

CFA Archaeology Ltd

archaeological consultants

Advice on Archaeology & Planning

Environmental Impact Assessment

Interpretation, Design & Display

Finds/ Environmental Analysis

Field Evaluation & Excavation


Historic Building Recording


Site & Landscape Survey

Geophysical Survey

**Borders Railway Project
Archaeological Watching Briefs:
Sites 51, 58, 59, and 85, 431 (Midlothian)
and
Site 181 (Scottish Borders)**

Report No. 3196

 0131 273 4380

 0131 273 4381

 info@cfa-archaeology.co.uk

 www.cfa-archaeology.co.uk

CFA ARCHAEOLOGY LTD

The Old Engine House
Eskmills Business Park
Musselburgh
East Lothian
EH21 7PQ

Tel: 0131 273 4380

Fax: 0131 273 4381

email: info@cfa-archaeology.co.uk

web: www.cfa-archaeology.co.uk

Author	Andrew Brown MSc & Bruce Glendinning BSc PgDip MCIfA
Illustrator	Shelly Werner BA MPhil PhD
Editor	Tim Neighbour BSc FSA Scot MICfA
Commissioned by	BAM Nuttall Ltd
OASIS Ref	cfaarcha1-214250 & cfaarcha1-214255
Date issued	June 2015
Version	2

This document has been prepared in accordance with CFA Archaeology Ltd
standard operating procedures.

**Borders Railway Project
Archaeological Watching Briefs:
Sites 51, 58, 59, and 85, 431 (Midlothian)
and
Site 181 (Scottish Borders)**

Report No. 3196

CONTENTS

1.	Introduction	3
2.	Working Methods	4
3.	Archaeological Results	4
4.	Conclusions	5
5.	References	5

Appendices

1.	Photographic Register	6
2.	Discovery & Excavation in Scotland (Midlothian Council)	8
3.	Discovery & Excavation in Scotland (Scottish Borders Council)	10

Illustrations (bound at rear)

Fig. 1 Location of Site 51 (Eskbank and Dalkeith Station) and Sites 58 &59 (Hardengreen Junction) Watching Brief

Fig. 2 Location of Site 85 (Newtongrange Station) Watching Brief

Fig. 3 Location of Site 431 (Whitehall Mains Marshal yard) Watching Brief

Fig. 4 Location of Site 181 Watching Brief

Fig. 5 Stripping of track bed at Site 51(Eskbank and Dalkeith Station)

Fig. 6 Stripping of track bed at Sites 58 &59 (Hardengreen Junction)

Fig. 7 Section of eastern platform at Site 85 (Newtongrange Station)

Fig. 8 Section of western platform at Site 85 (Newtongrange Station)

Fig. 9 Possible building remains at Site 85 (Newtongrange Station)

1. INTRODUCTION

1.1 General

This report describes the results of a programme of targeted watching briefs carried out by CFA Archaeology Ltd between October 2012 and April 2014 during the construction of The Borders Railway Project within the Midlothian and Scottish Borders Council areas. The proposals were to reinstate the Newcraighall to Tweedbank section of the former Waverley Line. The reinstated railway line will be approximately 48km long and the majority of the route will use the existing railway embankment.

1.2 Background

A number of sites were identified in Table A2 of the *Cultural Heritage Management Plan* (Jones & Neighbour 2010) as requiring a watching brief during construction. Following consultation between Network Rail and ELCAS (Midlothian) and those in between CFA Archaeology and Scottish Borders Council (Scottish Borders) the number of sites at which watching briefs were required was reduced to those listed in the table below.

Site	NMRS/SMR no.	Site type/name	Council Area
51	NT36NW 553.2	Eskbank and Dalkeith Station (site of)	Midlothian
58	NT36NW 553.3	Hardengreen Junction, goods station	Midlothian
59	NT36NW 490	Hardengreen Junction, signal box	Midlothian
85	NT36SW 191.6	Newtongrange Station	Midlothian
181	N/A	Site of ruined building depicted on OS 1st Ed.	Scottish Borders
431	N/A	Whitehall Mains Marshal yard	Midlothian

The watching brief at site 431 was undertaken during mine remediation works at the very outset of the construction project. A Written Scheme of Investigation (WSI) for the watching briefs at Sites 51, 58, 59, and 85 was approved by Andrew Robertson, Archaeology Officer for East Lothian Council Archaeology Service (ELCAS), acting on behalf of Midlothian Council. A separate WSI was agreed with Scottish Borders Council for Site 181.

1.3 Objectives

The objectives of the programme of archaeological works were

- To conduct an appropriate programme of archaeological investigation (watching brief) to monitor all groundbreaking works at the aforementioned sites.

- To mitigate the effects of construction on any archaeological deposits or features identified through excavation and recording and produce a report on them.

2 WORKING METHODS

3.1 General

Work was conducted with regard to the Chartered Institute for Archaeologists' Standards.

3.2 Watching Brief

All excavation by mechanical plant was done using a smooth-bladed ditching bucket under close archaeological supervision.

3. ARCHAEOLOGICAL RESULTS

3.1 Midlothian

Site 51 Eskbank and Dalkeith Railway Station (NGR: NT 32365 66700) (Fig. 1)

The station buildings themselves were recorded by an Enhanced Level standing building survey (Cressey 2011) prior to the construction phase. The surviving station structures were to be preserved in situ as there was no requirement to remove them.

A watching brief was conducted in June 2013 during machine stripping of the track bed down to the works formation depth of c.50mm (Fig. 5). No additional features or deposits of archaeological significance were identified.

Sites 58 and 59 Hardengreen Junction Goods Station and Hardengreen Junction Signal Box (NGR: NT 32363 66369 & NT 32383 66359) (Fig. 1)

A watching brief was conducted in June 2013 during machine stripping of tarmac from the track bed down to the works formation depth of c.50mm (Fig. 6). No features or deposits of archaeological significance were identified.

Site 85 Newtongrange Railway Station (NGR: NT 33191 64311) (Fig. 2)

A watching brief was conducted at the site of the former Newtongrange Railway Station between June 2013 and April 2014. Sections of the platform (Figs. 7 & 8) on both sides of the track survived largely complete to the original track level, though the station itself had been largely demolished. Some brickwork, probably relating to the station buildings, survived in situ up to 5 courses high (Fig. 9). The bricks from the site all appeared to have been made locally at the Newbattle Brickworks, Newtongrange.

The building remains revealed at Newtongrange were covered over and preserved in situ.

Site 431 Whitehall Mains Marshall Yard (NGR: NT 32114 71193) (Fig. 3)

A watching brief was carried out at this site in October 2012 during mine remediation works. Here groundworks consisted of de-turfing the proposed route of the rail track and creating a grouting platform of terram and Type 1 gravel. No archaeological features or deposits were identified during this work and the site was not one of those where the requirement for a watching brief was maintained during the construction phase.

3.2 Scottish Borders

Site 181 Fountainhall, Galashiels (NGR: NT 42600 49950) (Fig. 4)

The site was the location of a former ruined building that appeared on the 1st Ed OS map identified as the ruins of *Cuddyhall*.

A watching brief was carried out in July 2013 during the removal of the topsoil at this site. No remains of the building or any other features or deposits of archaeological significance were revealed.

4. CONCLUSIONS

Watching briefs were conducted on Sites 51, 58, 59, and 85 in Midlothian and on Site 181 in the Scottish Borders Council area between 2012 and 2014 as part of the Borders Railway Project. Elements of the platform and buildings at Newtongrange Railway Station (Site 85) were recorded and preserved in situ.

CFA recommends that no further work is required in post-excavation or publication with regards to these sites.

The project archive, comprising all CFA record sheets, maps and reports, will be deposited with the Royal Commission on the Ancient and Historic Monuments of Scotland (RCAHMS) and copies of reports will be lodged with both the ELCAS and Scottish Borders Council Sites and Monuments Record.

A summary statement of the results of the entire programme of construction phase works will be submitted for publication in *Discovery and Excavation in Scotland* (Appendices 2 and 3) and an online OASIS entry submitted on completion of the project.

5 REFERENCES

- Cressey, M 2011 *Eskbank Railway Station Enhanced Building Survey*. CFA Unpublished Report No 1972
Jones C and Neighbour T 2010 *Borders Railway Project: Cultural Heritage Management Plan* Version 5 Rev A

Appendix 1 - Photographic Register

File 1

Photo No.	Description
<i>Site 51 Eskbank and Dalkeith Railway Station</i>	
001	Track bed with recent Tarmac covering
002	Excavation of Tarmac from track bed – working shot
003	Excavation of Tarmac from track bed – working shot
004	Excavation of Tarmac from track bed – working shot
005	Excavation of Tarmac from track bed – working shot
006	Excavation of Tarmac from track bed – working shot
007	Track bed following removal of tarmac
<i>Sites 58 and 59 Hardengreen Junction Goods Station and Hardengreen Junction Signal Box</i>	
008	Track bed with recent Tarmac covering
009	Track bed with recent Tarmac covering
010	Excavation of Tarmac from track bed – working shot
011	Excavation of Tarmac from track bed – working shot

File 2

Photo No	Description
<i>Site 85 Newtongrange Railway Station</i>	
001	General shot of Newtongrange station working area looking south
002	Detail of concrete platform edging
003	Detail of concrete platform edging
004	General shot of Newtongrange station working area looking south
005	General shot of Newtongrange station working area looking south
006	General shot of Newtongrange station working area looking north
007	General shot of Newtongrange station working area looking north
008	General shot of Newtongrange station working area looking south
009	Detail of E facing elevation of brick wall - part of station buildings
010	Detail of E facing elevation of brick wall - part of station buildings
011	Detail of E facing elevation of brick wall with sandstone capstone - part of station buildings
012	Detail of E facing elevation of brick wall with sandstone capstone - part of station buildings
013	General shot of E facing elevation of wall at Newtongrange station - part of station buildings
014	General shot of E facing elevation of wall at Newtongrange station - part of station buildings
015	Eastern Platform looking north
016	Eastern Platform looking north
017	Newtongrange station looking south with eastern platform and road bridge
018	Newtongrange station looking south with eastern platform and road bridge
019	West facing elevation south end of eastern platform
020	West facing elevation south end of eastern platform
021	West facing elevation south end of eastern platform

Photo No	Description
022	West facing elevation south end of eastern platform
023	West facing elevation south end of eastern platform
024	West facing elevation south end of eastern platform
025	West facing elevation south end of eastern platform
026	North facing section behind eastern platform wall
027	North facing section behind eastern platform wall
028	General shot of eastern platform wall
029	Detail of west facing elevation of eastern platform
030	Detail of iron fittings on west facing elevation of eastern platform
031	Detail of brick wall forming eastern platform
032	Detail of concrete cap over brick wall forming eastern platform
033	General shot of eastern platform wall looking north
034	General shot of eastern platform wall looking south
035	East facing section of western platform
036	East facing section of western platform
037	East facing section of western platform
038	East facing section of western platform
039	East facing section of western platform
040	Newtongrange station looking south with western platform and road bridge
041	Detail shot of western platform brickwork
042	Detail shot of western platform brickwork
043	Detail shot of western platform brickwork
<i>Site 431 Whitehall Mains Marshall Yard</i>	
044	Floating road being laid out
045	Floating road being laid out
046	Area de-turfed prior to floating road being installed

**APPENDIX 2: DISCOVERY AND EXVAVATION IN SCOTLAND ENTRY
(Midlothian Council)**

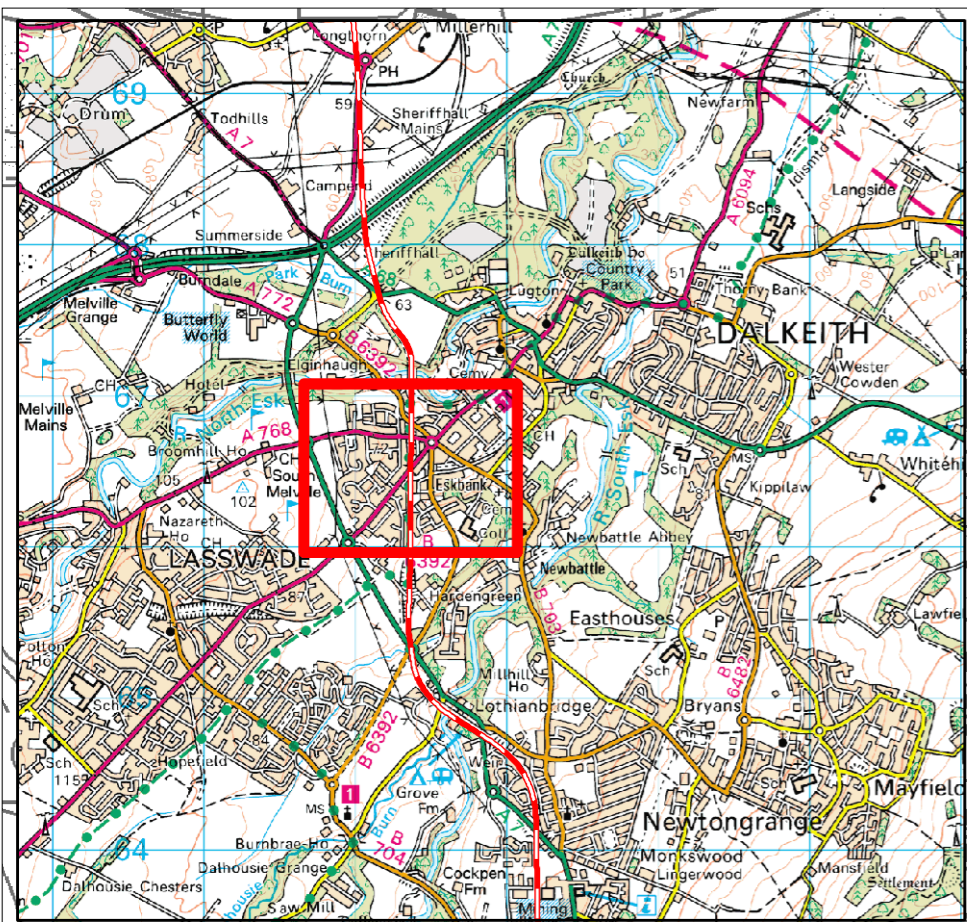
LOCAL AUTHORITY:	Midlothian
PROJECT TITLE/SITE NAME:	Borders Railway Project
PROJECT CODE:	BORA
PARISH:	Dalkeith, Cockpen, Inveresk(Midlothian)
NAME OF CONTRIBUTOR:	Bruce Glendinning
NAME OF ORGANISATION:	CFA Archaeology Ltd
TYPE(S) OF PROJECT:	Building Survey, Watching brief
NMRS NO(S):	NT36NW 553.2, NT36NW 553.3, NT36NW 490, NT36SW 191.6
SITE/MONUMENT TYPE(S):	Railway Station, goods station, signal box, Railway Station
SIGNIFICANT FINDS:	None
NGR (2 letters, 10 figures)	<p><i>Building Survey</i></p> <p>NT 33220 64027</p> <p><i>Watching Brief</i></p> <p>NT 32365 66700, NT 32363 66369 & NT 32383 66359, NT 33191 64311, NT 32114 71193</p>
START DATE (this season)	October 2012
END DATE (this season)	September 2014
PREVIOUS WORK (incl. DES ref.)	None
MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields)	<p>A programme of archaeological works was requiring during the construction phase of the Borders Rail Link. This included standing building surveys and targeted watching briefs.</p> <p><i>Building Survey</i></p> <p>A Basic standing building survey was carried out on a derelict garage at the rear of 19-21 Murderdean Road, Newtongrange, Midlothian (NT 33220 64027). The detached rectangular brick-built garage was situated behind a row of former managers houses associated with the 19th-century Dean Oil Works. The 1913 OS map shows the garage attached to a collection of other buildings close to the North British Railway line. The core block of the garage was left standing and later modified with the addition of two lean-to buildings on each gable. One was a small toilet block and the other was a two unit workshop. Several phases of blocking work and insertion had occurred along with the insertion of a mezzanine floor suspended on re-used railway lines. The roof trusses comprised angle-iron with wrought-iron tie rods which are very typical of the late 19th-century industrial buildings.</p> <p><i>Watching Brief</i></p> <p>A watching brief was conducted at the location of the former Eskbank and Dalkeith Railway Station (NT 32365 66700) during machine stripping of the track bed down to the works formation depth. No features or deposits of archaeological significance were identified.</p> <p>A watching brief was conducted at the location of the former Hardengreen Junction Goods Station and Hardengreen Junction Signal Box (NT 32363 66369 & NT 32383 66359). The watching brief was maintained during machine stripping of the track bed down to the works formation depth. No features or deposits of archaeological significance were identified.</p> <p>A watching brief was conducted at the location of the former Newtongrange Railway Station (NT 33191 64311). Sections of the platform on both sides of the track survived largely complete to the original track level, though the</p>

	<p>station itself had been largely demolished. Some brickwork, probably relating to the station buildings, survived in situ up to 5 courses high. The building remains were covered over and preserved in situ.</p> <p>A watching brief was conducted at the location of the Whitehall Mains Marshall Yard (NT 32114 71193) during mine remediation works. Here groundworks consisted of de-turfing the proposed route of the rail track and creating a grouting platform of terram and Type 1 gravel. No archaeological features or deposits were identified during this work and the site was not one of those where the requirement for a watching brief was maintained during the construction phase.</p>
PROPOSED FUTURE WORK:	None
CAPTION(S) FOR ILLUSTRS:	None
SPONSOR OR FUNDING BODY:	BAM Nuttal
ADDRESS OF MAIN CONTRIBUTOR:	CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh, EH21 7PQ.
EMAIL ADDRESS:	bglendinningy@cfa-archaeology.co.uk
ARCHIVE LOCATION (intended/deposited)	Archive to be deposited in NMRS, Reports lodged with SMR.

**APPENDIX 3: DISCOVERY AND EXCAVATION IN SCOTLAND ENTRY
(Scottish Borders Council)**

LOCAL AUTHORITY:	Scottish Borders
PROJECT TITLE/SITE NAME:	Borders Railway Project
PROJECT CODE:	BORA
PARISH:	Heriot, Stow
NAME OF CONTRIBUTOR:	Bruce Glendinning
NAME OF ORGANISATION:	CFA Archaeology Ltd
TYPE(S) OF PROJECT:	Building Survey, Watching brief
NMRS NO(S):	NT45SW 32.03, NT44NW 33.01
SITE/MONUMENT TYPE(S):	Station House, Water tower and railway platform
SIGNIFICANT FINDS:	None
NGR (2 letters, 10 figures)	<i>Building Survey</i> NT 41041 53242, NT 34034 65458, NT 42728 49793 <i>Watching Brief</i> NT 42600 49950
START DATE (this season)	October 2013
END DATE (this season)	September 2014
PREVIOUS WORK (incl. DES ref.)	None
MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields)	<p>A programme of archaeological works was requiring during the construction phase of the Borders Rail Link. This included standing building surveys and targeted watching briefs</p> <p><i>Building Survey</i></p> <p>Stagebank Cottage, (NT 41041 53242). A retrospective historic building survey was carried out following the demolition of Stagebank Cottage. The building was built in c. 1849 as a crossing keeper's cottage on the North British Railway's Waverly Line. The cottage was then a single storey rectangular dwelling on a two room plan. This plan persisted until after the 1960s when it was then modified with the addition of bedrooms, a bathroom and large kitchen/day room forming a much larger L-shaped plan. The interior of the building was not recorded but given the scale of interior modernisation it was deemed unlikely that any period features survived.</p> <p>An Enhanced standing building survey was carried out on the former Heriot Station House and Post Office (NT 34034 65458) (NT45SW 32.03). Heriot Station opened in 1848 and the house was probably built the year before. It was later converted into a domestic dwelling after the Waverley rail route closed in 1969. The single storey building comprised a L-shaped layout plan with nine rooms, including a kitchen, large living room hall with three bedrooms, bathroom and utility room. Period features were represented by three doors and panel work around window reveals. The north elevation had evidence of an earlier doorway in the form of blocking work. The east elevation was largely unaltered since it was built, with the exception of a small porch over the door which had been removed following the renewal of the roof. The south elevation had evidence of a window insertion within an earlier doorway. The west elevation contained the gable wall of the south block which had a very ornate tri-partite window. The rounded head of this window probably held the station clock. Internal refurbishment to modern standards had removed all but a few of the original 19th century fixtures. A stripped pine door leading to the utility room still had stencilling on it that read <i>First Class Waiting Rooms</i>. The utility room was well lit by two splayed windows and this would have been the first class waiting rooms when the building was last used as the station masters house.</p>

	<p>An Enhanced standing building survey was carried out on the water tower and platform which were surviving components of the former Fountainhall railway station (NT 42728 49793) (NT44NW 33.01) which once served the Edinburgh-Carlisle main line (the Waverley Route) of the former North British Railway. The station opened on 4 August 1848 and closed in 1969 with the closure of the major part of the Waverly Route. The water tower was situated on the west side of the up platform and comprised a stone-built structure. Historical photographs show that a cast-iron water tank surmounted the stone structure. This was removed along with a chimney stack that was attached to the structure following the demise of steam driven trains.</p> <p>The remains of the up platform survived for a length of 125m and this was constructed of brickwork that faced a bank of coal waste which formed the main body of the platform structure.</p> <p><i>Watching Brief</i></p> <p>A watching brief was carried during the removal of the topsoil from around the location of a former ruined building that appeared on the 1st Ed OS map identified as the ruins of <i>Cuddyhall</i> (NT 42600 49950). No remains of the building or any other features or deposits of archaeological significance were revealed.</p>
PROPOSED FUTURE WORK:	None
CAPTION(S) FOR ILLUSTRS:	None
SPONSOR OR FUNDING BODY:	BAM Nuttal
ADDRESS OF MAIN CONTRIBUTOR:	CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh, EH21 7PQ.
EMAIL ADDRESS:	bglendinningy@cfa-archaeology.co.uk
ARCHIVE LOCATION (intended/deposited)	Archive to be deposited in NMRS, Reports lodged with SMR.



Key:

- Alignment
- Watching Brief Area



CFA ARCHAEOLOGY LTD
 The Old Engine House
 Eskmills Park
 Musselburgh
 East Lothian, EH21 7PQ
 T: 0131 273 4380
 F: 0131 273 4381
 info@cfa-archaeology.co.uk
 www.cfa-archaeology.co.uk

Fig. No: 1 Report No: 3196

Title:
 Location of Site 51 (Eskbank and Dalkeith Station) and Sites 58 & 59 (Hardengreen Junction) Watching Brief

Project:
 Borders Railway Project - Archaeological Watching Brief

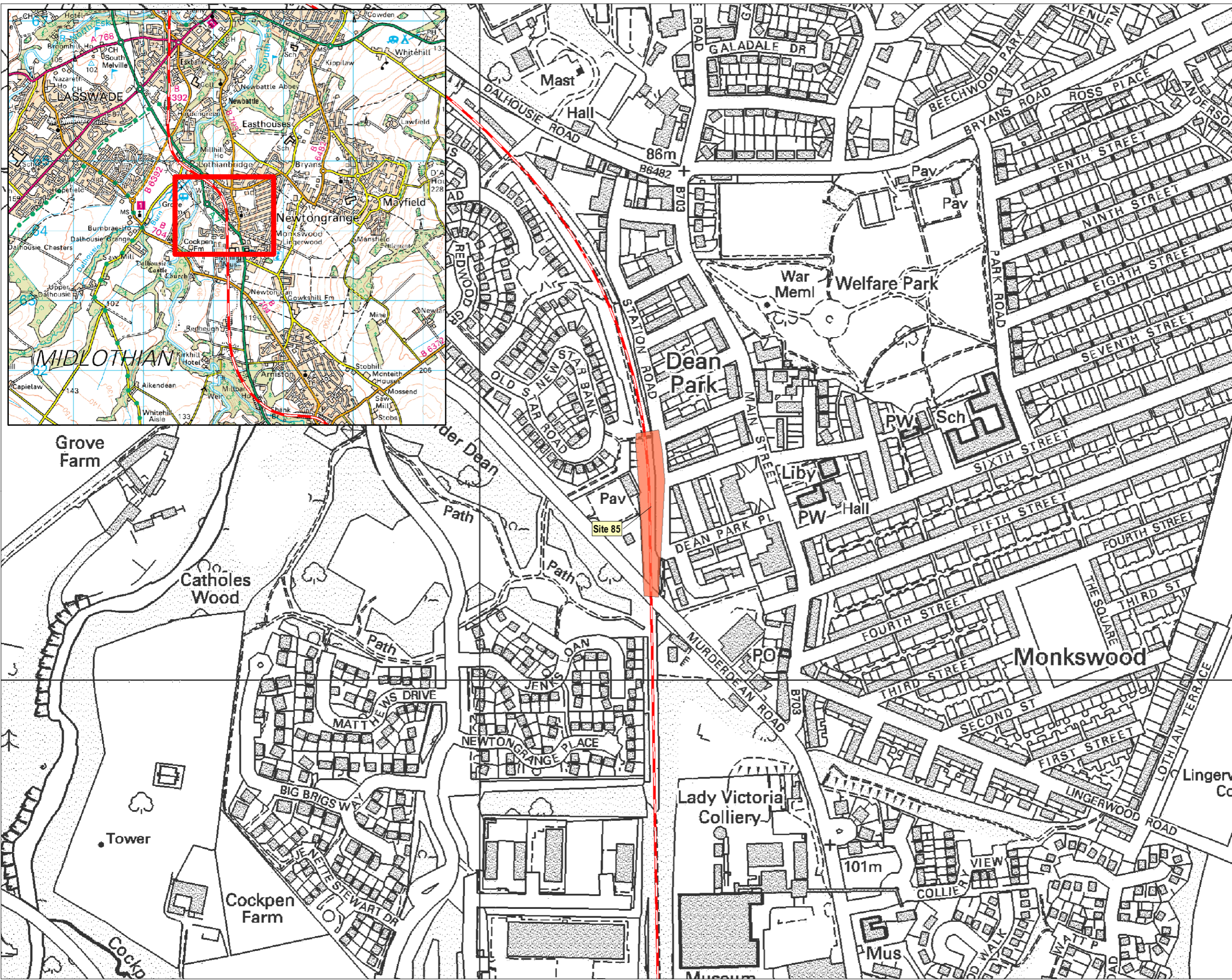
Client:
 BAM Nuttall

Scale at A3:
 1:4,000

Drawn by:	Checked:	Date:
SW	BG	27/02/2015

Reproduced with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown copyright. CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh EH21 7PQ AL100034785

The copyright in this document (including its electronic form) shall remain vested in CFA Archaeology Ltd (CFA) but the Client shall have a licence to copy and use the document for the purpose for which it was provided. CFA shall not be liable for the use by any person of this document for any purpose other than that for which the same was provided by CFA. This document shall not be reproduced in whole or in part or relied upon by third parties for any use whatsoever without the express written authority of CFA.



Key:

- Alignment
- Watching Brief Area



CFA ARCHAEOLOGY LTD
 The Old Engine House
 Eskmills Park
 Musselburgh
 East Lothian, EH21 7PQ
 T: 0131 273 4380
 F: 0131 273 4381
 info@cfa-archaeology.co.uk
 www.cfa-archaeology.co.uk

Fig. No: 2 Report No: 3196

Title:
 Location of Site 85
 (Newtongrange Station)
 Watching Brief

Project:
 Borders Railway Project -
 Archaeological Watching Brief

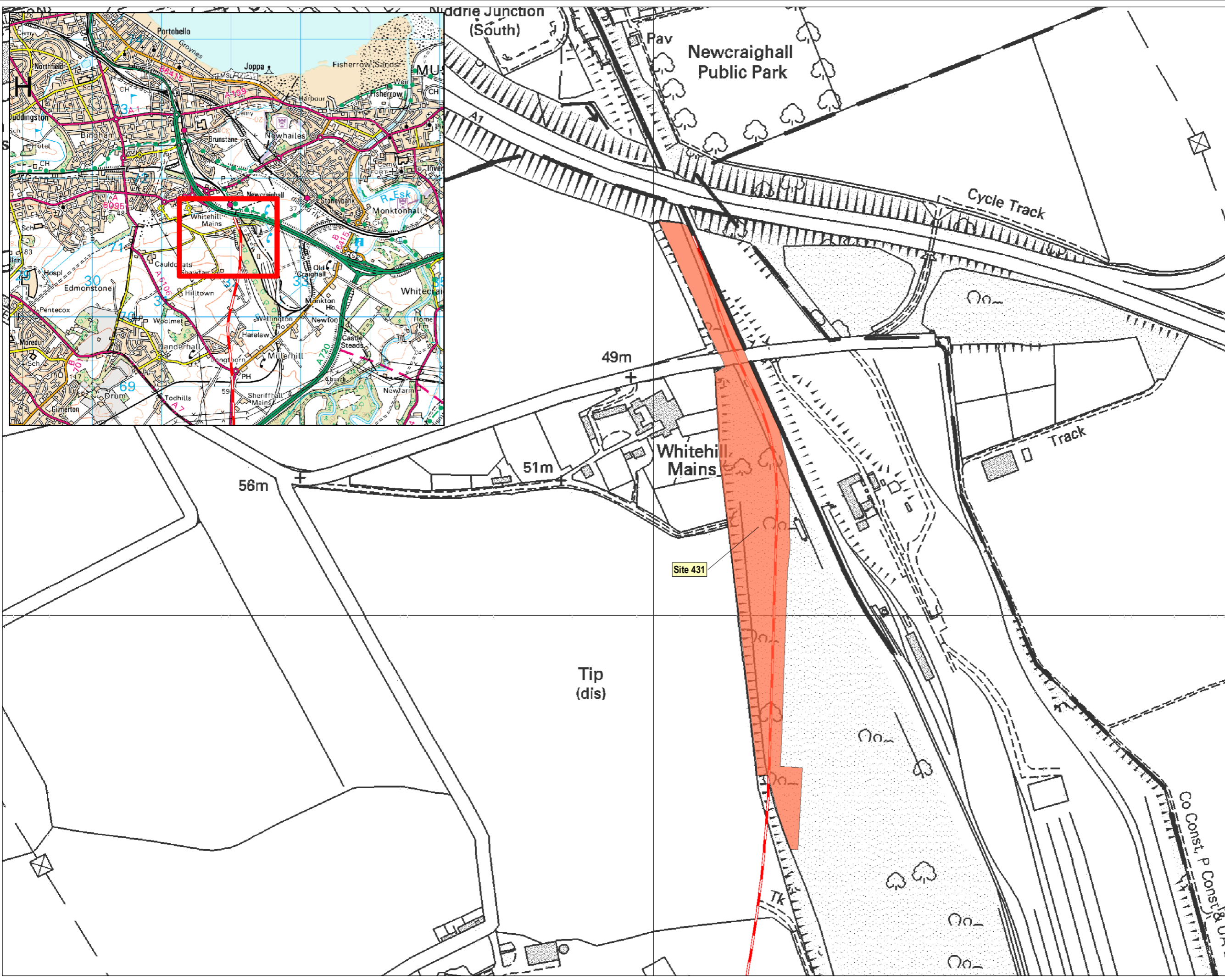
Client:
 BAM Nuttall

Scale at A3:
 1:4,000

Drawn by: SW Checked: BG Date: 27/02/2015

Reproduced with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown copyright. CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh EH21 7PQ AL10034785

The copyright in this document (including its electronic form) shall remain vested in CFA Archaeology Ltd (CFA) but the Client shall have a licence to copy and use the document for the purpose for which it was provided. CFA shall not be liable for the use by any person of this document for any purpose other than that for which the same was provided by CFA. This document shall not be reproduced in whole or in part or relied upon by third parties for any use whatsoever without the express written authority of CFA.



Key:

- Alignment
- Watching Brief Area



CFA ARCHAEOLOGY LTD
 The Old Engine House
 Eskmills Park
 Musselburgh
 East Lothian, EH21 7PQ
 T: 0131 273 4380
 F: 0131 273 4381
 info@cfa-archaeology.co.uk
 www.cfa-archaeology.co.uk

Fig. No: 3 Report No: 3196

Title:
**Location of Site 431
 (Whitehall Mains Marshalyard)
 Watching Brief**

Project:
**Borders Railway Project -
 Archaeological Watching Brief**

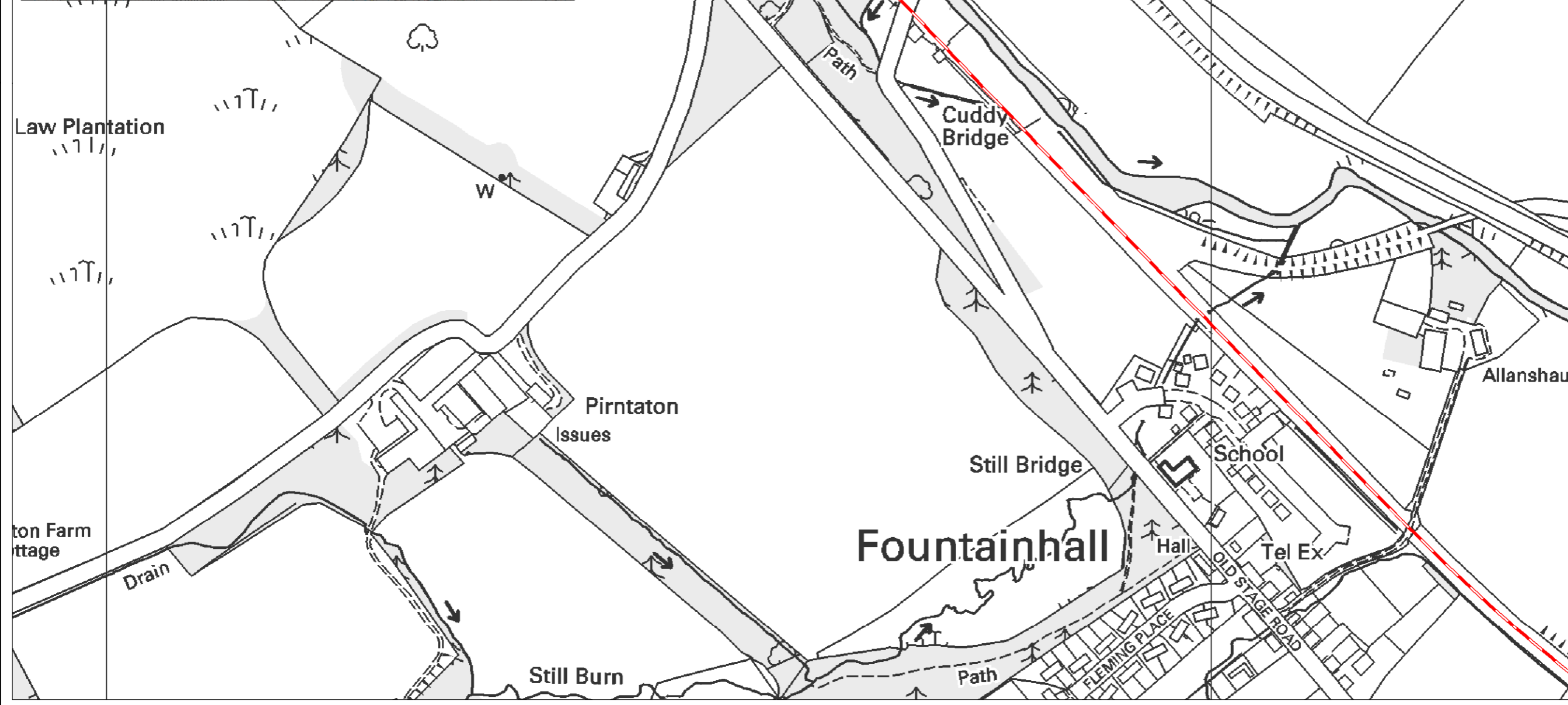
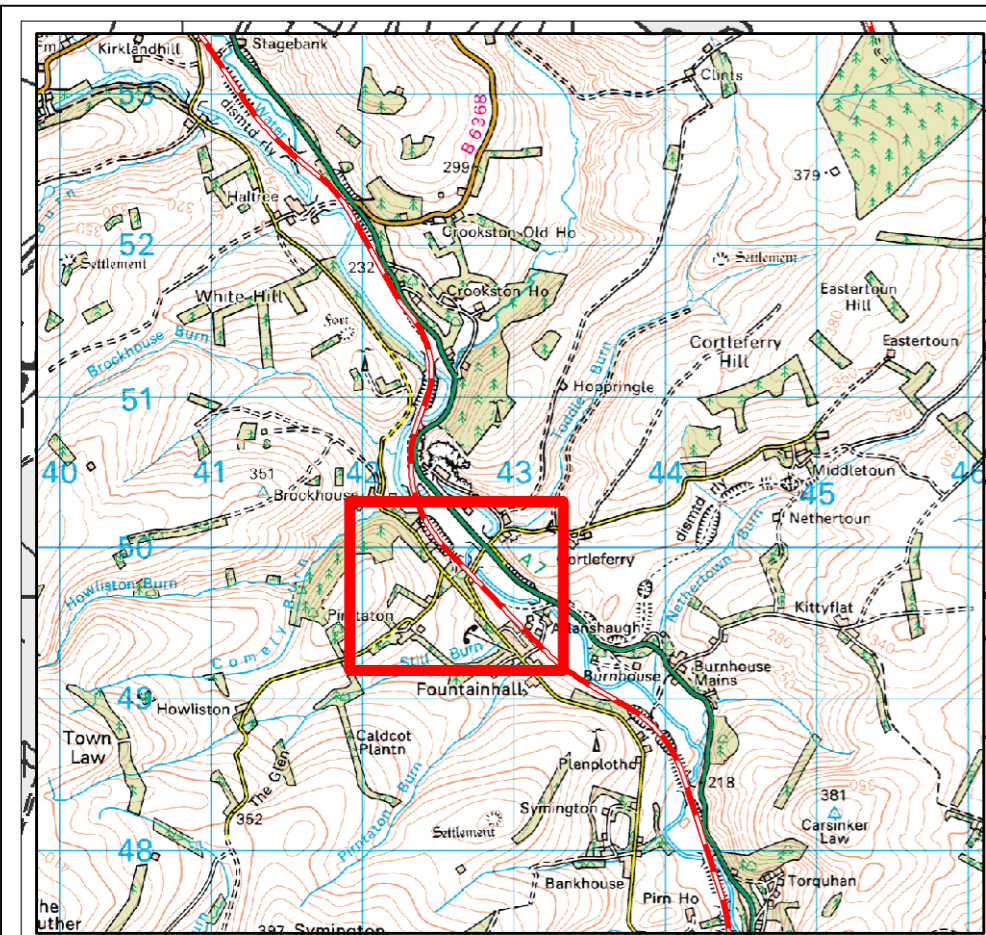
Client:
BAM Nuttall

Scale at A3:
1:4,000

Drawn by:	Checked:	Date:
SW	BG	27/02/2015

Reproduced with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown copyright. CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh EH21 7PQ AL10034785

The copyright in this document (including its electronic form) shall remain vested in CFA Archaeology Ltd (CFA) but the Client shall have a licence to copy and use the document for the purpose for which it was provided. CFA shall not be liable for the use by any person of this document for any purpose other than that for which the same was provided by CFA. This document shall not be reproduced in whole or in part or relied upon by third parties for any use whatsoever without the express written authority of CFA.



Key:

- Alignment
- Watching Brief Area



CFA ARCHAEOLOGY LTD
 The Old Engine House
 Eskmills Park
 Musselburgh
 East Lothian, EH21 7PQ
 T: 0131 273 4380
 F: 0131 273 4381
 info@cfa-archaeology.co.uk
 www.cfa-archaeology.co.uk

Fig. No: **4** Report No: **3196**

Title:
**Location of Site 181
 Watching Brief**

Project:
**Borders Railway Project -
 Archaeological Watching Brief**

Client:
BAM Nuttall

Scale at A3:
1:4,000

Drawn by: **SW** Checked: **BG** Date: **27/02/2015**

Reproduced with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, © Crown copyright. CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh EH21 7PQ AL10034785

The copyright in this document (including its electronic form) shall remain vested in CFA Archaeology Ltd (CFA) but the Client shall have a licence to copy and use the document for the purpose for which it was provided. CFA shall not be liable for the use by any person of this document for any purpose other than that for which the same was provided by CFA. This document shall not be reproduced in whole or in part or relied upon by third parties for any use whatsoever without the express written authority of CFA.



Fig. 5 - Stripping of track bed at Site 51 (Eskbank and Dalkeith Station)



Fig. 6 - Stripping of track bed at Site 58 & 59 (Hardengreen junction)



Fig. 7 - Stripping of eastern platform at Site 85 (Newtongrange Station)



Fig. 8 - Stripping of western platform at Site 85 (Newtongrange Station)



Fig. 9 - Possible building remains at Site 85 (Newtongrange Station)