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Historic Building Recording


Site & Landscape Survey

Geophysical Survey

**Borders Railway Project
Garage to the rear of
19-21 Murderdean Road,
Newtongrange, Midlothian**

**Basic Historic Building Survey
Report No. 3201**

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CONTENTS

1.	Introduction	3
2.	Methodology	4
3.	Survey Results	5
4.	Building Survey Results	6
5.	Discussion	8
6.	Conclusion	9
7.	References	9

Appendices

Appendix 1	Photographic Register	10
Appendix 2	Discovery and Excavation in Scotland	12

Tables

1.	Specific recording requirements	4
2.	List of architectural features on the external elevations	6

Figures (bound at rear)

1. General location plan
- 2a 1913 Ordnance Survey Map
- 2b 1933 Ordnance Survey Map
3. Building footprint with photo locations shown
- 4a North-facing Elevation
- 4b East-facing Elevation
- 4c South-facing Elevation
- 4d West-facing Elevation

Plates: (bound at rear)

1. General view of the garage in relation to the former Dean Oil Works managers offices
2. General view of the garage taken from the SW
3. Interior south-facing elevation showing the stairs to the mezzanine and railway lines that supported it
4. Interior west-facing elevation and the large roller doorway
5. Blocked windows on the gable seen within Unit 2
6. Interior view of Unit 3

Thumbnails (bound at rear)

1. INTRODUCTION

1.1 General

This report presents the results of a basic historic building survey carried out on a garage to the rear of 19-21 Murderdean Road, Newtongrange, Midlothian (NGR: NT 3300 6410, Fig. 1). The work was undertaken as part of the Borders Railway Project the construction of which required the demolition of the building. The work was commissioned by BAM Nuttall Ltd. Mr Andrew Robertson, East Lothian Council's Archaeological Officer acting on behalf of Midlothian Council, requested that a *Basic* level of building survey be carried out prior to demolition.

The site was not identified in the *Cultural Heritage Management Plan* (Jones & Neighbour 2010) as at that time it was not intended to be affected by the development. However, under Schedule 2 of the Waverley Railway (Scotland) Act 2006 demolition for ancillary works is allowed and for this reason the building needed to be demolished. A Written Scheme of Investigation was approved by Mr Andrew Robertson. This followed the standards for building survey identified in Table A3 *Cultural Heritage Management Plan* (Jones & Neighbour 2010).

1.2 Site Background

On the north-east side of the garage and fronting Murderdean Road is a row of C-Listed former manager's offices associated with the Dean Oil Works (Plate 1). The garage was a detached single storey brick-built structure with a large central bay opening on its south-facing elevation. A later brick-built lean-to had been added to its north and south-facing gable (Plates 1 & 2). The pitched roof was steel clad and incorporated four roof lights on each side.

1.3. Objectives

The objectives of the project were:

- To carry a rapid desk-based assessment to place the garage in its historical context.
- To produce a *basic* standing building record of the exterior and interior of the garage based on photographic survey.
- Produce an annotated ground plan of the garage to support the photographic record.
- To produce an illustrated Standing Building Survey report outlining the results of the work.

2. METHODOLOGY

2.1 General

An effective standard for this type of project has been established by previous building recording surveys conducted by CFA. CFA follows the Codes and appropriate Standards set down by the Institute for Archaeologists. Recording conventions followed ALGAO (2013).

2.2 Desk-based assessment

A rapid desk-based assessment of the readily available sources associated with the garage was made to assess the significance of its historical and archaeological setting. The National Monuments Record of Scotland (NMRS) was consulted to determine if the building was mentioned in their on-line database.

The National Archives of Scotland's on-line database was consulted to determine what records existed for the building.

The National Map Library of Scotland was consulted to assess the cartographic record relating to the site. Selected extracts from historical maps have been used in Figs 2a-b.

2.3 Building Recording

The survey requirements for the Station House are listed in Table 1 and are based on a *basic* survey as defined by ALGAO 2013.

Description	Level of recording	Photographic Level
Exterior elevations	Descriptive record	General
Interior room layout	Descriptive record	Any detailed fixtures & fittings
Ground Plan	Annotated floor plan	Detailed photographs of any relevant fixtures and fittings.

Table 1 Specific recording requirement for the garage to the rear of 19-21 Murderdean Road.

A written descriptive record of the building was made on pro-forma building recording forms to record all significant building fabric and blocking work and any other features of historical and architectural significance.

The interior of the building was confined to photographic survey only, supported by a descriptive narrative.

Metric Survey

A ground plan of the building was created using a hand-held Leica distometer. The plan is produced as Figure 3 at 1:50 scale.

Photographic survey

CFA used a digital Nikon D300 during the photographic survey. A photographic record was made of all internal and external elevations of the building. The orientation at which each photograph was taken is shown on Fig 3.

A full list of all the photographs taken is appended in the rear of the report (Appendix 1). A full set of thumbnail prints is included at the rear of the report

3. SURVEY RESULTS

3.1 Desk-based assessment

Cartographic

The 1893 Second Edition Ordnance Survey map depict a triangular shaped plot of land occupied by the Dean Oil Works. The offices fronting Murderdean Road are also shown. The garage had yet to be built.

The 1913 Ordnance Survey map (Fig 2a) shows a collection of buildings on the east side of the railway line, one of which is linear with two buildings attached forming a crude t-arrangement.

The 1933 Ordnance Survey map (Fig 2b) depicts the garage as detached rectangular building aligned east to west. An outshot feature has been added to its south-west corner.

National Monument Record of Scotland (NMRS)

The NMRS includes Site Number NT36SW 186 which provides a description of a row of manager's offices. The cottages were associated with the Dean Oil Works. The record does not mention the garage to the rear.

Buildings at Risk Register Scotland

Buildings at Risk Register (<http://www.buildingsatrisk.org.uk/details/924979>) holds a record for the former managers offices. Photographs held within the record, show that the garage was last used by a property agent called Grange Estates, Newbattle Ltd.

Bibliographic sources

In a publication called 'The Dean Tavern; a Gothenberg Experiment', published by Dean Tavern Trust in 1986 the Dean Oil Works are described as a firm belonging to Charles Handyside employed in the extraction of oil from coal for industrial purposes. The same document mentions an article in the Scotsman of 16th May 1902 which provides an account of a fire *at the extensive establishment of Messrs C.H. Handasyde & Company, Dean Oil Works, Newbattle*. This account describes the contents of the refineries to be largely made up of wool oils, stearine, and other products, suggesting trade links with the textiles industries.

4. BUILDING SURVEY RESULTS

4.1 Ground Plan (Fig. 3)

The garage main block (Unit 1) occupied a rectangular plan measuring 9.4m by 7.9m and had a concrete floor. A lean-to built on the south gable had two interior units. Unit 2 measured 7.1m long and 4.4m wide. Unit 3 measured 7.1m long and 1.7m wide. A small toilet (Unit 4) built onto the north facing elevation of Unit 1 measured 1.2m by 2.1m.

4.2 External elevations

The individual features present on each external elevation are summarised in Table 2 and each has been annotated on the photographs (Figs 4a-d) of each elevation starting with the north-facing elevation. Feature numbers are used in bold parenthesis in the narrative below.

Table 2: List of architectural features on the external elevations.

Elevation	Feature No	Descriptive summary
North-facing (gable)	N1	Main brick build, English garden wall (EGW) bond (6:1).
	N2	Mid section of wall in stretcher bonded brick
	N3	Blocked windows either side of N2. Modern brick laid in stretcher bond.
	N4	Steel corrugated sheet cladding and ridge plate.
East-facing (side wall)	E1	Main build with dark red brick in stretcher bond, c. 1m wide. Distinct vertical joint between E1 and E2.
	E2	Wall insertion built of brick laid in EGW (5:1) infilling a large opening.
	E3	Modern steel roller shutter door with red-painted timber lintel.
	E4	Steel sheet roof with four plastic roof lights.
	E5	Brick-built lean-to laid in stretcher bond.
	E6	Double-leafed green-painted plank built door surmounted by a concrete lintel.
	E7	Single green-painted plank-built door surmounted by a concrete lintel.
	E8	Brick-built chimney stack with single terra-cotta chimney pot.
South-facing (gable)	E9	Square blocked opening on the right hand side of the roller shutter door (E3).
	S1	Gable wall (east side) built in EGW bond (5:1)
	S2	Gable wall (west side) built with variable courses of stretchers and headers.
	S3	Brick-built return wall stub projecting of the gable wall, two bricks wide.
	S4	Main build of the brick-built lean-to in stretcher bond.
West-facing (side wall)	S5	Red-painted corrugated iron roof.
	W1	Main brick-build laid in EGW bond (5:1).
	W2	Two blocked windows, blocked with stretcher bonded brickwork. Original timber lintels present.
	W3	Large section of blocking work incorporating two types of modern brick. Lower c.2m section is ribbed brick whilst upper is smooth.

		Both sections of blocking work are laid in stretcher bond.
	W4	Main wall of small lean-to toilet block built with stretcher-bonded brick.
	W5	Blocked up doorway
	W6	Wall heightening using c.9 courses of the same brick used to block the doorway (W5)
	W7	Possible earlier roofline contemporary with the main build (W4).
	W8	Timber door frame and modern panelled door.
	W9	Steel clad roof with four roof lights (same as E4).

4.3 Internal building description

Unit 1, Interior south-facing elevation (gable wall, Plate 3)

The interior south-facing elevation wall stood to a height of 2.10m and was whitewashed brick. The apex of the gable was clad with aluminium sheet panels set within a steel stud frame. A plain panelled door led off to a small toilet block in the north-west corner.

Unit 1, Interior west-facing elevation (side wall, Plate 4)

The interior west-facing side wall was whitewashed brick and contained the central roller-shutter door. A wrought-iron wall plate supporting the roof ran the length of the elevation. The walls flanking the doorway were buttressed.

Unit 1, Interior north-facing elevation (gable)

The interior north-facing elevation was partly hidden by a mezzanine floor. Four blocked windows were visible and each had been blocked with breeze blocks and whitewashed. A buttress was situated on the right-hand side (west) side of the wall.

Unit 1, Interior east-facing elevation (side wall)

The interior east-facing elevation contained a central panelled door set in a timber doorframe. On each side of the door was a blocked window. The wall above the door contained railway line floor supports for a mezzanine floor.

Unit 1, Mezzanine floor

The mezzanine floor was suspended on black-painted railway lines that had been joined together with hexagonal bolts to form a main load-carrying transom beam. This in turn supported five shorter lengths of railway line aligned east-west. These were set into the east-facing elevation.

Unit 1, Roof trusses

The roof trusses were constructed of bolted angle iron with a single wrought-iron rod for a king-post (see Thumbnail No 012). The rafters were braced using wrought-iron rods suspended off a single bracket on either side of the common rafter (see Thumbnail No 015). The base of the rafters were bolted to angle-iron wall plates that rested directly on top of the side walls. This form of roof construction was very

common in late 19th century industrial buildings where a wide span existed (Holzer 2010). The trusses are very typical and used in a variety of buildings including factory workshops and agricultural sheds.

Unit 2, Lean-to interior

The walls within the interior of Unit 2 were uniform brick and featureless with the exception of the south-facing elevation which formed the lower gable of the main core block (Unit 1). Two bricked-up windows were visible (Plate 5). A third window on the west side of the wall was blocked by breeze blocks. A wall stub visible on the outside of the gable was visible down to ground level. A chimney abutting the main gable wall has a small blocked opening at its base suggesting that it once vented a small stove. The east-facing elevation had partially collapsed.

Unit 3, Lean-to Interior

Unit 3 was a narrow room with brick-built buttressed walls (Plate 6). Access was via a door on the east-facing elevation. The unit had last been used as a store judging by the presence of shelving brackets on the north-facing wall.

Unit 4, Toilet

The interior of the toilet block situated on the north-end of the garage contained modern sanitary goods including toilet basin and Belfast sink.

5. DISCUSSION

The cartographic evidence shows that the garage was originally part of a much larger complex of industrial buildings. The return wall stub (**S3**) present on the south gable shows that the core block was part of a much larger building. This was demolished to leave a single rectangular block.

The south gable originally had three ground floor windows that were made redundant when a two-unit lean-to (**S4**) with a corrugated iron-roof was added. Contemporary with the lean-to was a chimney stack (**E8**) at the centre of the gable on the main core block.

The windows (**W2**) and doorframe (**W8**) on the west elevation were later inserts. The toilet block on the north gable was also a later addition that appears to be represented by two phases, the first being a smaller structure that was enlarged by wall heightening (**W6**). A later door was blocked (**W5**). The large area of contrasting brickwork (**W3**) that extends up to eaves level may have been a large ground floor opening and mezzanine level window that were both blocked at the same time.

The east-elevation has only one section of the original build surviving (**E1**); the rest is associated with the installation of the large bay-opening with a later roller shutter door (**E2** and **E3**) that blocked a larger opening. The later lean-to brickwork (**E5**) was keyed into the original (**E1**) brickwork.

The north-facing gable has evidence of two blocked windows (N3) surrounded by contrasting courses of brickwork (N1 and N2). The blocking work appears to have occurred when the roof was clad with metal sheeting.

6. CONCLUSION

The garage to the rear of 19-21 Murderdean Road has been recorded to a *Basic* level that has been sufficient to place the building in its historical and industrial context. The survey has shown that the garage was originally part of a larger complex of buildings associated with the 19th century Dean Oil Works. The garage has undergone major alterations during the 20th century with the addition of a mezzanine floor, a lean-to toilet and two workshops added to its north and south gables.

It is recommended that no further archaeological recording is required prior to the building's demolition but it is recognised that the final decision rests with East Lothian Council's Archaeological Officer acting on behalf of Midlothian Council.

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

7. REFERENCES

Bibliographic

ALGAO Scotland 2013 'Historic Buildings Guidance'. *Association of Local Government Archaeologists and East Lothian Council Archaeology Service*. Unpublished.

Holzer, S.M, 2010 'The Polonceau Roof and its Analysis'. *The International Journal for the History of Engineering and Technology*. Vol. 80, 22-54.

Jones C and Neighbour T 2010 'Borders Railway Project: Cultural Heritage Management Plan' Version 5 Rev A.

Cartographic sources

Ordnance Survey 1913 Map Edinburghshire Sheet 008.15 1:25, 000 scale

Ordnance Survey 1913 Map Edinburghshire Sheet 008.15 1:25, 000 scale

On-line sources

<http://www.scottishshale.co.uk/GazWorks/ZZUnidentifiedWorks.html>

APPENDIX 1: PHOTOGRAPHIC REGISTER

Shot No.	Description	Taken From
1	Unit 1, interior E-facing elevation	E
2	Unit 1, interior E-facing elevation	E
3	Unit 1, interior E-facing elevation	E
4	Unit 1, interior E-facing elevation	S
5	Unit 1, interior S-facing elevation	S
6	Unit 1, interior W-facing elevation	W
7	Unit 1, interior W-facing elevation	W
8	Unit 1, interior N-facing elevation	N
9	Unit 1, interior N-facing elevation	N
10	Unit 1, Interior N-facing elevation	N
11	Unit 1, Stairs on interior S-facing elevation	SE
12	Unit 1, Roof truss and mezzanine floor	N
13	Unit 1, Roof truss and mezzanine floor	S
14	Unit 1, Roof truss, general detail	N
15	Unit 1, Roof truss, tie rod	N
16	Unit 1, Roof truss, tie rod	S
17	Unit 1, Roof truss rafters and purlins	S
18	Unit 1, top of mezzanine staircase	W
19	Unit 1, top of mezzanine staircase	W
20	Unit 1, WC interior, general view	S
21	Unit 1, N-facing elevation, switches	N
22	Unit 1, interior SW corner	NE
23	Unit 1, interior W facing elevation	E
24	Unit 1, interior W facing elevation	E
25	Unit 1, interior E-facing elevation	E
26	Unit 1, interior S-facing elevation	S
27	Unit 1, interior S-facing elevation	S
28	Unit 1, interior W-facing elevation and switches	W
29	Unit 1, Mezzanine girder support	NE
30	Unit 1, Mezzanine girder support	NW
31	Unit 1, Mezzanine girder support	SW
32	Unit 1, Mezzanine girder support	NE
33	Unit 1, Mezzanine girder support	NE
34	Unit 1, Mezzanine detail	E
35	Unit 1, Red painted floor	
36	Unit 2, collapsed E-facing wall	E
37	Unit 2, collapsed E-facing wall	E
38	Unit 2, N-facing gable of Unit 1	S
39	Unit 2, N-facing flue and wall return stub	S
40	Unit 2, N-facing flue and wall return stub	S
41	Unit 2, Blocked windows of former gable	S
42	Unit 2, double-leaved doors	W
43	Unit 2, buttressed N-facing wall	NE
44	Unit 2, floor detail	W
45	Unit 2, blocked windows of former gable	NW
46	Unit 2, roof support timbers	NE
47	Unit 2, general interior view	NE
48	Unit 2, flue and wall return stub	S
49	Unit 3, general interior view	E
50	Unit 3, interior E-facing elevation	E
51	Unit 3, interior W-facing doorway	W
52	Unit 3, , interior W-facing doorway	W
53	Exterior S gable and lean-to	S
54	Exterior S gable and lean-to	S

55	Exterior S gable and lean-to	S
56	Exterior SW corner of the garage	SW
57	Exterior SW corner of the garage	SW
58	Exterior SW corner of the garage	SW
59	Exterior SW corner of the garage	SW
60	Exterior SW corner of the garage	SW
61	Exterior W-facing elevation	W
62	Exterior W-facing elevation	W
63	Exterior W-facing elevation	W
64	Exterior NW-facing elevation	NW
65	Exterior W-facing elevation	W
66	Exterior W-facing elevation	W
67	Exterior W-facing elevation	W
68	Exterior W-facing elevation doorway	W
69	Exterior W-facing elevation, lean-to wall	W
70	Exterior W-facing elevation , bracket above door	SW
71	Exterior N-facing gable	N
72	Exterior N-facing gable	N
73	Exterior N-facing gable	N
74	Exterior N-facing gable, blocked window	N
75	Exterior N-facing gable, blocked windows	N
76	Exterior N-facing gable, blocked windows	N
77	Exterior N-facing gable, blocked window	N
78	Exterior NE corner cart corner	NE
79	Exterior NE corner cart corner	NE
80	Exterior N-facing gable, cart corner	N
81	Exterior E-facing elevation, general view	E
82	Exterior E-facing elevation, N end	E
83	Exterior E-facing elevation, N end	E
84	Exterior E-facing elevation, brick detail	E
85	Exterior E-facing elevation, brick detail	E
86	Exterior E-facing elevation, brick detail at S lean-to junction	E
87	Exterior E-facing elevation, brick detail at S lean-to junction	E
88	Exterior E-facing elevation, Units 2-3	E
89	Exterior E-facing elevation, Units 2-3	E
90	Exterior E-facing elevation, general view	E
91	Exterior E-facing elevation, general view	E
92	Exterior E-facing elevation, general view	E
93	Exterior E-facing elevation, general view	SE
94	Exterior E-facing elevation, general view	SE
95	Exterior E-facing elevation, general view	SE
96	Exterior E-facing elevation, general view	SE
97	Exterior E-facing elevation, general view	SE
98	Exterior E-facing elevation and S gable	SE
99	Exterior S-facing gable	S
100	Exterior S-gable and Unit 2 chimney	S
101	Exterior S-facing gable and lean-to roof	S
102	Exterior S-facing gable and chimney	S
103	Exterior S-facing gable and chimney	S
104	Exterior S-facing gable and chimney	S
105	Exterior S-facing gable and chimney	S
106	Exterior S-facing gable showing different brickwork	S
107	Exterior S gable distance shot	SW
108	Exterior S gable distance shot	SW
109	Exterior West-facing elevation oblique	SW
110	Exterior W-facing elevation collapsed wall	SW
111	Exterior S-facing elevation	SW

APPENDIX 2: DISCOVERY AND EXCAVATION IN SCOTLAND

LOCAL AUTHORITY:	Midlothian
PROJECT TITLE/SITE NAME:	Borders Railway Project: Garage to the rear of 19-21 Murderdean Road, Newtongrange
PROJECT CODE:	BORA
PARISH:	Cockpen
NAME OF CONTRIBUTOR:	M Cressey
NAME OF ORGANISATION:	CFA Archaeology Ltd
TYPE(S) OF PROJECT:	Historic Buildings Survey
NMRS NO(S):	N/a
SITE/MONUMENT TYPE(S):	Garage
SIGNIFICANT FINDS:	N/a
NGR	NT 3300 6410
START DATE (this season)	August 2014
END DATE (this season)	August 2014
PREVIOUS WORK (incl. <i>DES</i> ref.)	None
MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields)	A <i>Basic</i> standing building survey was carried out on the derelict garage at the rear of 19-21 Murderdean Road, Newtongrange, Midlothian. The detached rectangular brick-built garage was situated behind a row of former managers houses associated with the 19 th -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 has 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 19 th -century industrial buildings.
PROPOSED FUTURE WORK:	None
SPONSOR OR FUNDING BODY:	Bam Nuttall Ltd
ADDRESS OF MAIN CONTRIBUTOR:	CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh, EH21 7PQ.
EMAIL ADDRESS:	mressey@cfa-archaeology.co.uk
ARCHIVE LOCATION (intended/deposited)	Archive to be deposited in NMRS, Reports lodged with SMR and NMRS.



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Title:

General Location Map

Project:

**Borders Railway Project, Garage to the rear of 19-21 Murderdean Road,
Newtongrange, Midlothian**

Fig. No:

1

Report:

3201

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Fig. 2a - 1913 Ordnance Survey map

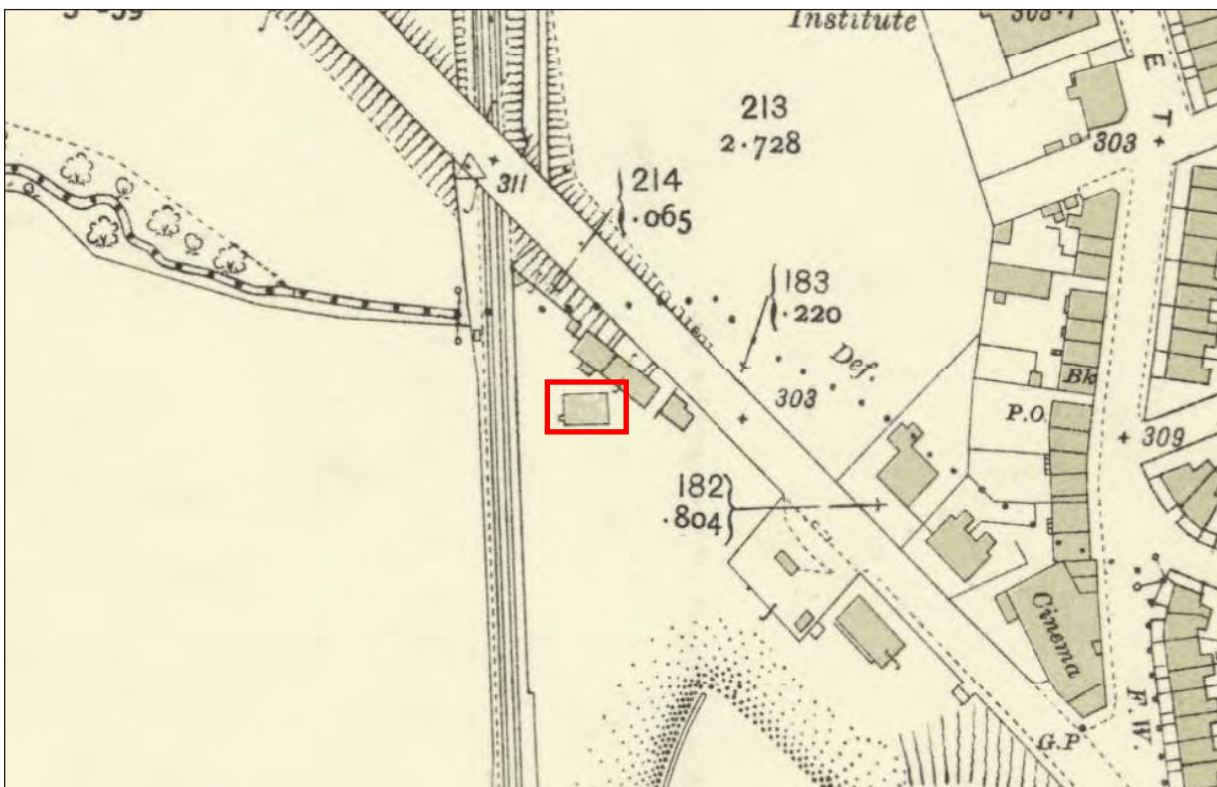


Fig. 2b - 1933 Ordnance Survey map



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Title:

Map Regression

Project:

Borders Railway Project, Garage to the rear of 19-21 Murderdean Road,
Newtongrange, Midlothian

Fig. No:

2a-b

Report:

3201

Drawn:

LW

CKD:

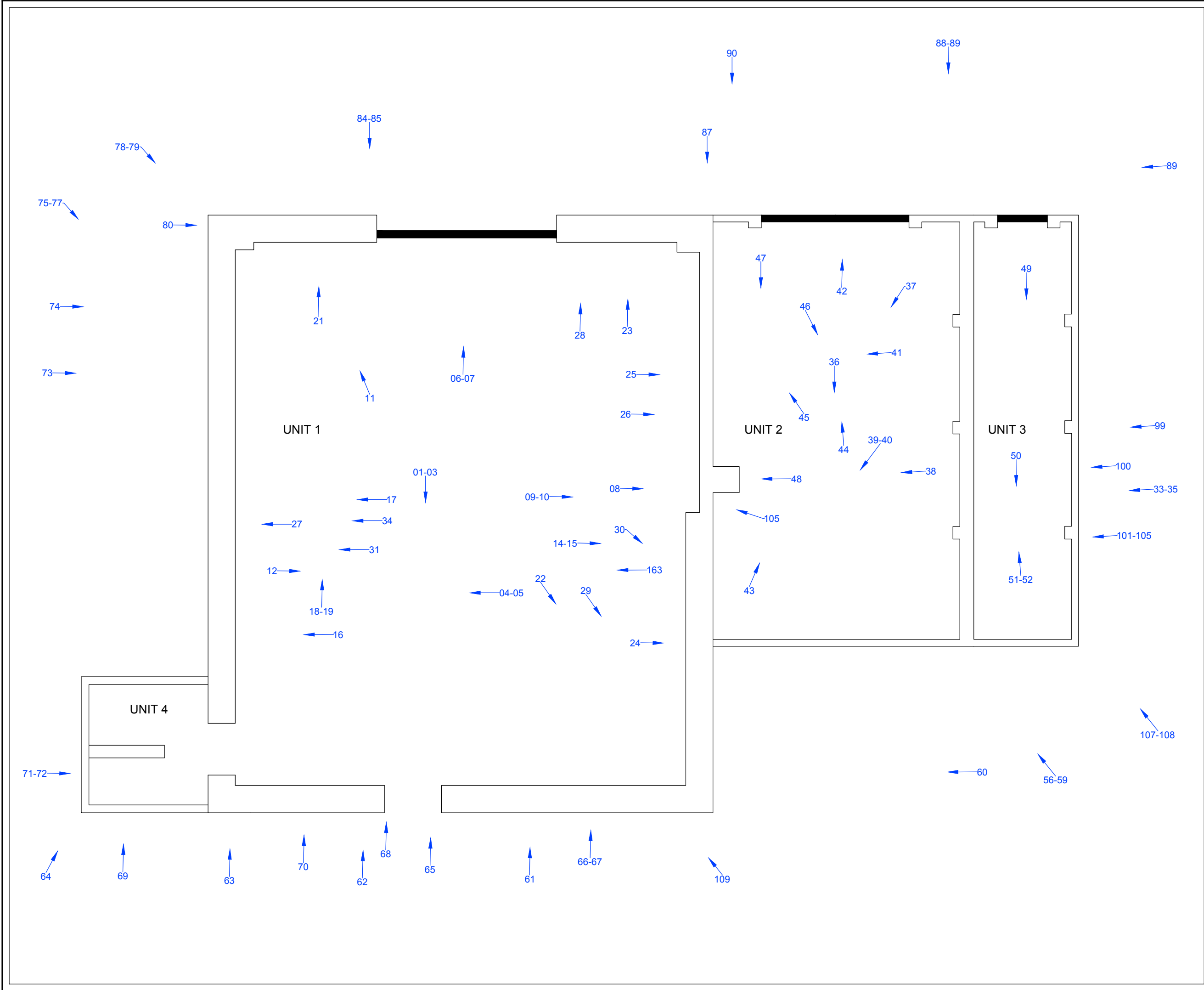
LW

Date: 22/08/14

Client:

BAM Nuttall Ltd





Key:

← 99 Photo Location



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Fig. No:	3	Report No:	3201
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Title:
Building footprint with photo locations shown

Project:
**Borders Railway Project,
Garage to the rear of 19-21
Murderdean Road,
Newtongrange, Midlothian**

Client:
BAM Nuttall Ltd

Scale at A3:
1:60



Drawn by:	LW	Checked:	LW	Date:	22/08/14
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Fig, 4a - North-facing Elevation



Fig, 4b - East-facing Elevation



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Title: **Annotated photographs**

Fig. No: **4a-b** Report: **3201** Drawn: **LW** CKD: **LW** Date: **22/08/14**

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Project: **Borders Railway Project, Garage to the rear of 19-21 Murderdean Road, Newtongrange, Midlothian**



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Fig, 4c - South-facing Elevation



Fig, 4d - West-facing Elevation



Plate 1 - General view of the garage in relation to the former Dean Oil Works managers offices



Plate 2 - General view of the garage taken from the south



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Title: Plates	Fig. No:	Report: 3201	Drawn: LW	CKD: LW	Date: 22/08/14
	Client: BAM Nuttall Ltd				
Project: Borders Railway Project, Garage to the rear of 19-21 Murderdean Road, Newtongrange, Midlothian					


A circular logo with the text "REGISTERED INSTITUTION" around the perimeter and a stylized "I" and "A" inside a triangle in the center.





Plate 3 - Interior south-facing elevation showing the stairs to the mezzanine and railway lines that supported it



Plate 4 - Interior west-facing elevation and the large roller doorway



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Plate 5 - Blocked windows on the gable seen within Unit 2



Plate 6 - Interior view of Unit 3



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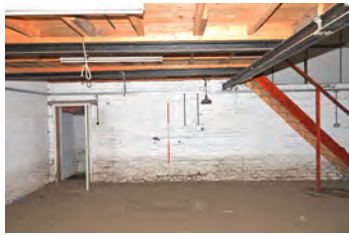
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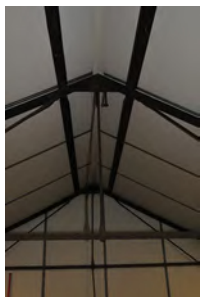
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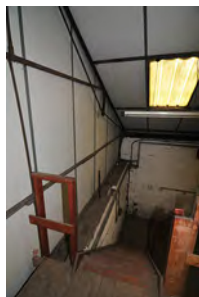
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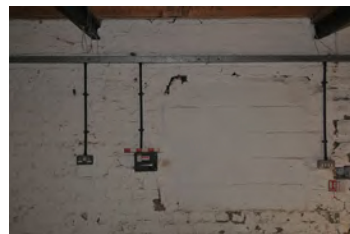
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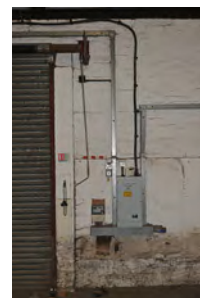
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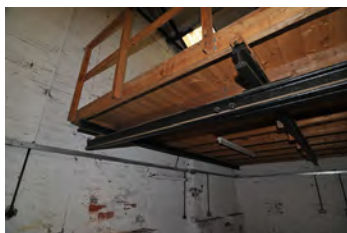
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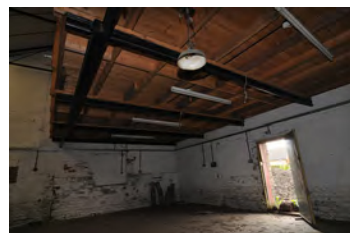
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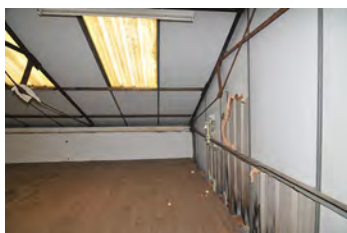
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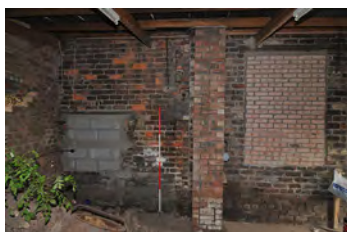
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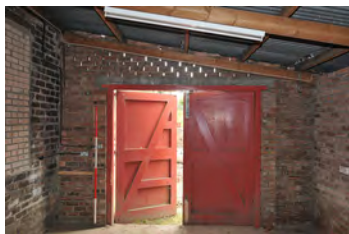
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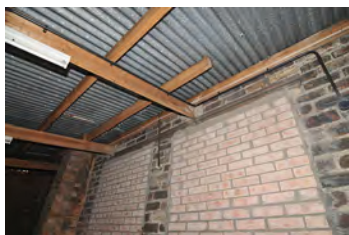
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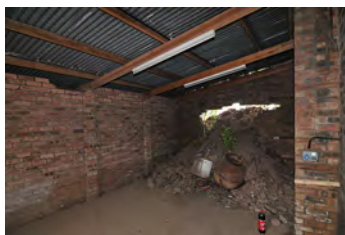
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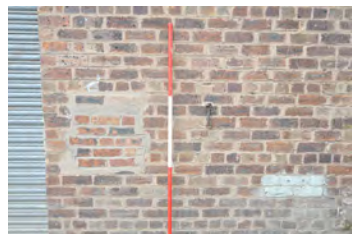
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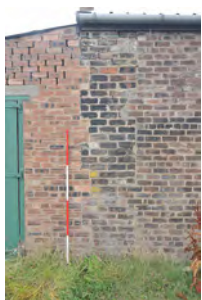
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