels also featured a broad raised margin decorated with horizontal broaching, with chamfered recesses also present along the lintels and rybats, perhaps to aid the insertion of timber door and window frames.
49. However, it seems likely that in Building A, the wallhead was originally lower and the height was raised in order to accommodate the attic level, and it is also possible that the roof in Building B was originally hipped, as opposed to pitched, with the gable wall raised or at the very least rebuilt during works associated with the modern extension.
50. Internally some of the structure's original features remained in the form of cornicing, timber panelling and also a balustrade and banister rail. Much of the interior of both Building A and B had been modernised for the purposes of its recent use as an office. However, it seems likely that Room A may once have functioned as the original ticket office, and that the modern glass partition marked the location of an earlier ticket dispensing area. The cupboards and alcoves may also have been original features associated with the running of the station. Room B, with its cornice, may originally have been the station-master's office.
51. It seems likely that the alteration of the wallhead to accommodate an attic level in Building A took place at a comparatively early date, perhaps in the late 19th or early 20th century. It is also possible that at this same time, the entrance porch evident on the front elevation of Building B was added.
52. In terms of use, it is hard to establish the original functions of the component parts. Certainly, the layout of Room A in Building A would suggest some kind of an administrative function. However, it would perhaps make more sense for the larger of the two structures to form some kind of a domestic residence, while the smaller might function as the administrative heart of the station building. All interpretation must, sadly, remain speculative, as insufficient evidence remains for clear conclusions to be made.
53. Upon the date of the survey the structure was still in private use as an office and certain items associated with its use prevented any further survey of certain areas. The office had modern furniture (chairs, desks, filing cabinets, etc.) which at times hindered the survey by blocking any potential accesses or original features. The porch of Building B could not be surveyed at all because of such obstructions.

Conclusion

54. A programme of archaeological works was required by Mr William Tanner before the complete demolition of two buildings associated with the former station office and 19th century in date, at 484-484 Lanark Road West, Balerno (NGR: NT 1644 6702). The surviving remains of this feature were subject to a Level 2 Historic Building Recording exercise; in order to create a baseline record of the surviving elements to record them before destruction.

55. The historic building recording survey confirmed that the 'L-shaped' structure on the 6 inch 3rd edition Ordnance Survey map was the existing 19th century structure and that it was in good condition. This provided a sound baseline and understanding of the buildings before their demolition and provides an extra detail of the history of the 'Balerno Loop'.

References

Documentary

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|------------|------|--|
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| Thomas, J. | 1971 | <i>A Regional History of the Railways of Great Britain vol VI Scotland: The Lowlands and the Borders</i> . David and Charles Ltd: Newton Abbot. |

Photographic

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Cartographic

- | | | |
|-----------------------|------|---|
| Ordnance Survey | 1853 | 6-inch 1 st Edition Ordnance Survey Edinburghshire (Mid-Lothian) Sheet 5 |
| Ordnance Survey | 1895 | 6-inch 2 nd Edition Ordnance Survey Edinburghshire (Mid-Lothian) NE Sheet VI |
| Ordnance Survey Sheet | 1908 | 6-inch 3 rd Edition Ordnance Survey Edinburghshire (Mid-Lothian) NE VI |



Figure 15a: Detail of carpet present throughout all rooms. Taken in the hallway of Building B from the N.



Figure 15b: Detail of wallpaper present throughout all rooms. Taken in Room D from the E.

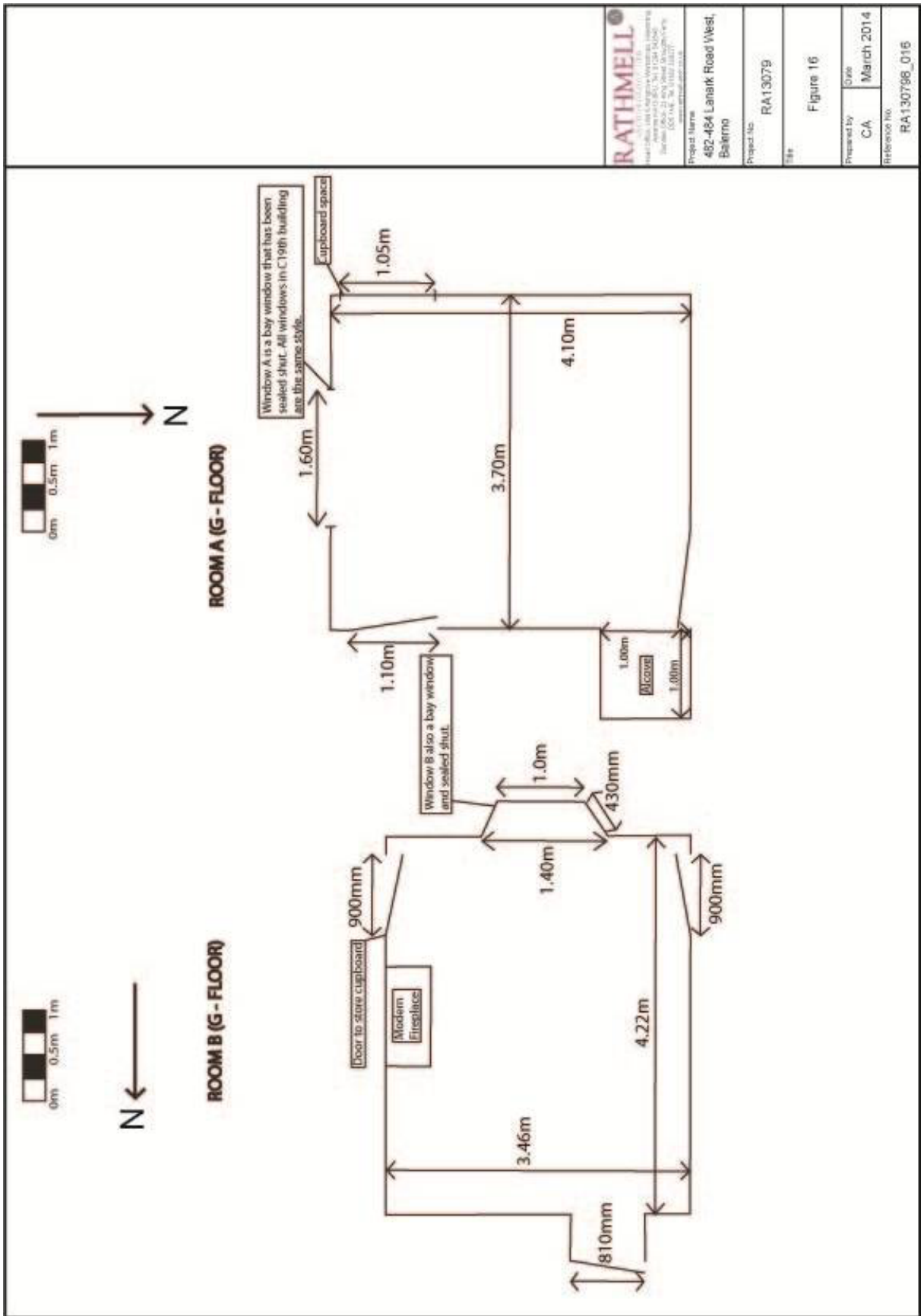


Figure 16: Building A - Plan of Rooms A and B on the ground floor.



Figure 17a: Room A (ground floor), N wall taken from the S.



Figure 17b: Room A (ground floor), E wall taken from the W.



Figure 18a: Room A (ground floor), Alcove on E wall taken from the W.



Figure 18b: Room A (ground floor), Window A on S wall taken from the N.



Figure 19a: Room A (ground floor), Alcove on W wall taken from the E.



Figure 19b: Room A (ground floor), ceiling taken from the E



Figure 20a: Room B (ground floor), N wall taken from S.

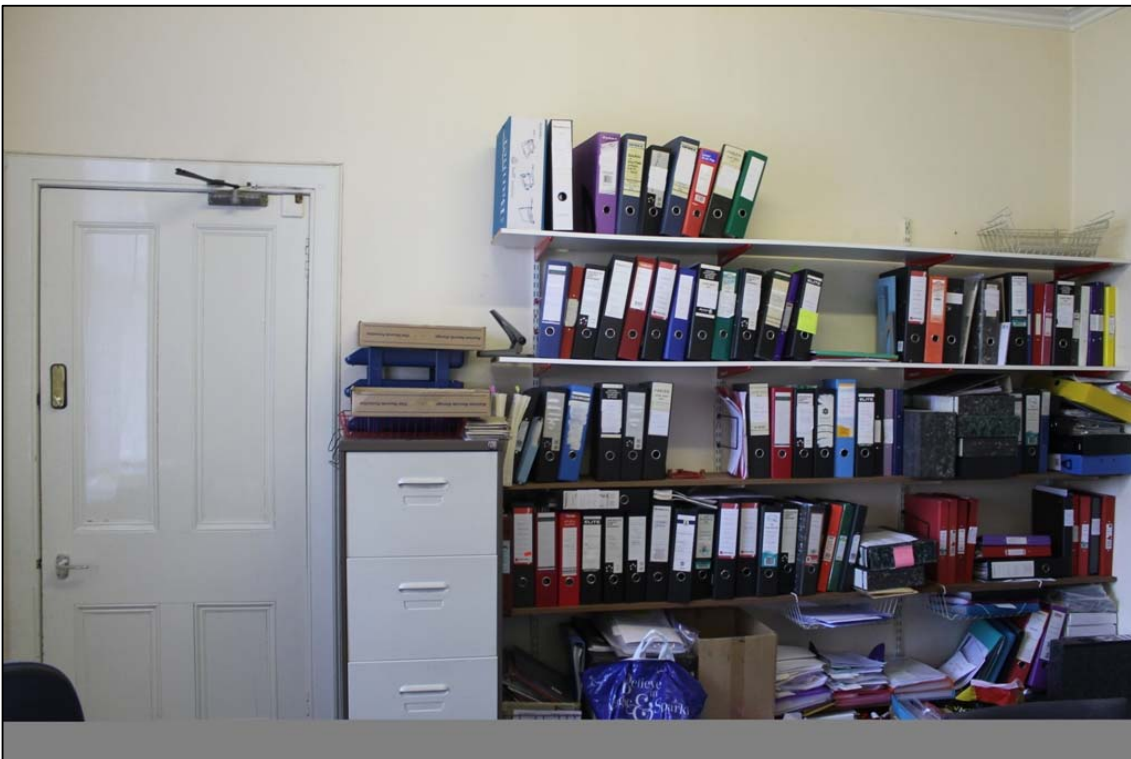


Figure 20b: Room B (ground floor), W wall taken from E.



Figure 21a: Room B (ground floor), Alcove and Modern Fireplace on E wall taken from W.



Figure 21b: Room B (ground floor), Window B on S wall taken from the N.



Figure 22: Room B (ground floor), ceiling taken from N.

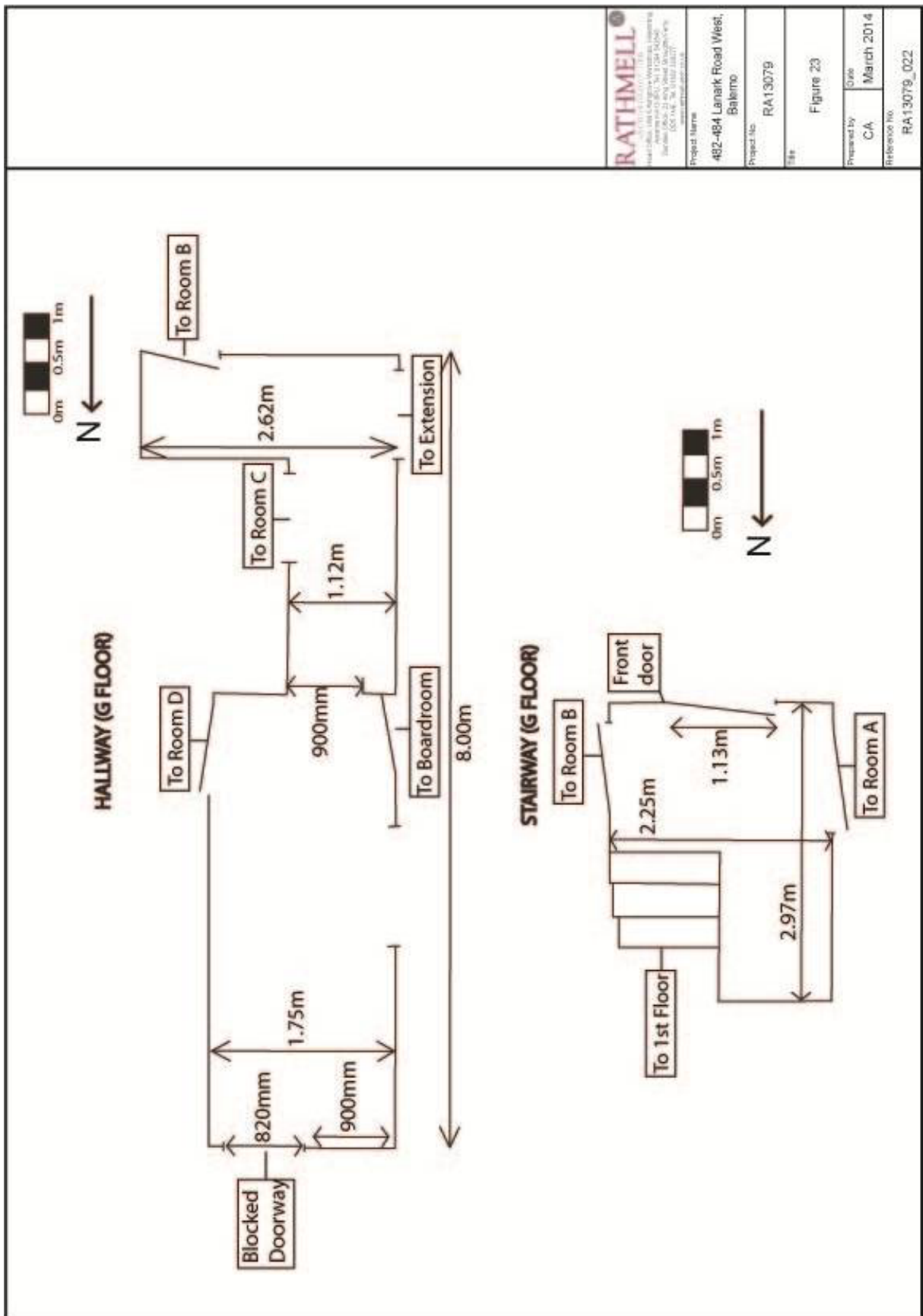


Figure 23: Building A - Plan of stairway/hallway on ground floor, Building B – Plan of hallway.

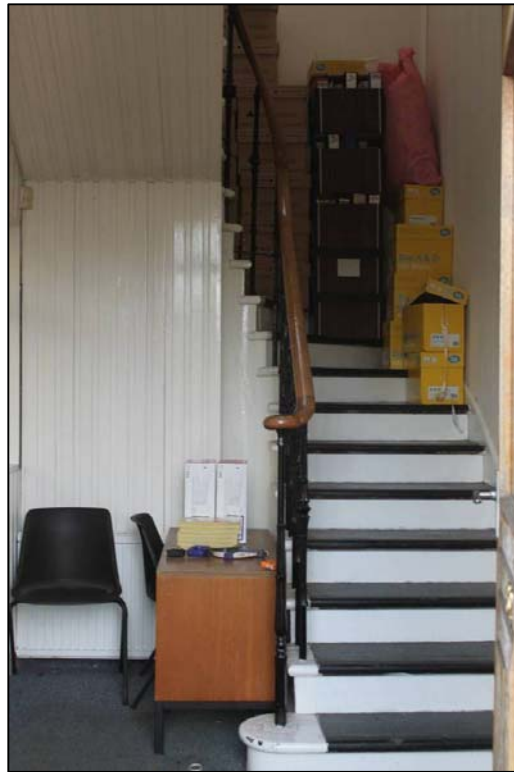


Figure 24a: Stairway/hallway (ground floor), staircase and N wall taken from S.



Figure 24b: Stairway/hallway (ground floor), main access door taken from N.



Figure 25a: Hallway of Building B, N wall and boarded-up door taken from the S.



Figure 25b: Hallway of Building B, blocked access to attic taken from the S.

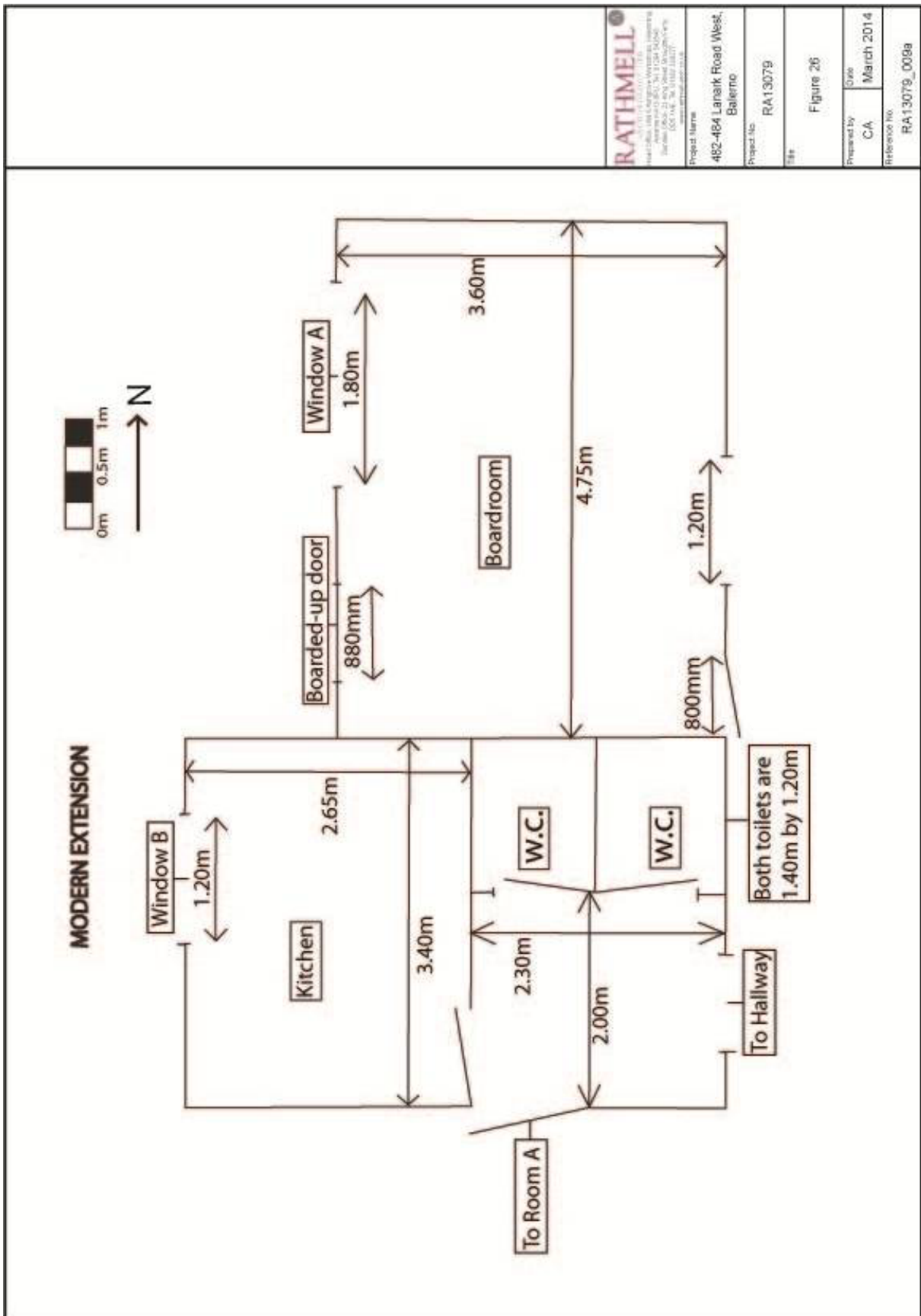


Figure 26: Modern Extension - Plan of hallway, Kitchen and Boardroom.



Figure 27a: Hallway of modern extension, view through to hallway of Building B taken from W.



Figure 27a: Hallway of modern extension, W.C. access taken from N.



Figure 28a: Modern extension (Kitchen), W wall and Window B taken from E.



Figure 28b: Modern extension (Boardroom), W wall and Window A taken from E.

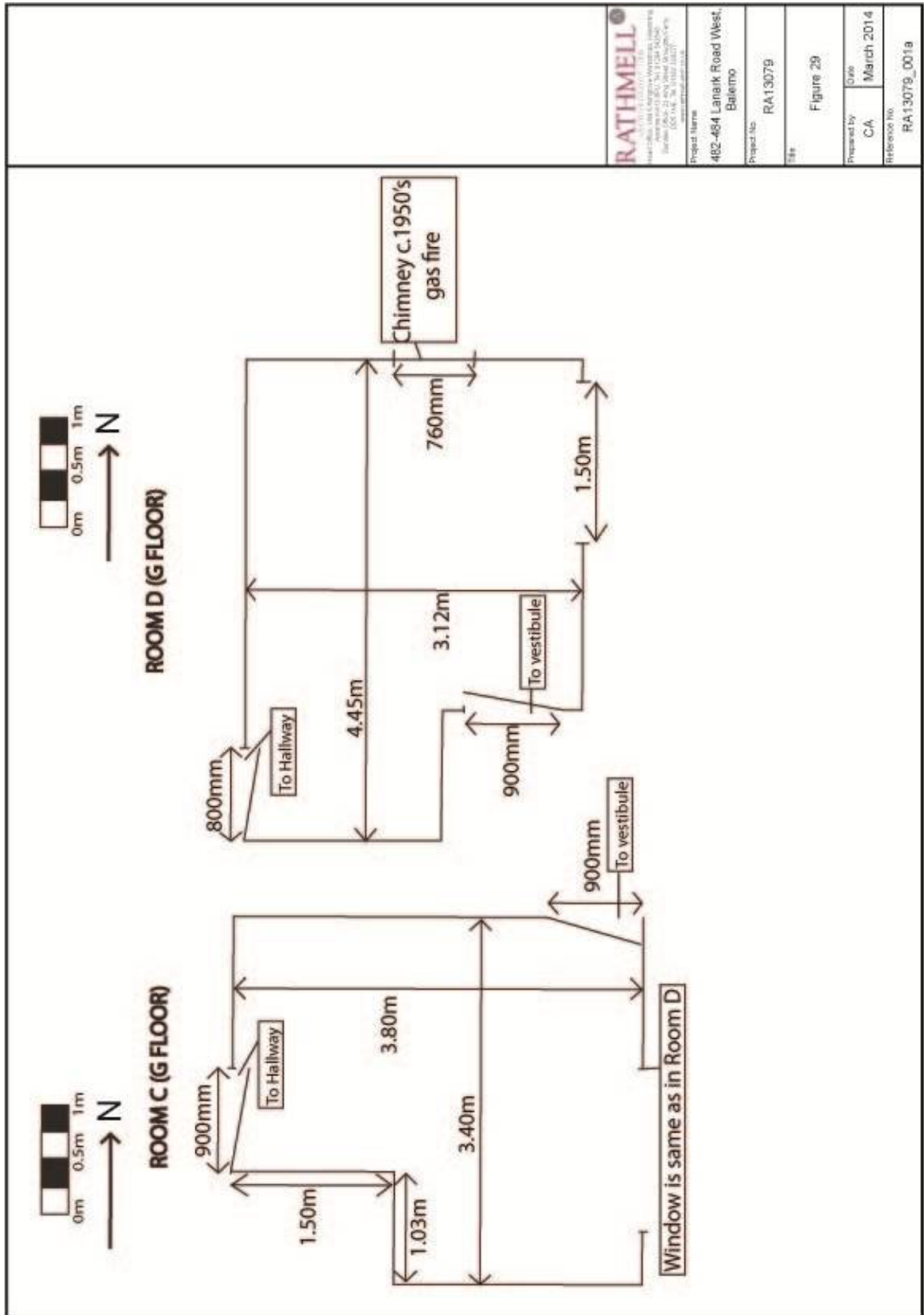


Figure 29: Building B – Plan of Rooms C and D.



Figure 30a: Room C, N wall and porch access taken from the S.



Figure 30b: Room C, W wall taken from the E.



Figure 31a: Room C, E wall and Window A taken from the W.



Figure 31b: Room D, S wall, porch access and doorway to hallway taken from N.



Figure 32a: Room D, E wall and Window B taken from SW.



Figure 32b: Room D, detail of Window B taken from W



Figure 33: Room D, ceiling and cornices taken from N.

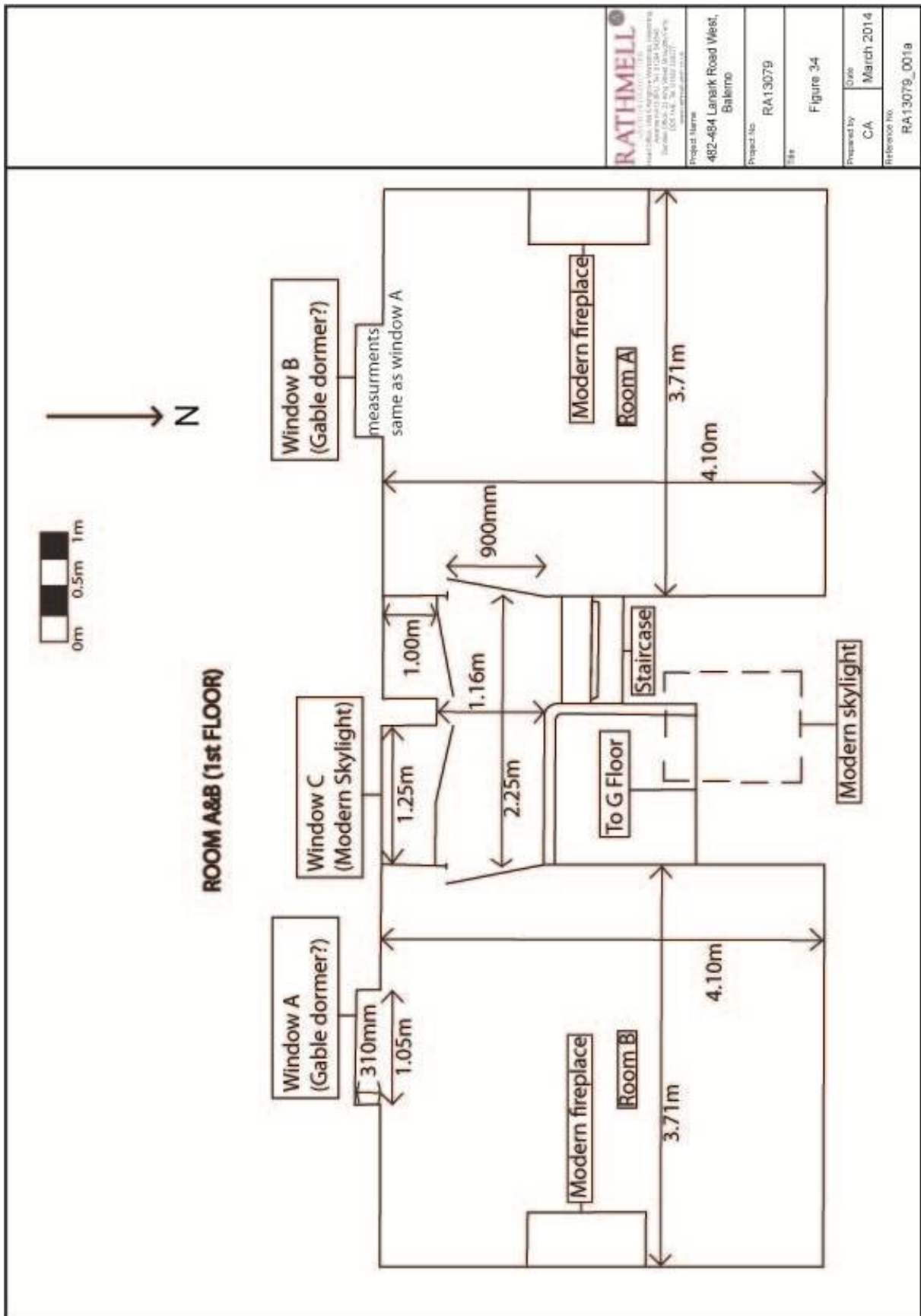


Figure 34: Building A - Plan of Rooms A and B and stairway/landing on 1st floor.



Figure 35a: 1st floor Room A, S wall and Window A taken from N



Figure 35b: 1st floor Room B, S wall and Window B taken from N.



Figure 36a: 1st floor Room A, W wall and modern fireplace taken from E



Figure 36b: 1st floor Room A, E wall and doorway taken from W.



Figure37a: 1st floor Room B, W wall and doorway taken from E.



Figure 37b: 1st floor Room A, vaulted ceiling and modern light fixture taken from E.



Figure 38a: 1st floor landing, W wall and doorway to Room A taken from E



Figure 38b: 1st floor landing E wall and doorway to Room B taken from W.



Figure 39a: 1st floor landing, S wall and cupboards taken from N



Figure 39b: 1st floor landing, S wall and Window C taken from N.



Figure 40a: 1st floor landing, N wall and stairway taken from S



Figure 40b: 1st floor landing, N wall and modern skylight taken from S

Appendix 1: Photo Register

Photographic Register

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
001	-	-	-	-	001	General shot of plot	N	4/3/14
002	-	-	-	-	002	General shot of plot	N	4/3/14
003	-	-	-	-	003	General shot of plot	W	4/3/14
004	-	-	-	-	004	General shot of plot	N	4/3/14
005	-	-	-	-	005	General shot of plot	S	4/3/14
006	-	-	-	-	006	General shot of plot	S	4/3/14
007	-	-	-	-	007	Detail of bridge arch	N	4/3/14
008	-	-	-	-	008	General shot of bridge	NW	4/3/14
009	-	-	-	-	009	W elevation of building, general shot	E	4/3/14
010	-	-	-	-	010	W elevation of building, window A detail	E	4/3/14
011	-	-	-	-	011	W elevation of building, threshold detail	E	4/3/14
012	-	-	-	-	012	W elevation of building, door detail	E	4/3/14
013	-	-	-	-	013	W elevation of building, window B detail	E	4/3/14
014	-	-	-	-	014	N elevation of building, general shot	S	4/3/14
015	-	-	-	-	015	N elevation of building, C19th building detail	S	4/3/14
016	-	-	-	-	016	N elevation of building, modern extension detail	S	4/3/14
017	-	-	-	-	016	N elevation of building, detail of damage	S	4/3/14
018	-	-	-	-	018	N elevation of building, detail of doorway	S	4/3/14
019	-	-	-	-	019	S elevation of building, general shot	N	4/3/14

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
020	-	-	-	-	020	S elevation of building, W cornerstone detail	N	4/3/14
021	-	-	-	-	021	S elevation of building, window A detail	N	4/3/14
022	-	-	-	-	022	S elevation of building, front doorway detail	N	4/3/14
023	-	-	-	-	023	S elevation of building, window B detail	NE	4/3/14
024	-	-	-	-	024	S elevation of building, E cornerstone detail	N	4/3/14
025	-	-	-	-	025	E elevation of building, general shot	W	4/3/14
026	-	-	-	-	026	E elevation of building, C19th building detail	W	4/3/14
027	-	-	-	-	027	E elevation of building, modern extension detail	W	4/3/14
028	-	-	-	-	028	E elevation of building, N cornerstone detail	W	4/3/14
029	-	-	-	-	029	E elevation of building, S cornerstone detail	W	4/3/14
030	-	-	-	-	030	1 st Floor room B, S wall with window B	N	4/3/14
031	-	-	-	-	031	1 st Floor room B, S wall with window B (light on)	N	4/3/14
032	-	-	-	-	032	1 st Floor room B, E wall with access door	W	4/3/14
033	-	-	-	-	033	1 st Floor room B, N wall	S	4/3/14
034	-	-	-	-	034	1 st Floor room B, W wall	E	4/3/14
035	-	-	-	-	035	1 st Floor room B, ceiling	W	4/3/14
036	-	-	-	-	036	1 st Floor room B, ceiling	E	4/3/14
037	-	-	-	-	037	1 st Floor room A, S wall	N	4/3/14
038	-	-	-	-	038	1 st Floor room A, E wall	W	4/3/14
039	-	-	-	-	039	1 st Floor room A, W wall	E	4/3/14
040	-	-	-	-	040	1 st Floor room A, N wall	S	4/3/14
041	-	-	-	-	041	1 st Floor room A, ceiling	E	4/3/14

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
042	-	-	-	-	042	1 st Floor room A, ceiling	W	4/3/14
043	-	-	-	-	043	1 st Floor room A, floor and carpet	E	4/3/14
044	-	-	-	-	044	1 st Floor landing, cupboard with window C	N	4/3/14
045	-	-	-	-	045	1 st Floor landing, light fitting c. 1960's (?)	W	4/3/14
046	-	-	-	-	046	1 st Floor landing, cupboards on S wall	N	4/3/14
047	-	-	-	-	047	1 st Floor landing, E wall leading to room B	W	4/3/14
048	-	-	-	-	048	1 st Floor landing, W wall leading to room A	E	4/3/14
049	-	-	-	-	049	1 st Floor landing, skylight on N ceiling	S	4/3/14
050	-	-	-	-	050	1 st Floor landing, ceiling	BELOW	4/3/14
051	-	-	-	-	051	1 st Floor landing, stair railing	S	4/3/14
052	-	-	-	-	052	1 st Floor landing, stair railing	W	4/3/14
053	-	-	-	-	053	1 st Floor landing, top of stairway	S	4/3/14
054	-	-	-	-	054	1 st Floor landing, bottom of stairway	S	4/3/14
055	-	-	-	-	055	1 st Floor landing, bottom of stairway	SW	4/3/14
056	-	-	-	-	056	G Floor room A, general shot	NE	4/3/14
057	-	-	-	-	057	G Floor room A, N wall with access to extension	S	4/3/14
058	-	-	-	-	058	G Floor room A, W wall with cupboard	E	4/3/14
059	-	-	-	-	059	G Floor room A, E wall with access to stairway	W	4/3/14
060	-	-	-	-	060	G Floor room A, S wall with window A	N	4/3/14
061	-	-	-	-	061	G Floor room A, detail of window A	N	4/3/14
062	-	-	-	-	062	G Floor room A, detail of cupboard	E	4/3/14
063	-	-	-	-	063	G Floor room A, detail of alcove	W	4/3/14

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
064	-	-	-	-	064	G Floor room A, ceiling	SE	4/3/14
065	-	-	-	-	065	G Floor room A, ceiling	SE	4/3/14
066	-	-	-	-	066	G Floor room A, floor	SW	4/3/14
067	-	-	-	-	067	G Floor extension, E wall with C19th station office access	W	4/3/14
068	-	-	-	-	068	G Floor extension, N wall with W.C. access	S	4/3/14
069	-	-	-	-	069	G Floor extension, W wall with kitchen access	E	4/3/14
070	-	-	-	-	070	G Floor extension, S wall with room A access	N	4/3/14
071	-	-	-	-	071	G Floor kitchen, W wall with window B	E	4/3/14
072	-	-	-	-	072	G Floor kitchen, E wall with extension access	W	4/3/14
073	-	-	-	-	073	G Floor boardroom, W wall with window A	E	4/3/14
074	-	-	-	-	074	G Floor boardroom, E wall with hallway access	W	4/3/14
075	-	-	-	-	075	G Floor room D, general shot	SW	4/3/14
076	-	-	-	-	076	G Floor room D, N wall	S	4/3/14
077	-	-	-	-	077	G Floor room D, E wall with window B	W	4/3/14
078	-	-	-	-	078	G Floor room D, W wall	E	4/3/14
079	-	-	-	-	079	G Floor room D, S wall with hallway access	N	4/3/14
080	-	-	-	-	080	G Floor room D, window B detail	E	4/3/14
081	-	-	-	-	081	G Floor room D, floor	N	4/3/14
082	-	-	-	-	082	G Floor room D, ceiling	S	4/3/14
083	-	-	-	-	083	G Floor room D, ceiling	N	4/3/14
084	-	-	-	-	084	G Floor room D, aerial photo of building	SKY	4/3/14
085	-	-	-	-	085	G Floor hallway, E wall with room B&C access	W	4/3/14

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
086	-	-	-	-	086	G Floor hallway, N wall	S	4/3/14
087	-	-	-	-	087	G Floor hallway, S wall	N	4/3/14
088	-	-	-	-	088	G Floor hallway, ceiling with attic access	N	4/3/14
089	-	-	-	-	089	G Floor hallway, ceiling	N	4/3/14
090	-	-	-	-	090	G Floor hallway, floor	N	4/3/14
091	-	-	-	-	091	G Floor room B, general shot	NW	4/3/14
092	-	-	-	-	092	G Floor room B, N wall with hallway access	S	4/3/14
093	-	-	-	-	093	G Floor room B, E wall with cupboard access	W	4/3/14
094	-	-	-	-	094	G Floor room B, W wall with stairway access	E	4/3/14
095	-	-	-	-	095	G Floor room B, S wall with window B	N	4/3/14
096	-	-	-	-	096	G Floor room B, window B detail	N	4/3/14
097	-	-	-	-	097	G Floor room B, floor	NW	4/3/14
098	-	-	-	-	098	G Floor room B, ceiling	N	4/3/14
099	-	-	-	-	099	G Floor room B, ceiling	NE	4/3/14
100	-	-	-	-	100	G Floor room C, general shot	W	4/3/14
101	-	-	-	-	101	G Floor room C, N wall with porch access	S	4/3/14
102	-	-	-	-	102	G Floor room C, W wall with hallway access	E	4/3/14
103	-	-	-	-	103	G Floor room C, S wall	N	4/3/14
104	-	-	-	-	104	G Floor room C, E wall with window A	W	4/3/14
105	-	-	-	-	105	G Floor room C, window A detail	W	4/3/14
106	-	-	-	-	106	G Floor room C, ceiling	W	4/3/14
107	-	-	-	-	107	G Floor room C, floor	W	4/3/14

Image No.	Print		Slide		Digital	Description	From	Date
	Film No.	Neg. No.	Film No.	Neg. No.				
108	-	-	-	-	108	G Floor stairway, general shot	S	4/3/14
109	-	-	-	-	109	G Floor stairway, S wall with front door access	N	4/3/14
110	-	-	-	-	110	G Floor stairway, E wall with room B access	W	4/3/14
111	-	-	-	-	111	G Floor stairway, W wall with room A access	E	4/3/14
112	-	-	-	-	112	G Floor stairway, ceiling	E	4/3/14
113	-	-	-	-	113	G Floor stairway, floor	N	4/3/14

Contact Details

56. Rathmell Archaeology can be contacted at our Registered Office or through the web:

Ayrshire Office:

Rathmell Archaeology Ltd
Unit 8 Ashgrove Workshops
Kilwinning
Ayrshire
KA13 6PU

www.rathmell-arch.co.uk
t.: 01294 542848
f.: 01294 542849
e.: contact@rathmell-arch.co.uk

57. Dundee Office:

Rathmell Archaeology Ltd
23 King Street
Broughty Ferry
Dundee
DD5 1HE

www.rathmell-arch.co.uk
t.: 01382 339277
m.: 07827 913796
e.: peter.klemen@rathmell-arch.co.uk

The City of Edinburgh Council Archaeology Service can be contacted at their office or through the web:

Archaeology Service
CECAS
Museum of Edinburgh
142 Canongate
Edinburgh
EH8 8DD

www.edinburgh.gov.uk
t.: 0131 558 1040
f.: 0131 558 1090
e.: john.lawson@edinburgh.gov.uk

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