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### **Eskbank Railway Station Enhanced Building Survey**

**Report No 1972**

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## **1. INTRODUCTION**

### **1.1 General**

This report presents the results of an archaeological standing building survey carried out by CFA Archaeology Ltd (CFA) in October 2011 at Eskbank Station (NGR: NT 3326 6670 centred, Fig 1). The work was commissioned by Transport Scotland. A Written Scheme of Investigation for a programme of archaeological work was approved by East Lothian Council's Archaeology Service advisors to Midlothian Council.

The station and footbridge are identified as Sites 51 and 53, in Table A3 in the *Cultural Heritage Management Plan* (Jones & Neighbour 2010). The footbridge is part of a collection of Category B Group Listed structures (LB No. 24473) including the former station house, Lasswade Road over bridge, and the station platforms.

The former Eskbank and Dalkeith Station is a two platform through-station built for the North British Railway, and opened on 12 July 1847. Originally known as Eskbank, it was renamed as Eskbank & Dalkeith when the short Dalkeith branchline was closed to passengers in 1942. The station was finally closed in 1969 as part of the so called 'Beeching cuts'. The station has remained overgrown since its closure, but was cleared of vegetation to allow the building survey to proceed.

The principal structural elements of the railway station comprise:

- i. A disused footbridge on an east-west axis across the former railway line. The footbridge is constructed of riveted cast-iron lattice work with a timber walkway.
- ii. A road bridge on an east-west axis, to the north of the footbridge (Category B Listed No. 24473). The road bridge carries the Lasswade Road over the former railway line. The bridge is a single span construction with segmental arch and constructed of droved ashlar sandstone with brick arch ring and intrados. The bridge has a saddleback coped parapet (Cressey 2009).
- iii. Two stone-built platforms aligned north-south, running between Lasswade Road and Bonnyrigg Road bridges. Access to both platforms was via stone-built staircases with concrete steps and a cast-iron hand rail.
- iv. A gabled building (now roofless) adjoined the Lasswade Road bridge on its south side with a door to the south and window on its west side.
- v. A steel-framed public shelter on the west platform.

### **1.2 Objectives**

In line with Simpson and Connolly (2006), the aims of the Enhanced Building Survey were as follows:

- To carry out a desk-based assessment to place the station in its historical context
- To carry out a buildings survey to enhanced level
- To produce an illustrated building survey report to bring together the results of the desk-based assessment and fieldwork

## **2. METHODOLOGY**

### **2.1 General**

An effective standard for this type of project has been established by previous building recording conducted by CFA. Recording of all elements was carried out following established CFA methodology and included standard standing building record sheets, sketch drawing, photographic and Total Station survey. CFA follows the Codes and appropriate Standards set down by the Institute for Field Archaeologists. Recording conventions followed Simpson and Connolly (2006) and English Heritage (2006).

### **2.2 Desk-based assessment**

A desk-based assessment of the readily available sources associated with the station was made to assess its historical and archaeological context. The National Monuments Record of Scotland (NMRS) and Historic Scotland's Statutory List was also examined.

The Midlothian Local Studies and Archive Service based in Loanhead was consulted to determine if they hold any historical documentation, including old photographs of the station.

The National Archive of Scotland's on-line database was consulted to determine what records survive.

The National Map Library of Scotland was consulted to assess the cartographic record relating to the station's infrastructure.

### **2.3 Building recording**

Commensurate with Enhanced building surveys, the drawings include all significant architectural detail including building fabric, quoins, window dressings and blocking work. The recording requirements are set out in Table 1.

The survey was carried out according to the levels defined by Simpson and Connolly (2006). This level of recording work combined both photographic and elevation recording. A ground plan of the station was also produced. A narrative of the character of the station has been produced and includes a descriptive summary of the major architectural features surviving on each elevation. Standard CFA building recording forms were completed during the survey.

Architectural detail recording was carried out using a reflectorless Total Station (REDM) to position accurately any significant features as considered appropriate. For external elevations, control points on eaves, windows, doors and other architectural features were surveyed. The resulting data was then processed to produce wire-frame templates, and used to rectify photographs.

CFA used a digital Nikon D300 SLR to take digital photographs of structures and specific architectural features. A list of all photographs is included as Appendix 1.

<b>Building</b>	<b>Metric Survey</b>	<b>Photographic Survey</b>
Foot bridge	One principal elevation	All exterior elevations to Enhanced level
Platform steps (x2)	Blocked and open entrances on the staircase	All exterior detail to Enhanced level
Stone-built gabled building	All exterior elevations and interior plan (safe access permitting)	All exterior and interior detail to Enhanced level
Public shelter	Profile of the structure	All exterior and interior detail to Enhanced level
Platform and revetment walls	Measured elevations and ground plan	All significant detail

*Table 1: Specific building recording requirements*

#### *Recording constraints*

Owing to density of vegetation colonising the full length of the western platform, it was decided that the station platforms be fully cleared of vegetation and the platforms to the south be sample-cleared at certain intervals. The south end of the eastern platform is now buried beneath an embankment that was created when a new pedestrian walkway was built. Only the platform curb is visible for more or less its full length.

### **3. DESK-BASED SURVEY RESULTS**

#### **3.1 Cartographic sources**

The 1854 First Edition Ordnance Survey map (Fig 2a) depicts *Eskbank Station* and shows the station house and two platform buildings. The 1894 Second Edition Ordnance Survey map (Fig 2b) depicts Eskbank Station as a single line. A pedestrian footbridge and steps are shown on the west side of the Station house and ticket office. On the east platform, a roofed building is shown built against the Lasswade Road Bridge. On the same platform immediately on the south side of the footbridge there is a rectangular building with three compartments. There is also a rectangular building immediately opposite on the west platform. On the same platform, on the north side of the footbridge, there is a small roofed structure.

The 1907 Third Edition Ordnance Survey map (Fig 2c) shows the same details as above. There has been significant development on the west side of the station with the construction of Dundas Crescent. These properties meet the western boundary of the station.

The 1914 and 1932 Ordnance Survey maps depict the same detail as the 1907 map, and the map editions between 1948 and 1962 show no significant alterations. The pedestrian shelter is shown on the 1948 map. The Ordnance Survey map of 1975 shows the station as 'disused' but all the aforementioned buildings are still standing. The 1977 Ordnance Survey map shows that the buildings have been demolished by this year.

#### **3.2 National Monuments Record of Scotland (NMRS)**

The NMRS holds record NT36NW 216 for Eskbank Station and NT36W 553.02 for the footbridge. The record mentions that the Name Book of 1852 describes the railway station as 'a well constructed house on the Hawick Branch of the North British Railway (NBR) erected by the company for offices and goods sheds'. The NMRS entry for the footbridge mentions that it is made of cast iron and allowed access to the west or 'down' platform. The station was built for the NBR by Thomas Grainger and John Millar and was opened on 12 July 1847.

#### **3.3 Statutory List**

The Statutory List includes the former Eskbank and Dalkeith Station, with platforms, footbridge and road bridge to the west, all of which are Category Group B Listed (HB No. 24473). The listing describes the station house as a 3-bay symmetrical double pile Tudor styled building with recessed gabled wings. The building has been converted into flats. The footbridge is described as being on an east-west axis built of cast-iron lattice work with a timber walkway. The Lasswade Road bridge is described along with the platforms as stone-built platforms running between Lasswade Road and Bonnyrigg Road. Also included are two rubble-built staircases with concrete steps with undercrofts. An asbestos-roofed shelter is situated towards the north end of the platform.

### **3.4 Historical Photographs (Plates 1-3)**

An undated photograph from the late 19<sup>th</sup> century (Plate 1) shows a timber-built telegraph office situated on the eastern platform. The telegraph office has a pent-shaped slate roof, porch and pedimented clock. A tall ashlar-built chimney stack rises up at the rear. Steps lead down from a footbridge onto the platform. The footbridge is timber-built supported by timber stanchions resting directly on the platform. The below-steps room with door and window is visible. Looking further northwards along the platform, Building 1 (see below) can be seen clearly, built against the Lasswade Road bridge.

Plate 2 is dated to the late 19<sup>th</sup> century and the photograph shows the north end of the telegraph office on the east platform and the steps leading down from the pedestrian footbridge.

Plate 3 shows a panoramic view of the station with the telegraph office shown in its entirety. The photograph appears to date to the early-20<sup>th</sup> century as the gas lighting has been replaced by electric lighting. The station footbridge is the same as stands today showing that the present bridge replaced the earlier wooden bridge most probably when the railway was nationalised in 1947. Building 1 at the north end of the platform is by this time derelict. The east-facing elevation of a building on the west platform is just visible.



## 4. BUILDING SURVEY RESULTS

### 4.1 General

The results of the building survey are now described starting with a descriptive summary of the layout plan, followed by the descriptions of the east and west-facing elevations of the platforms. Numbers in bold and parentheses are feature numbers depicted on the elevation drawings (Figs 3a-b and Fig 3c).

### 4.2 Topographical layout plan (Fig 3)

The topographical plan is shown in Fig 3. Plate 4 shows the platforms between Lasswade Road bridge and the station's iron footbridge. The station lies within a deep cutting and is flanked on the east and west sides by steep slopes. The station has stone-built revetment walls of variable height at the rear of both platforms. At the north end of the east platform, built against the south elevation of the Lasswade Road bridge, there is a small roofless building (Building 1 see below). The track-bed (now a cycle path) measures 6m wide. The west platform begins 8m beyond the Lasswade Road bridge, whilst the east platform begins underneath. Both platforms have been surface with both cinder and tarmac and have large sandstone curb stones (see Plate 5) and are faced with coursed sandstone (see Plate 7). The east platform measures 165.2m long and the west platform measures 166m long respectively. The platform varies in width according to the configuration of the revetment walls. The average width of the station platform is 6m.

### 4.3 Building 1 and platform elevations

#### *Building 1, East platform (Fig 4a, Plate 5)*

The east platform's west-facing elevation is now described starting from the north end of the platform. Situated against the south-facing elevation of the Lasswade Road bridge is a roofless stone-built structure measuring 3.7m wide and c.3.5m high to the wall head. The main build (1) is coursed rough-dressed yellow sandstone with stugged sandstone quoins (2) measuring on average 0.4m x 0.25m and bonded by lime mortar. Occupying the centre of the building is a wooden-framed window (3) measuring 1.17m by 1.07m set within common shale brick surrounds (4). The window has a softwood lintel surviving (5). On the north-side of the brickwork there is a stone door jamb (6) in situ. Below the sandstone windowsill there are four courses of well-dressed sandstone (7) forming the blocking work of an earlier doorway.

#### *Building 1, south-facing elevation (Fig 4d)*

The south-facing elevation has an off-centre doorway (8) measuring 1.96m high and 0.93m wide. The wall is 0.45m thick. A softwood door-frame is still in-situ. The sandstone on this elevation has been heavily pointed. The skew and coping stones (9) for the once slated roof are still in situ.

The interior north-facing elevation has sections of railway-line acting as lintel support for the doorway. The east-facing elevation has stone-surrounds of the earlier doorway surviving on the south side of the window. The north side surrounds have been

replaced by common brick. On the south-facing elevation, the remains of a cement roof raggle is present showing the pitch of the former roofline. Below this feature there are the remains of wall plaster, showing that the building walls were at one time lined. The rear west-facing elevation is largely masked by vegetation but it is evident that the wall head has been heightened by about one meter above an existing revetment wall. The revetment wall abuts the main elevation of the road bridge.

#### *Building 1 plan (Fig 4c)*

The building occupies a square plan (Fig 4c) and has a rubble-strewn interior. The walls vary in thickness. The west and south-facing elevations are 0.45m thick. The thickness of the internal west-facing wall is not known as it incorporates the revetment wall behind it.

#### *Revetment walls on the East platform (Fig 4a)*

Between the south-facing entrance (8) and a section of advanced wall (10) is the main revetment wall (11). The section of revetment wall is 3.95m wide and 2.6m high. This adjoins a wall at right angles and this wall is 3m long and 1,8m high and has lozenge-shaped coping stones. The wall is 0.37m wide.

The revetment wall (12) continues for a length of 21.4m until it reaches the steps (13) to the pedestrian foot bridge. The wall is 1.77m high and has snecked stonework with the same coping stones as the outshot section of wall.

#### *Footbridge staircase (Plate 6)*

The staircase (13) provides access to the footbridge (section 4.5 below) and an exit from the platform to Station Road. The staircase wall is 5.4m wide with ten concrete steps rising to the lower landing. The steps measure 1.86m wide and are 0.17m high. An iron handrail with iron balusters survives to the full height of the staircase. Within the centre of the staircase elevation there is an open doorway (14) measuring 2.9m high and 0.72m wide. The sandstone door surrounds have been chamfered on their leading edge. A section of railway line has been used as relieving support above the door surround. A window (15) is present on the north side of the doorway. The window measures 0.97m high and 0.48m wide.

The interior of the below-steps room occupies an L-shaped plan. The walls have the remains of plaster adhering to them. Sockets for a timber-framed door are present on the inside of the stone door-jamb.

At the rear of the staircase there is a higher section of revetment wall (16) which is c.4m long and c.2.5m high and has been constructed of snecked sandstone blocks surmounted by flat coping stones. Two right-angle buttress walls c. 3.5m high and 0.3m thick (17) flank longer and higher section of revetment wall (18) measuring 12.4m long and 3.5m high. The wall is constructed of regular courses of rough-dressed sandstone. The coping stones are flat slabs of sandstone. At the north-end of this wall, occupying the corner within the return wall is a small brick-built chimneybreast (19). At the base of the chimney breast is a small blocked opening for a fireplace, the blocked opening measures 0.52m x 0.4m. The chimney stack for this

feature can be seen on the historical photographs (Plates 1-3). The telegraph office and possible waiting room was situated along the length of the aforementioned larger revetment wall.

Beyond the large revetment wall only the platform curb (20) can be seen for a distance of c.15m. The platform itself has been buried under an embankment to create the public footpath leading from the cycle path to Eskbank.

#### *West Platform, east-facing elevation (Fig 4b)*

The platform commences 8m beyond the Lasswade Road Bridge. Between the road bridge and the remains of a pedestrian platform shelter, a 3m of revetment wall is exposed (21). The same revetment wall continues for a distance of c40m where it meets the steps leading up to the iron platform bridge. The wall is constructed of snecked sandstone blocks with lozenge shaped coping stones.

The staircase on the west platform differs from that on the east as the former only had a doorway. The door surround are droved ashlar quoins (22). The interior of the door has been blocked and covered with a cement render (23). Behind the steps the revetment wall is snecked sandstone with flat coping stones (24). Approximately 2m south of the steps the revetment wall (26) has a height of 4m. Two advanced buttress walls (25 and 27) are present at each end of the wall. Beyond this the platform continues southwards for a distance of c.90m.

#### **4.4 Pedestrian Shelter, West platform (Fig 4b and 4e, Plate 7)**

The pedestrian shelter (28) is situated 3.6m from the Lasswade road bridge. It is 7.6m wide and consists of six uprights made of re-used standard gauge railway line that has been curved more or less at right-angles to support a sheet asbestos covered roof, which is 3.6m above the platform. The uprights have been bolted to the revetment wall with hexagonal bolts.

#### **4.5 The station footbridge (Fig 5, Plates 8 & 9)**

The station footbridge (29) is 3.7m high above the platforms. The distance between the stanchions that support the deck is 14m. The deck to the top of the hand rail is 1.4m high. The deck width is 1.6m. The transom pier support uprights are 2m wide comprising U-shaped rolled steel and measure 0.2m wide and 0.1m deep. The bridge parapet is made from riveted iron lattice work. The plank decking is 0.3m thick resting on the L-shaped deck transom beams. The terminus of the balustrade gives way to a tubular steel handrail with a ball finial at each end (Plate 8). A wrought-iron gate with spikes and scroll-work limits access to the deck (Plate 8). The interior of the parapet has been lined on its interior with galvanised steel mesh as a public safety measure (Plate 9).

## 5. DISCUSSION

The general layout of the platforms and the flanking revetment walls themselves have altered little since they were first constructed. There is only one feature surviving from the telegraph office and that is the remains of the brick-built chimney breast in the corner formed between the buttress and revetment wall. The historical photographs show that the telegraph office was a timber-clad structure built against the revetment walls. There are no floor surfaces surviving from the interior of the building today.

The historical maps show that on the west platform a rectangular building was present more or less opposite the telegraph office on the south side of the footbridge. Although there is no trace of the building today it probably occupied the ground between the two buttress walls (25 and 27 in Fig 4b).

The footbridge (Plate 9) is a 20<sup>th</sup> century replacement for the wooden bridge shown on the historical photograph (Plate 2). It is difficult to establish when the present footbridge was installed but judging by its riveted lattice construction it is likely to be the early part of the 20<sup>th</sup> century. Although the bridge superstructure was replaced, the steps leading down to both platforms were unaltered.

The pedestrian shelter is constructed of re-used railway line and has an asbestos roof placing its construction in the first half of the 20<sup>th</sup> century.

It is a matter of conjecture as to the use of Building 1 at the north end of the east platform. The historical photographs provide no clues as to its use, but a station store room seems likely.

## 6. CONCLUSIONS AND RECOMMENDATIONS

The results confirm that the station platforms are more or less intact since they were first constructed during the first half of the 19<sup>th</sup> century. The present cast-iron footbridge is a 20<sup>th</sup> century replacement for an earlier wooden footbridge.

The enhanced survey of Eskbank Station has recorded all the features of architectural and historical significance.

An entry in *Discovery and Excavation in Scotland* (Appendix 2) is sufficient to disseminate the results of the building survey.

No further building recording work is recommended. A watching brief carried out during down-taking work will be reported on under separate cover.

## **7. REFERENCES**

### **7.1 Bibliographic**

English Heritage 2006 *Understanding Historic Buildings – A Guide to Good Recording Practice*. London.

Cressey, M 2009 *Borders Railway Project: Level 1 Standing Building Survey Sites 26, 52, 78 & 328*. Report No. 1694. Unpublished Technical Report.

Simpson, B and Connolly, D 2006 *Historic Building Recording: Guidance for curators and commercial archaeological contractors*. East Lothian Council.

### **7.2 Cartographic**

Ordnance Survey 1854 First edition map *Edinburghshire Sheet VII.6 25"*

Ordnance Survey 1894 Second Edition *Edinburghshire Sheet VIII.6 25"*

Ordnance Survey 1907 Third Edition map *Edinburghshire Sheet VIII.6 25"*

Ordnance Survey 1914 Sheet VIII.6

Ordnance Survey 1932 Revised edition

Ordnance Survey 1948 Plan 36/3266 NW 1:1250

Ordnance Survey 1962 Plan NT 3266 NW 1:1250

Ordnance Survey 1975 Plan NT3266 NW 1:1250

### **7.3 Historical Photographs**

'Eskbank' Reference No. 941.3551 Neg. 8/1/4 Midlothian Local Studies and Archive Service.

Wilson, R 1997 'Old Dalkeith Eskbank Station' p. 24. Stenlake Publ.

## APPENDIX 1: DIGITAL PHOTOGRAPHIC REGISTER

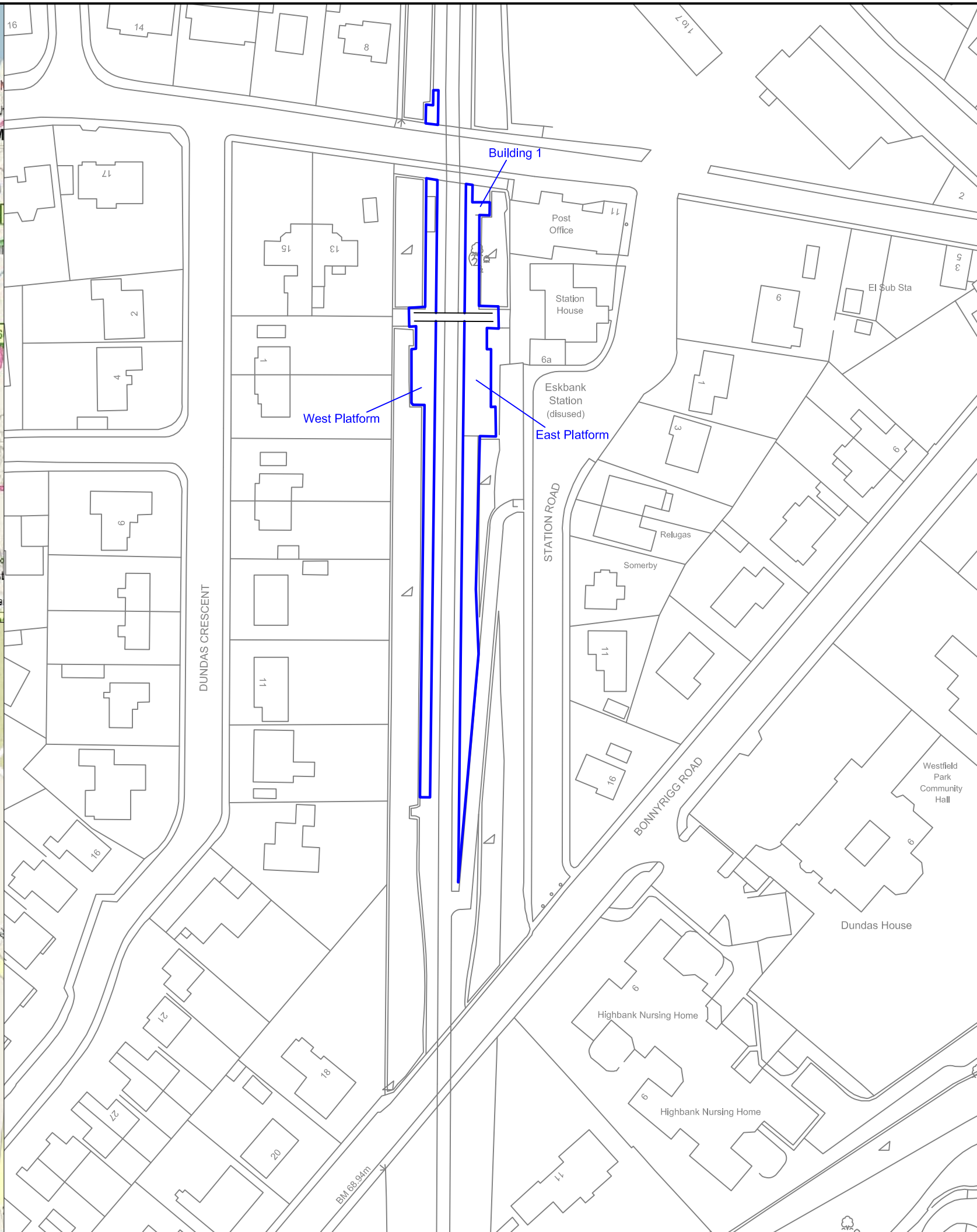
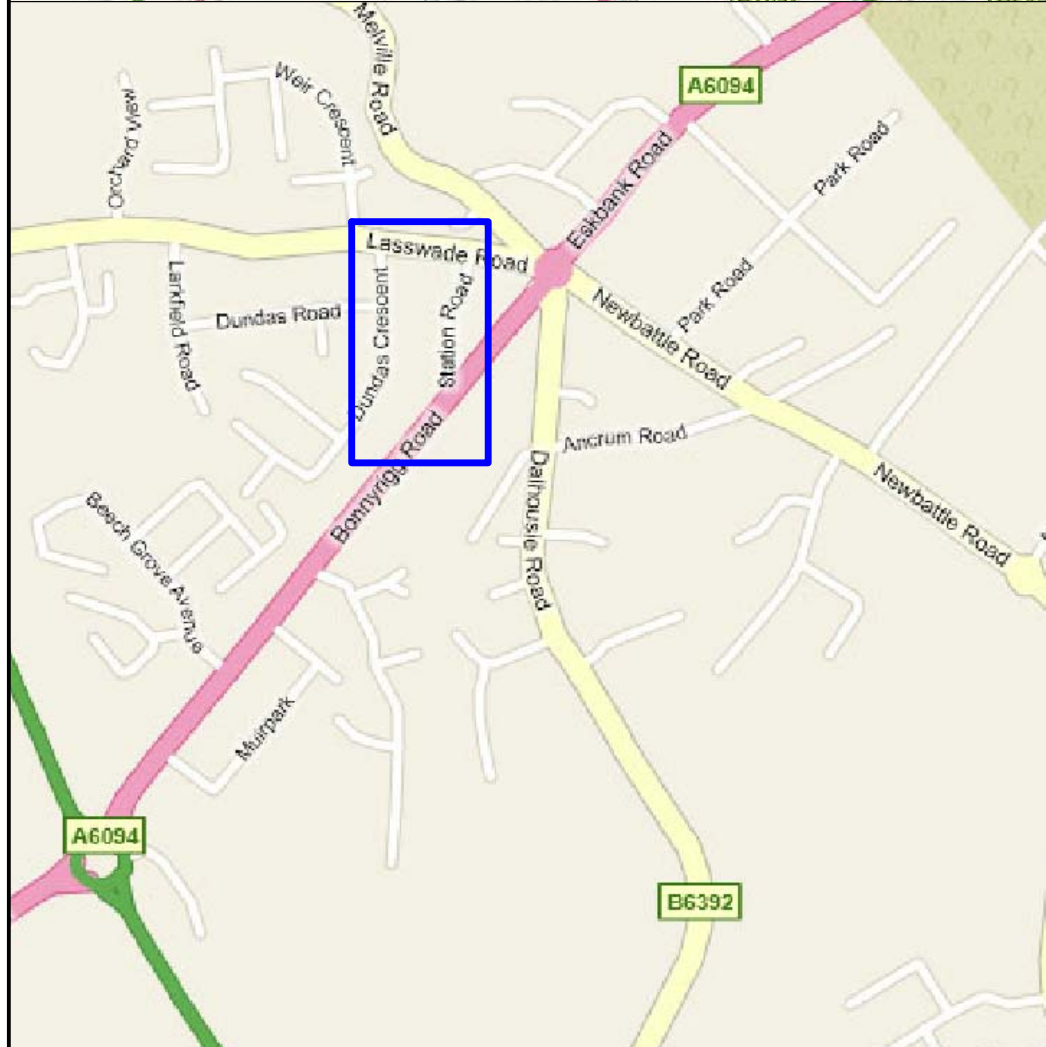
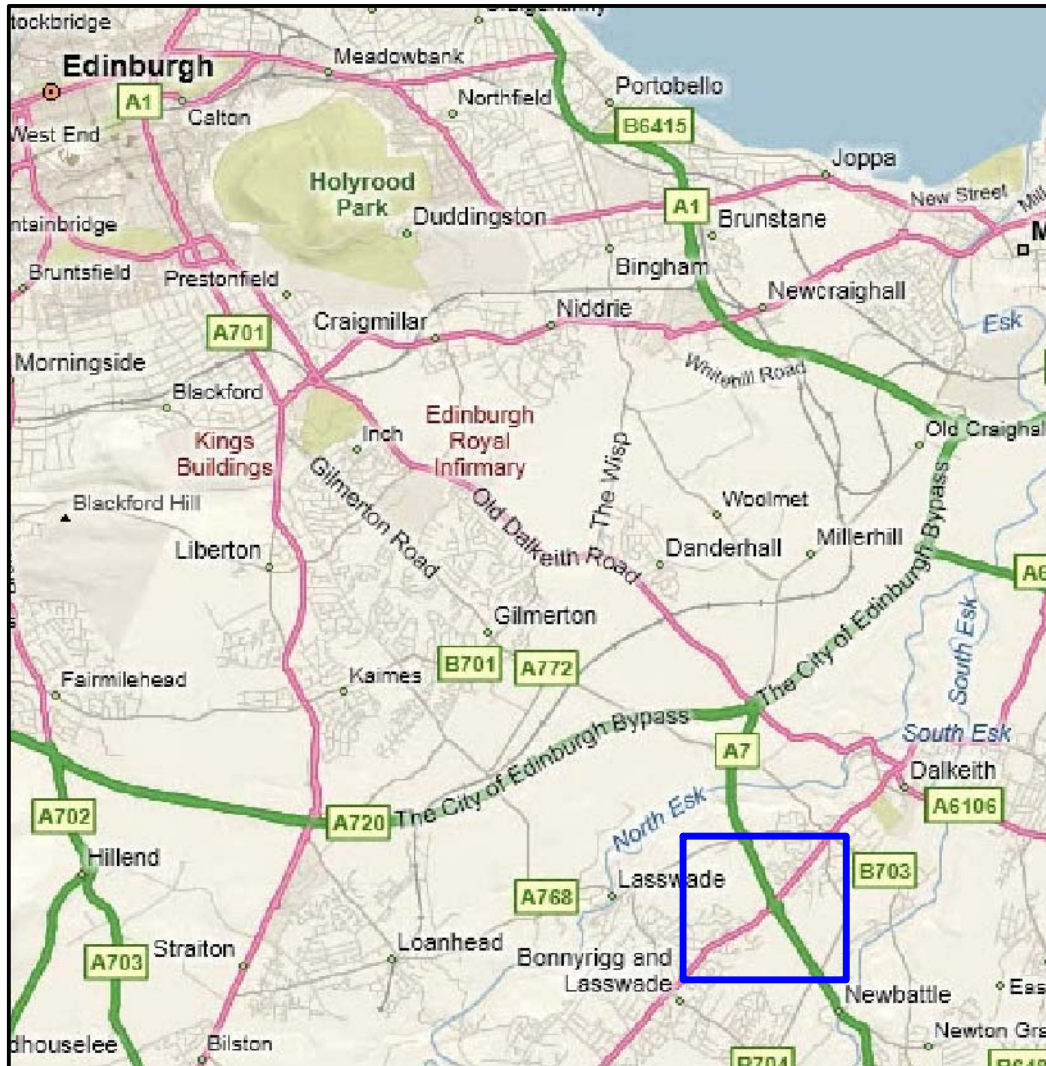
Shot No.	Summery description of subject	Facing
001	General shot of the former railway track bed	North
002	General shot of the east platform	North-east
003	General shot of Eskbank Station and bridges	North
004	General shot of Eskbank station and bridges	North
005	General shot of Eskbank Station from under the Lasswade Road bridge	South
006	Working shot during survey of Building 1 on the east platform	South-east
007	General shot of the pedestrian shelter on the west platform	South-west
008	General shot of the north-facing elevation of the Lasswade Road bridge and the terminus of the west platform	South
009-115	Consecutive (overlapping) shots of the Eskbank Station and east platform	East
116-174	Consecutive (overlapping) shots of Eskbank Station west platform	West
175	Building 1, south-facing elevation, gable and doorway	North
176-177	Building 1, east-facing elevation, window opening and wall fabric	West
178	Building 1, interior south-facing elevation, roof raggie	North
179	Building 1, interior east-facing elevation, window opening	West
180	Building 1, interior north-facing elevation, door opening and re-used rail lintel	
181	Building 1, interior west-facing rear wall and bridge junction	East
182	Buttress w wall outshot from main revetment wall, south side	North
183	Buttress w wall outshot from main revetment wall, north side	South
184	Platform staircase, door and window openings	East
185	Platform staircase, interior on fabric detail	East
186	Platform staircase, interior on fabric detail, window and door	West
187	Platform staircase, interior concrete steps and supporting walls	South
188-	Platform staircase, with handrail and flanking revetment wall	North
189-202	Consecutive shots of the iron rail bridge	North
203	East platform, brick chimneybreast and blocked fireplace of the former telegraph office	North-east
204	East platform, brick chimneybreast and blocked fireplace of the former telegraph office, closer detail	North-east
205	East platform, bridge stanchions supporting the deck	East
206	Curving buttress wall at the south end of the east platform	South
207	West platform looking on the pedestrian shelter	South
208	West platform looking on the pedestrian shelter	North
209	West platform looking re-used railway support on the pedestrian shelter	West
210	West platform pedestrian shelter roof	North
211-212	West platform, general view of the pedestrian bridge stanshions	West
213	West platform staircase to pedestrian bridge	West
214	Pedestrian bridge parapet	North
215	Pedestrian bridge parapet, oblique view	North-east
216	Pedestrian bridge parapet with riveted ironwork	East
217	Pedestrian bridge, wrought iron gate and wall	East
218	Pedestrian bridge, west end with wrought-iron work	North-east
219	Lasswade Road bridge and Building 1 taken from the west staircase	North-east
220-222	West platform staircase and handrail	North
223	West-platform, buttress outshot from the main revetment wall	South
224	West-platform, buttress outshot from the main revetment wall	North
225	West-platform, buttress outshot from the main revetment at the south end of the platform	South
226-234	Consecutive (overlapping) shots of the pedestrian bridge (west-end)	South
235	Working shot of surveyor using REDM on the pedestrian footbridge	South
236-237	General shot of the pedestrian footbridge	South
238	West platform, south terminus fabric	West
239	West Platform, Sample Point	West

<b>Shot No.</b>	<b>Summery description of subject</b>	<b>Facing</b>
240	West Platform, Sample Point	West
241	West Platform, Sample Point	West
242	West Platform, Sample Point	West
243	West Platform Sample Point	West
244	West Platform Sample Point	West
245	East Platform Sample Point	East
246	West Platform Sample Point	West
247	West Platform Sample Point	
248	General view of the pedestrian bridge	South
249	General view of the pedestrian bridge taken from the Lasswade Road bridge	South
250-253	General working shot of the East platform taken from the Lasswade Road bridge	South
254	Oblique view of the East Platform	South east
255	The east-facing elevation of Eskbank Station House and ticket office	West
256-258	A historic framed photograph of Eskbank Station	North-east

## APPENDIX 2: DISCOVERY & EXCAVATION IN SCOTLAND

<b>LOCAL AUTHORITY:</b>	Midlothian Council
<b>PROJECT TITLE/SITE NAME:</b>	Eskbank Railway Station
<b>PROJECT CODE:</b>	WAVE
<b>PARISH:</b>	Dalkeith
<b>NAME OF CONTRIBUTOR:</b>	Dr M Cressey
<b>NAME OF ORGANISATION:</b>	CFA Archaeology Ltd
<b>TYPE(S) OF PROJECT:</b>	Standing Building Recording
<b>NMRS NO(S):</b>	NT36NW 216
<b>SITE/MONUMENT TYPE(S):</b>	Railway Station
<b>SIGNIFICANT FINDS:</b>	N/A
<b>NGR (2 letters, 6 figures)</b>	NT 3326 6670
<b>START DATE (this season)</b>	October 2011
<b>END DATE (this season)</b>	October 2011
<b>PREVIOUS WORK (incl. DES ref.)</b>	None
<b>MAIN (NARRATIVE) DESCRIPTION:</b> (May include information from other fields)	<p>An enhanced standing building survey was carried out to record the architectural details surviving at the former Eskbank railway station. The former Eskbank and Dalkeith Station is a two platform through-station built for the North British Railway, and opened on 12 July 1847. Originally known as Eskbank, it was renamed as Eskbank &amp; Dalkeith when the short Dalkeith branchline was closed to passengers in 1942. The station was finally closed in 1969 as part of the so called 'Beeching cuts'. The station has remained overgrown since its closure, but was cleared of its vegetation to allow the building survey to proceed. The principal features that were recorded include the east and west platform. A ruined building at the north end of the east platform. Two sets of stairs leading to the pedestrian footbridge, a pedestrian platform shelter. Historical photographs dated to the late 19<sup>th</sup> century confirm the presence of an earlier wooden footbridge and a timber-built telegraph office. The footbridge was replaced in the 20<sup>th</sup> century by a riveted cast-iron lattice-work footbridge. A small blocked fireplace and brick-built chimneybreast is all that survives of the telegraph office. The south end of the east platform has been buried under an earth embankment. The west platform is well preserved along its full length of c.166m.</p>
<b>PROPOSED FUTURE WORK:</b>	Targeted watching briefs during take-down work
<b>CAPTION(S) FOR ILLUSTRS:</b>	None
<b>SPONSOR OR FUNDING BODY:</b>	Transport Scotland
<b>ADDRESS OF MAIN CONTRIBUTOR:</b>	Old Engine House, Eskmills Business Park, Musselburgh, EH21 7PQ
<b>EMAIL ADDRESS:</b>	cfa@cfa-archaeology.co.uk
<b>ARCHIVE LOCATION (intended/deposited)</b>	Report Lodged with Midlothian Council SMR NMRS intended archive







REGISTERED ORGANISATION

Key:



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Fig. No: 1	Revision: A
Title: <b>Location Map</b>	
Project: <b>Eskbank Railway Station Enhanced Building Survey</b>	
Client: <b>Transport Scotland</b>	
Scale at A3: <b>1:1000</b>	
Drawn by: LW	Checked by: LW
Report No: 1972	



Fig. 2a - Ordnance Survey 1st Edition

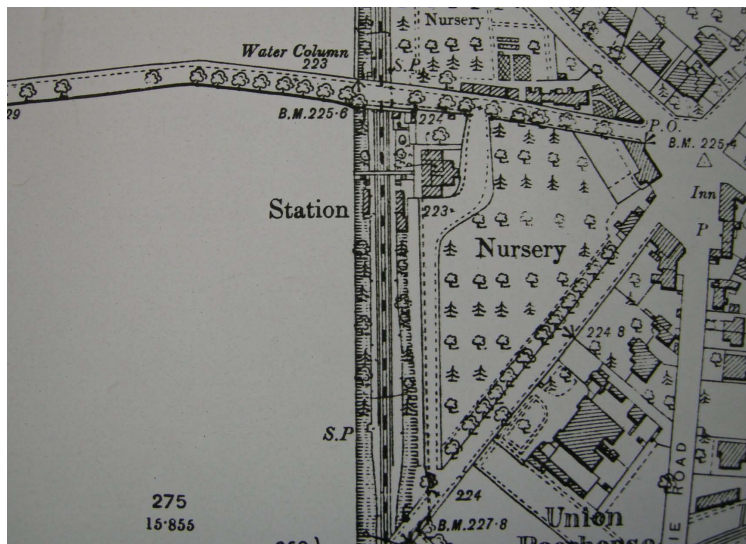


Fig. 2b - Ordnance Survey 2nd Edition

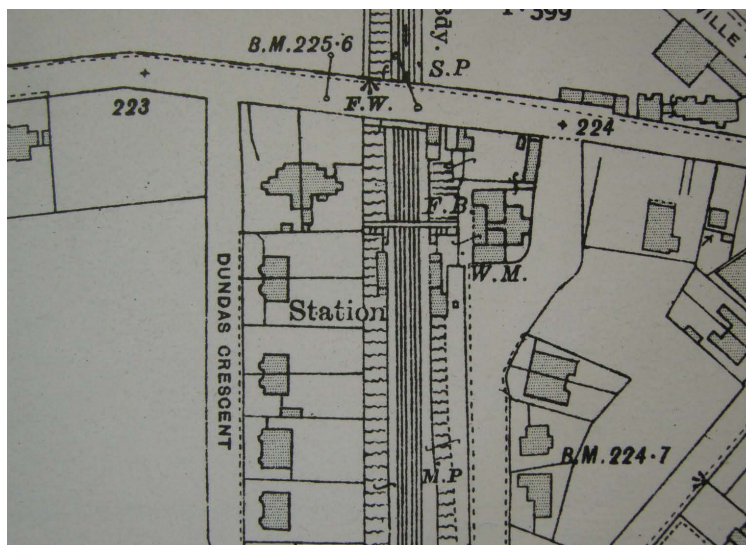


Fig. 2c - Ordnance Survey 3rd Edition

Key:



Fig. No:	2a-c	Revision:	A	Client:	Transport Scotland
Title:	Historical Map Regression				
Project:	Eskbank Railway Station Enhanced Standing Building Survey				



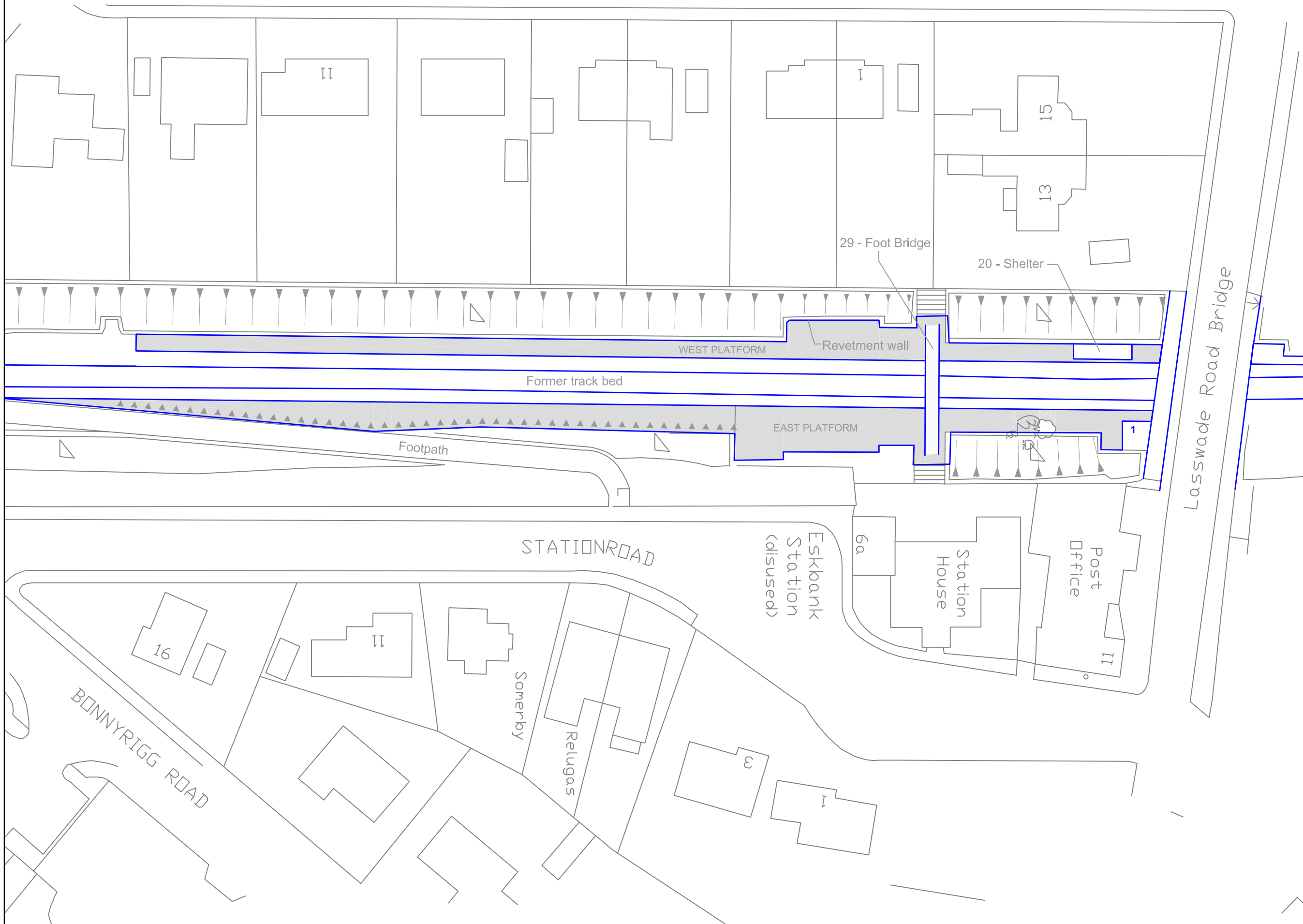
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Fig. No: 3 Revision: A

Title:  
Plan of Eskbank Station showing East and West Platforms and the position of structures/footbridge

Project:  
Eskbank Railway Station Enhanced Standing Building Survey

Client:  
Transport Scotland

Scale at A3:  
1:500.



Drawn by: LW Checked: LW Report No: 1972

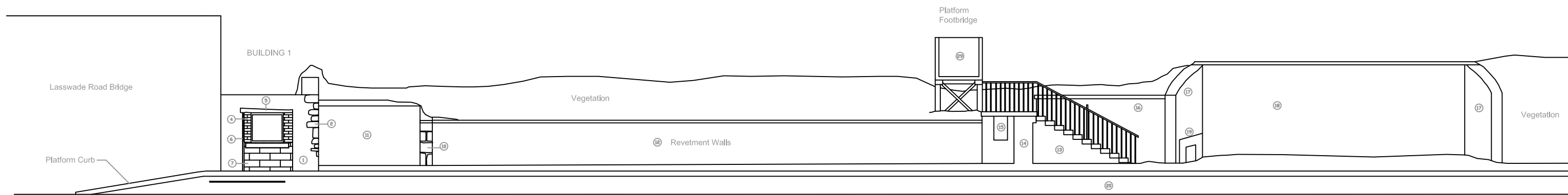


Fig. 4a - East Platform, west-facing elevation

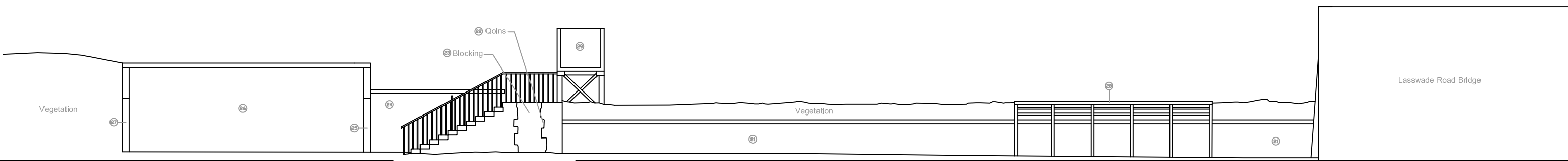


Fig. 4b - West Platform, east-facing elevation

1:150

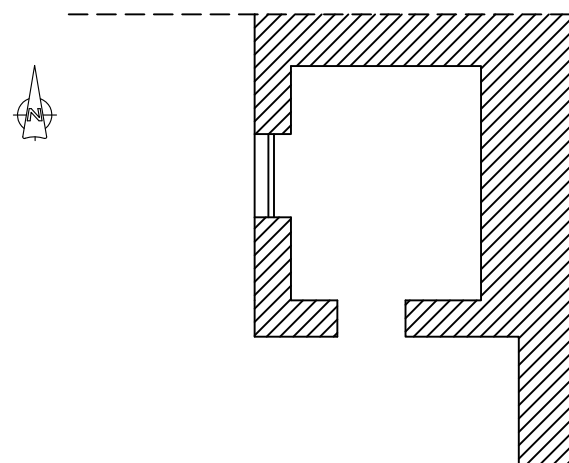


Fig. 4c - Floor plan of Building 1

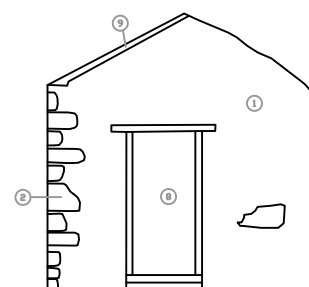


Fig. 4d - South-facing elevation of Building 1

1:100

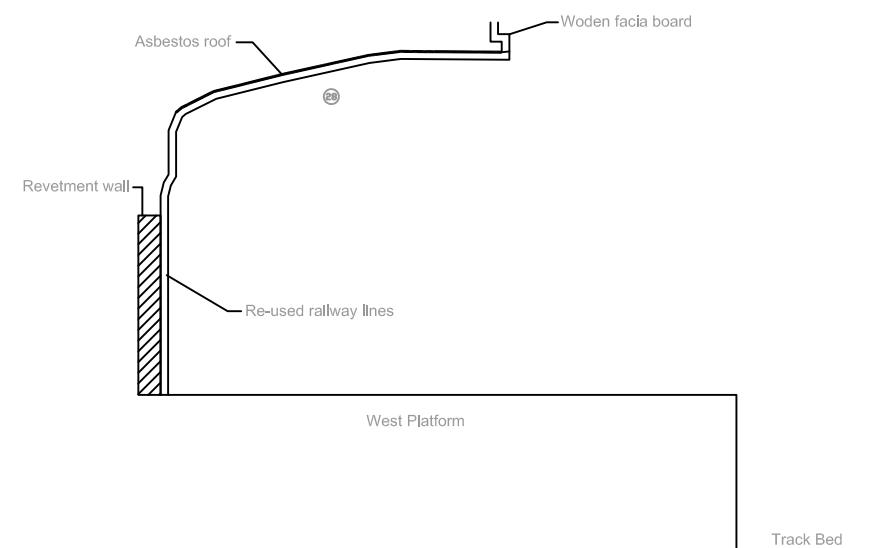


Fig. 4e - Profile of the Pedestrian Shelter (Feature 27)

1:50

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Fig. No: **4a-e** Revision: **A**

Title:

Project:  
**Eskbank Railway Station  
 Enhanced Standing Building  
 Survey**

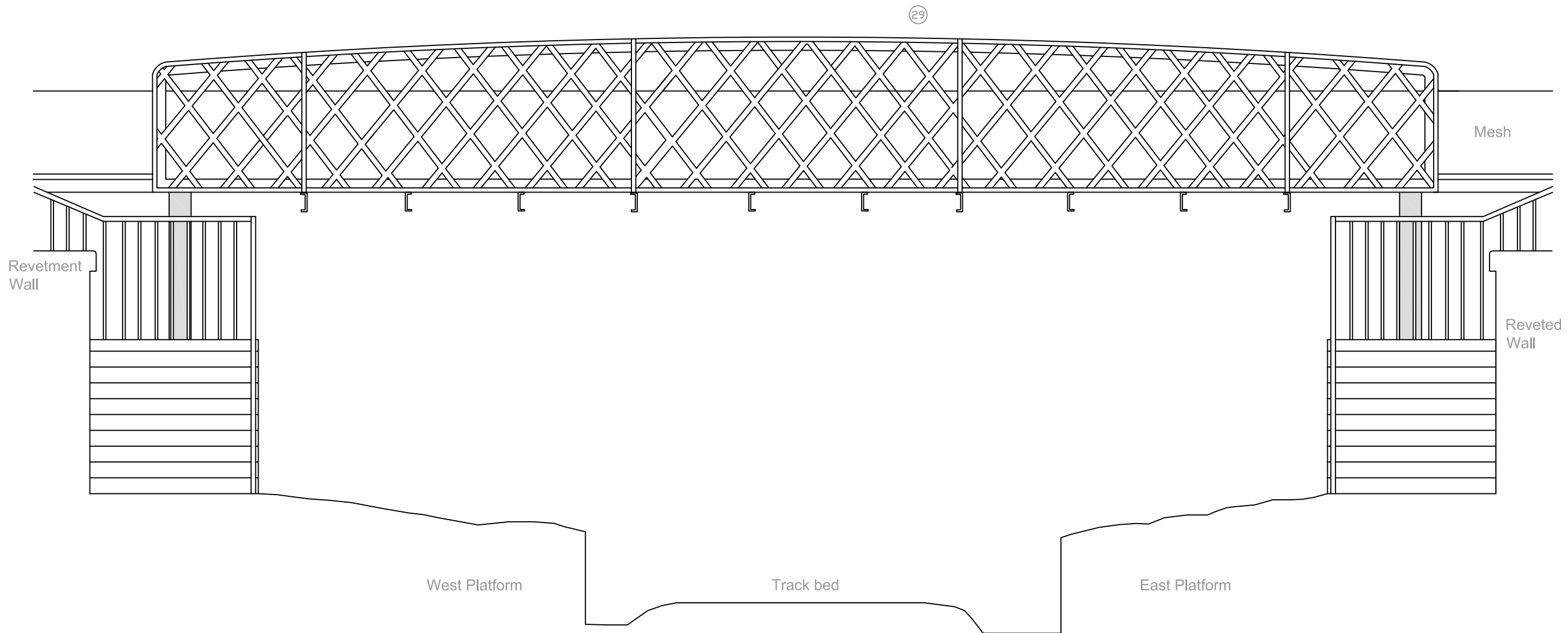
Client:  
**Transport Scotland**

Scale at A3:

Drawn by: **LW** Checked: **LW** Report No: **1972**



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Fig. No: 5	Revision: A
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Title:  
**South-facing elevation of the footbridge**

Project:  
**Eskbank Railway Station  
 Enhanced Standing Building  
 Survey**

Client:  
**Transport Scotland**

Scale at A3:  
**1:50**



Drawn by: LW	Checked: LW	Report No: 1972
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Plate 1 - A late 19th century photograph of part of the east platform and footbridge steps

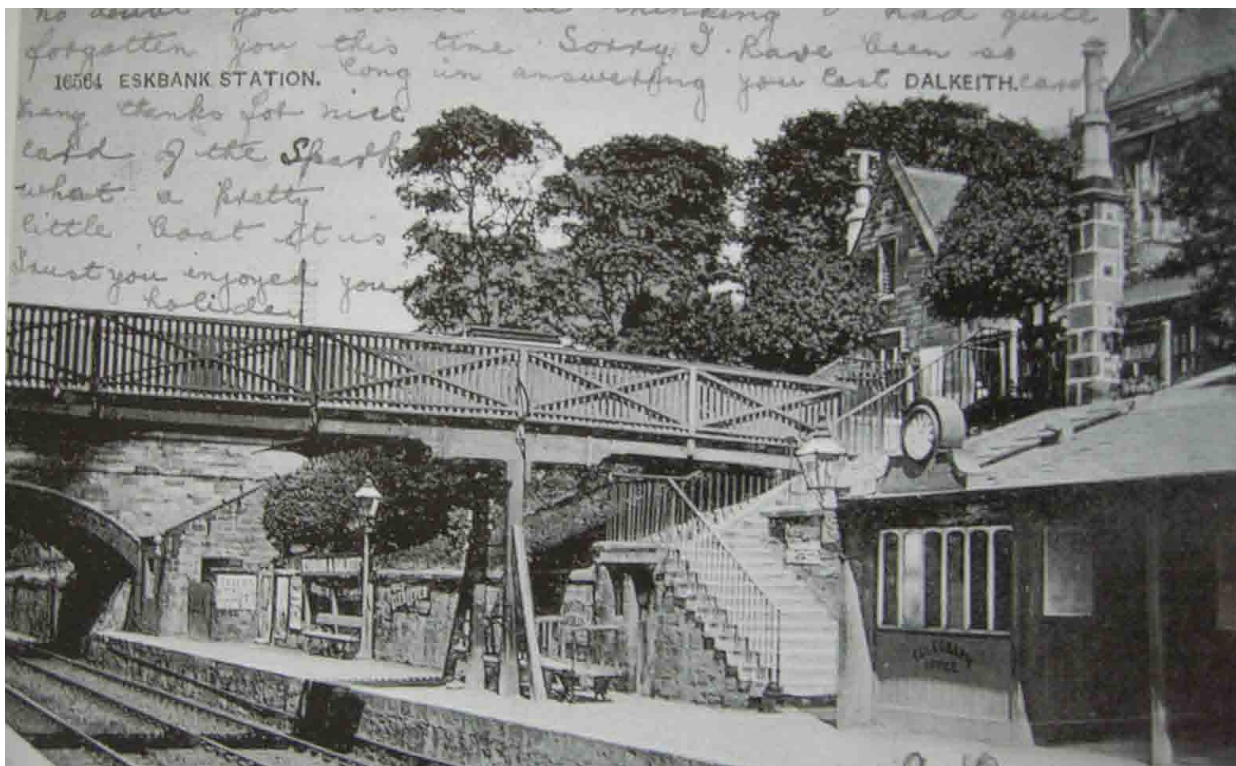


Plate 2 - A late 19th century photograph of a wooden footbridge, telegraph office and east platform


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	Title: <b>Historical Plates</b>			
	Project: <b>Eskbank Railway Station                  Enhanced Standing Building Survey</b>			
Drawn by: <b>LW</b>		Checked: <b>LW</b>	Report No: <b>1972</b>	



Plate 3 - An early 20th century photograph of Eskbank Station showing the existing footbridge


Key:	Fig. No:	Revision: <b>A</b>	Client: <b>Transport Scotland</b>	 <b>CFA</b> CFA ARCHAEOLOGY LTD The Old Engine House Eskmills Park Musselburgh East Lothian, EH21 7PQ t: 0131 273 4380 f: 0131 273 4381 e: info@cfa-archaeology.co.uk w: www.cfa-archaeology.co.uk
	Title: <b>Historical Plates</b>			
	Project: <b>Eskbank Railway Station Enhanced Standing Building Survey</b>			
Drawn by: <b>LW</b>		Checked: <b>LW</b>	Report No: <b>1972</b>	



Plate 4 - General view of Eskbank Station looking south from the Lasswade Road Bridge



Plate 5 - West-facing elevation of Building 1

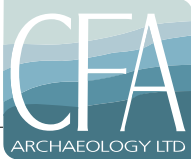
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	Title: <b>Plates 4-5</b>			
	Project: <b>Eskbank Railway Station Enhanced Standing Building Survey</b>			
Drawn by: <b>LW</b>		Checked: <b>LW</b>	Report No: <b>1972</b>	





Plate 6 - Steps on the east platform leading up to the pedestrian footbridge



Plate 7 - Platform shelter situated on the west platform

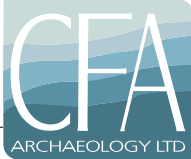
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	Title: <b>Plates 6-7</b>			
	Project: <b>Eskbank Railway Station Enhanced Standing Building Survey</b>			
Drawn by: <b>LW</b>		Checked: <b>LW</b>	Report No: <b>1972</b>	



Plate 8 - Wrought iron gate and structural detail of the west end of the footbridge



Plate 9 - Structural lattice work of the iron plate footbridge

Key:	Fig. No:	Revision: <b>A</b>	Client: <b>Transport Scotland</b>
	Title: <b>Plates 8-9</b>		
	Project: <b>Eskbank Railway Station Enhanced Standing Building Survey</b>		

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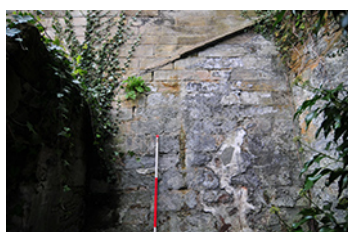
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