

# CFA Archaeology Ltd

archaeological consultants

*Advice on Archaeology & Planning*

*Environmental Impact Assessment*

*Intpretation, Design & Display*

*Finds/ Environmental Analysis*

*Field Evaluation & Excavation*

*Historic Building Recording*

*Site & Landscape Survey*

*Geophysical Survey*

**Former Railway Station, Macmerry,  
East Lothian  
Archive Assessment, Photographic Survey  
and Watching Brief**

**Data Structure Report  
No. 1866**

## **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](mailto:info@cfa-archaeology.co.uk)  
web: [www.cfa-archaeology.co.uk](http://www.cfa-archaeology.co.uk)

Author	Stuart Mitchell MA AIfA
Illustrator	Leeanne Whitelaw BSc MAAIS
Editor	Melanie Johnson MA PhD FSA Scot MIfA
Commissioned by	Camerons Ltd on behalf of East Lothian Council
Date issued	February 2011
Version	0
OASIS Reference	cfaarcha1-94048
Planning Application No	10/00657/PCL
Grid Ref	NT 4309 7231

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

**Former Railway Station, Macmerry,  
East Lothian  
Archive Assessment, Photographic Survey  
and Watching Brief**

**Data Structure Report  
No. 1866**

## CONTENTS

1.	Introduction	4
2.	Methods	5
3.	Survey Results	6
4.	Conclusion	9
5.	References	9

## APPENDICES

Appendix 1	Archaeological Context Register	10
Appendix 2	Discovery and Excavation in Scotland Entry	12

## ILLUSTRATIONS (bound at rear)

Fig. 1	Location map
Fig. 2	Map Regression
Fig. 3	Location of structures uncovered, on 1907 Ordnance Survey map
Fig. 4	Plan of Structure A
Fig. 5	Plan of Structure B
Fig. 6	Photograph locations
Fig. 7	View of spoil heaps from north-west (Position 8)
Fig. 8	View along platform from the north (Position 12)
Fig. 9	View along embankment on west side of former station (Position 14)
Fig. 10	View of railway platform (Position 17)
Fig. 11	View of railway platform (Position 18)
Fig. 12	Brick structure in situ on embankment (Position 21)
Fig. 13	General view of site from north-west (Position 45)
Fig. 15	General view of site from south (position 48)

- Fig. 15      Detail of railway platform stonework
- Fig. 16      North-facing section through railway embankment
- Fig. 17      Structure A from the south-east
- Fig. 18      Structure B from the north
- Fig. 19      Structure C from the north
- Fig. 20      Structure D from the south

## **1. INTRODUCTION**

### **1.1 General**

This report presents the results of an archive assessment, photographic survey and watching brief undertaken by CFA Archaeology Ltd at the former railway station, Macmerry, East Lothian (NGR: NT 4309 7231; Fig. 1) between November 2010 and January 2011. The work was commissioned by Camerons Ltd on behalf of East Lothian Council.

Camerons Ltd have applied for planning permission for a social housing development on the site of the former Macmerry railway station. The archaeological works were required by Andrew Robertson of the East Lothian Council Archaeology Service (ELCAS). A Written Scheme of Investigation (WSI) dated 24<sup>nd</sup> November 2010 was produced by CFA and agreed by Andrew Robertson.

### **1.2 Background**

The proposed development site is located close to the west end of Macmerry and was previously a railway station for the Macmerry branch line which ran through Winton, Ormiston, Crossgatehall and Smeaton. The railway opened in 1870 and closed in 1980.

### **1.3 Objectives**

The project's aims were:

- To conduct an archive assessment to put the site into its local historical context.
- To produce a photographic record of the site prior to any construction works, in order to record any surviving elements of the former railway station.
- To conduct a watching brief during all ground breaking/reduction or levelling works within the development area.
- To mitigate the effects of construction on any archaeological deposits or features identified through excavation and recording and produce a report on them.

## **2. METHODS**

### **2.1 General**

CFA follows the Institute for Archaeologists' Standards and Guidance and Code of Conduct.

### **2.2 Archive Assessment**

A desk-based assessment was conducted to put this work within the local historical context. An assessment of readily available archive material associated with the former railway station and development site was made. The NMRS and Historic Environment Record site databases, readily available historic mapping and any historic photographs held by RCAHMS were consulted.

### **2.3 Photographic Survey**

The photographic survey was carried out prior to construction work commencing. The survey included a series of located photographs showing the site as it stood and photographic recording of the location of structures identified from historic mapping. Surviving elements of the railway station were subject to photographic recording.

### **2.4 Watching Brief**

The Institute for Archaeologists have produced a standard for archaeological watching briefs. This states that watching briefs are intended to allow the preservation by record of archaeological deposits which could not be established in advance of development, and to provide an opportunity for the archaeologist to signal to all interested parties if an archaeological find is made before its destruction. CFA follows this standard.

### 3 ARCHAEOLOGICAL RESULTS

#### 3.1 Archive Assessment

##### *NMRS*

The NMRS holds no records pertaining to this site.

##### *Cartographic Analysis*

The First Edition Ordnance Survey 6" map of 1854 (Fig. 2A) shows the site to be an empty field with a track running north to south along its west edge which crosses the main road and continues north-west.

The 1894 Second Edition map (Fig. 2B) shows a developed railway station and yard which terminates on the south side of the road. The station comprises a main platform extending from a single rail line coming from the south, with a siding and points switch to the west of the main platform. A crane is marked on this siding. To the east side of the main platform two small structures or buildings are depicted. A smaller structure is depicted to the north of the siding. The track depicted on the First Edition map is still present to the north of the road, but has been built over by the railway station.

By 1907 (Fig. 2C), a second railway line has been added, running parallel to the existing line and situated to its east. This new line crosses the road and curves towards the north-east. It is annotated as a 'mineral railway'.

The mineral railway is absent from the 1959 map (Fig. 2D), otherwise the layout of the original railway station conforms to that of its first appearance. The station is labelled 'Macmerry Goods Station'.

The railway station is depicted as a remnant on the 1971 edition map (Fig. 2E). The line of the siding remains, and a large spoil heap is depicted to its north. The main line and platform are gone although the embankment is still depicted.

On the 1988 map the site is depicted as mainly blank (Fig. 2F). It is still bounded by an embankment and the end of the platform is depicted as a linear single sided embankment with a round return at its north end. No structures or railway lines are depicted or annotated.

##### *Bibliographic*

The railway station at Macmerry was for the Macmerry branch line of the North British Railway, which ran from Smeaton to Macmerry through Winton, Ormiston, and Crossgatehall. The railway opened in 1870 and closed in 1980.

North British Railways received royal assent in 1862 and the branch line was opened in 1870, with Macmerry station opened in 1872. This line served a number of coal mines in the area and the Gladsmuir Iron Works, but was also used by passenger services.

The Macmerry to Ormiston line was closed to passengers in 1925 and Smeaton was closed to passengers in 1930. The Macmerry to Ormiston line was closed to freight in 1960. The decline was a result of the increased transportation of coal by road and the closure of the Carberry, Bellyford and Winton collieries.

After the closure of the station, the buildings were demolished and the station master's houses sold (Hadjucki 1994).

### **3.2 Photographic Survey**

A photographic survey was carried out on the site prior to development work commencing (Fig. 6-14). A full register of photographs is contained in Appendix 1.

Several elements of the former railway station survived. A platform survived in good condition along the west edge of the area (Fig. 8, 10-11), and the main embankment was visible running for the entire length of the development area (Fig. 9) down the east side of the site, although it was heavily overgrown with self seeding trees, brambles and other vegetation. The remains of a brick structure were visible on the embankment (Fig. 12).

Spoil heaps including one containing sections of track and related debris were present across the site (Fig. 7). The tops of brick piers survived toward the north-west of the area and the overgrown and crumbled remains of a tarmac surface occupied much of the centre of the site.

### **3.3 Watching Brief**

The watching brief was conducted during all ground breaking and clearance. The remains of four structures were revealed during ground level reduction (Fig. 3) and sections were excavated through the embankments.

#### *Structure A*

Wall footings were revealed mid-way along the main platform and situated on its west side (Fig. 4, 17). They formed a rectangular footprint built from sandstone blocks and measured 8.25m by 3.7m with 0.5m thick walls. A brick-built extension was butted against its south end, forming a 3.35m by 2.85m structure which opened out to the east.

A smaller brick footing was situated on the west side of this, measuring 1.45m by 2.5m. A ceramic drain stub was revealed within the smaller brick structure, indicating that it may have been a toilet.

#### *Structure B*

The remains of a small sub-square brick-built structure surviving up to four courses high were revealed (Fig. 5, 18). The structure measured 3.5m by 3.1m and was dry constructed with no bonding material evident. Possibly it was the remains of a storage



bunker; the insubstantial build would suggest it did not have any load bearing purpose.

#### *Structure C*

The remains of a cobbled surface were uncovered towards the north-west edge of the development area, situated on the edge of the embankment (Fig. 19). It measured 8.5m by 2.85m but had been damaged or robbed so may have extended further. A square gap infilled with soil and ash was set into the centre of the surface. The cobbles were set on a bedding layer of sandy clay and a lime mortar-rich clay matrix.

Two associated brick-built piers, measuring 1m square and 0.5m deep, were set into the slope of the embankment. Their substantial build indicates that they acted as shear keys for the cobbled surface.

No trace or indication of any upstanding structure was revealed and it seems likely that the cobbled surface formed an uncovered area of hard standing for storage or movement of materials, although it is unclear exactly what.

#### *Structure D*

A single large dressed sandstone block was found set into the surface of the clay core of the railway embankment (Fig. 20). It measured 1m square and was 0.4m deep. It had two parallel rows of four bolt stubs set into the upper surface. It most likely was a holding-down block for a platform structure, although it did not appear to be substantially rooted enough for any heavy lifting or supporting use.

#### *Embankment*

Sections cut through the embankment showed it to be built from a 1.1m high and 5.6m wide clay core underlying c. 0.4m of accumulated topsoil (Fig. 16).

#### 4. CONCLUSION

An archive assessment, photographic survey and watching brief have been carried out on the site of the former railway station at Macmerry, East Lothian.

The archive assessment has shown the development and eventual abandonment of the railway station.

The photographic survey established the presence of surviving features associated with the former railway station and recorded them in their final state prior to the development works. The main embankment on the east side of the station, the platform at the west side, the spoil heaps associated with the demolition of the station and the general historic landscape were recorded.

The watching brief recorded the build of the main platform embankment and revealed the remains of four structures associated with the railway station. It is unclear what these structures represent although they correspond to structures depicted on the earlier editions of the Ordnance Survey maps published when the railway station was in operation (Fig 2).

A summary statement of the results of the building survey, to be submitted for publication in *Discovery and Excavation in Scotland 2011* (Appendix 2) and OASIS, will be sufficient to disseminate the results of the work.

Copies of the report will be lodged with the East Lothian Council Sites and Monuments Record and the National Monument Record of Scotland.

#### 5. REFERENCES

##### *Bibliographic*

Hadjucki, A. 1994 *The Haddington, Macmerry and Gifford Branch Lines*. Oakwood Library of Railway History.

##### *Cartographic*

Ordnance Survey 1854. Haddingtonshire 1:10,560 Sheet 9.

Ordnance Survey 1894. Haddingtonshire 1:10,560 Sheet 33.

Ordnance Survey 1907. Haddingtonshire 1:2500 Sheet 33.

Ordnance Survey 1959. Sheet NT 4372 1:2500.

Ordnance Survey 1971. Sheet NT 4372 1:2500.

Ordnance Survey 1988. Sheet NT 4372 1:2500.

## APPENDIX 1: Digital Photographic Register

### *Watching Brief*

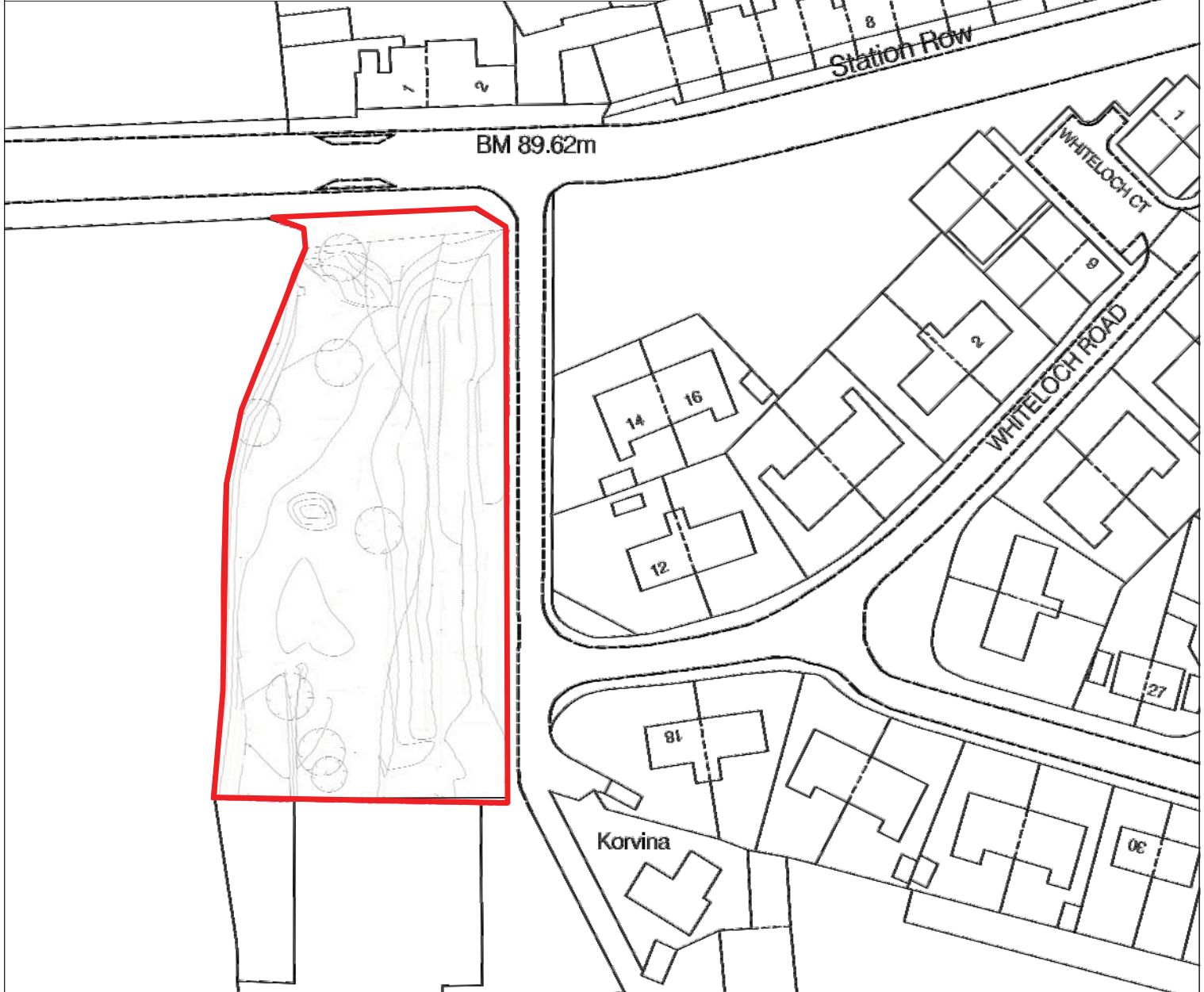
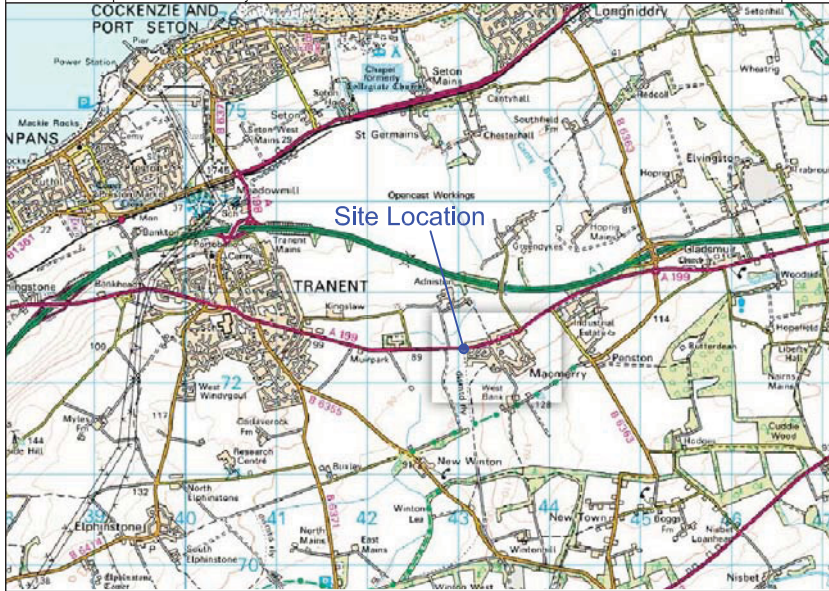
Photo No.	Description	From
1	Platform support sleepers	SE
2	Platform support sleepers with platform in background	NE
3-4	Detail of platform and ashlar blockwork	
5	Detail of iron support on platform face	
6	Detail of north end of platform showing blockwork	N
7	Section through main embankment	N
8	Section through main embankment	E
9	Section through main embankment	W
10	Section through main embankment	NW
11	Detail of centre of embankment	
12	Uncovered sections of track	
13	Detail of track bolts	
14	General of watching brief area	S
15	Structure D	
16	Structure D showing depth	
17	Working shot	
18	Rail terminus stops detail	
19-20	Rail terminus stops general	
21-23	Structure A	SE
24	Structure B	N
25	NE corner of Structure B showing brick build	NE
26	Structure B	E
27-28	Batter of platform	NE
29	Detail of platform batter showing ash and coal	
30	General shot of platform showing stone facing	NE
31	General site shot	SW
32	General shot of Structure D area	
33	Upstanding remains of Structure C	S
34	Upstanding remains of Structure C	W
35-38	General shots of north end watching brief area.	Various
39-40	Structure C cobbled surface	S
41	Structure C cobbled surface	N
42	Structure C cobbled surface	NW
43	Structure C cobbled surface	W
44	Structure C cobbled surface	E
45	Structure C cobbled surface	N
46	Structure C detail of bedding layers	S
47-50	Elevation of brick pier	S
51	Excavated brick pier showing shear key course on underside	

*Photographic Survey*

<b>Photo No.</b>	<b>Description</b>	<b>From</b>
1-6	Views of north end of main platform and spoil heaps	S-SE
7-8	View of spoil heap	N
9-10	View of spoil heap	SW
11	Spoil heap and terminus with remains of rail stops	SW
12	View along platform	N
13	View along embankment on west side of former station	S
14-15	View along embankment on west side of former station	N
16	View of platform	NE
17-20	Detail of platform	NE-E
21	Detail of platform edge from top of platform	E
22-26	View from platform	S-W
27	Overgrown embankment	S
28-29	Section cut through embankment	W
30-32	General shots of embankment	Various
33	Brick structure <i>in situ</i> on embankment	W
34-42	General shots within embankment area	Various
43-45	General view of former railway station area	NW
46	General view of central area	N
47	Detail of tarmac surface remains	N
48	General view of central area	S
49-51	General views of platform north end	Various

## APPENDIX 2: Discovery and Excavation in Scotland Entry

<b>LOCAL AUTHORITY:</b>	East Lothian Council
<b>PROJECT TITLE/SITE NAME:</b>	Former Railway Station, Macmerry
<b>PROJECT CODE:</b>	FOST
<b>PARISH:</b>	Gladsmuir
<b>NAME OF CONTRIBUTOR:</b>	S Mitchell
<b>NAME OF ORGANISATION:</b>	CFA Archaeology Ltd
<b>TYPE(S) OF PROJECT:</b>	Archive Assessment, Photographic Survey, Watching Brief
<b>NMRS NO(S):</b>	N/A
<b>SITE/MONUMENT TYPE(S):</b>	Former railway station
<b>SIGNIFICANT FINDS:</b>	N/A
<b>NGR (2 letters, 6 figures)</b>	NT 4309 7231
<b>START DATE (this season)</b>	November 2010
<b>END DATE (this season)</b>	January 2011
<b>PREVIOUS WORK (incl. DES ref.)</b>	None
<b>MAIN (NARRATIVE) DESCRIPTION:</b> (May include information from other fields)	<p>An archive assessment, photographic survey and watching brief have been carried out on the site of the former railway station at Macmerry, East Lothian.</p> <p>The archive assessment has shown the development and eventual abandonment of the railway station.</p> <p>The photographic survey established and recorded the presence of surviving features associated with the former railway station.</p> <p>The watching brief recorded the build of the main platform embankment and revealed the remains of four structures associated with the railway station. It is unclear what these structures represent although they correspond to structures depicted on the earlier editions of the Ordnance Survey maps published when the railway station was in operation.</p>
<b>PROPOSED FUTURE WORK:</b>	None
<b>CAPTION(S) FOR ILLUSTRS:</b>	None
<b>SPONSOR OR FUNDING BODY:</b>	Camerons Ltd on behalf of East Lothian Council
<b>ADDRESS OF MAIN CONTRIBUTOR:</b>	CFA Archaeology Ltd, Old Engine House, Eskmills Park, Musselburgh, EH21 7PQ.
<b>EMAIL ADDRESS:</b>	smitchell@cfa-archaeology.co.uk
<b>ARCHIVE LOCATION (intended/deposited)</b>	Archive to be deposited in NMRS, Reports lodged with SMR and NMRS.



Key:  
 Development Area

Scale:  
 1:1000

Fig No: 1  
 Revision:  
 Client: Camerons Ltd

Title:  
 Location Map

Project:  
 Former Railway Station, Macmerry

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

Drawn by: LW  
 Report No: 1866

Key:

Development Area



Fig. 2a - Site location on 1854 Ordnance Survey map

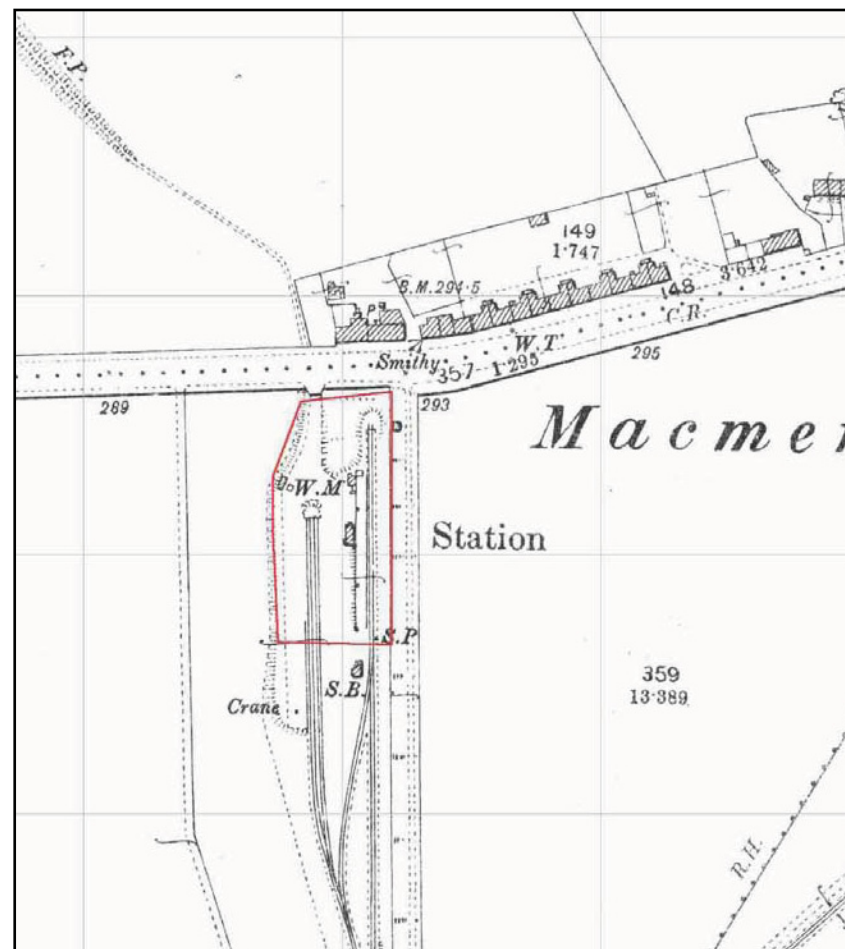


Fig. 2b - Site location on 1894 Ordnance Survey map

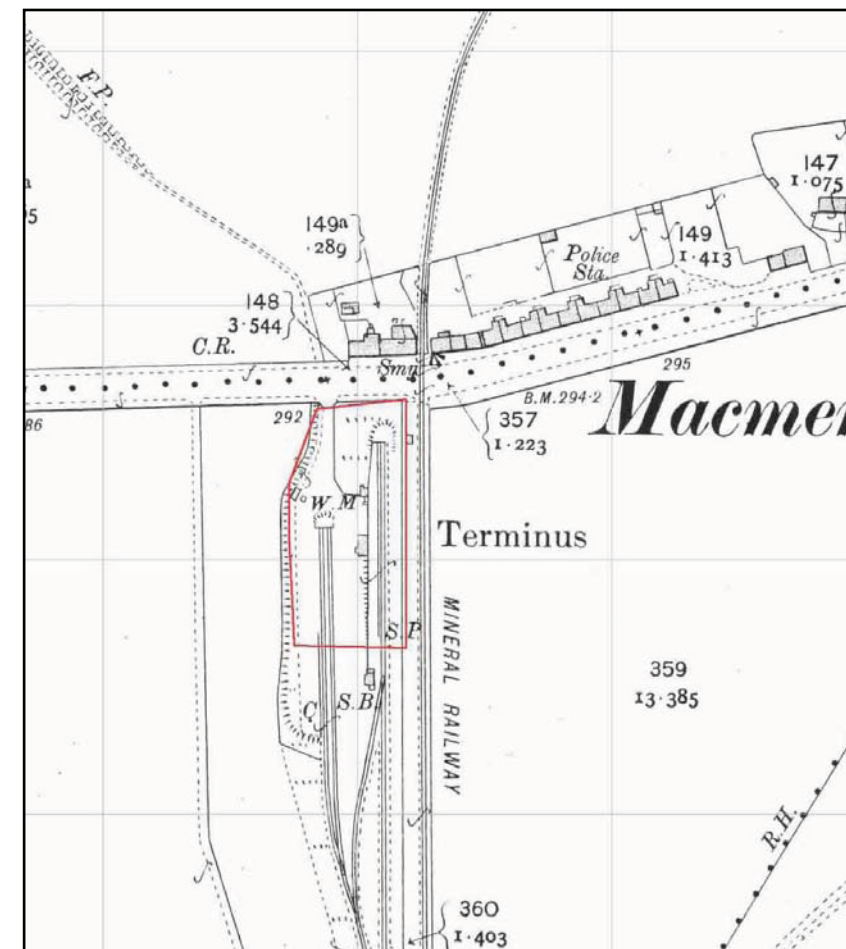


Fig. 2c - Site location on 1907 Ordnance Survey map

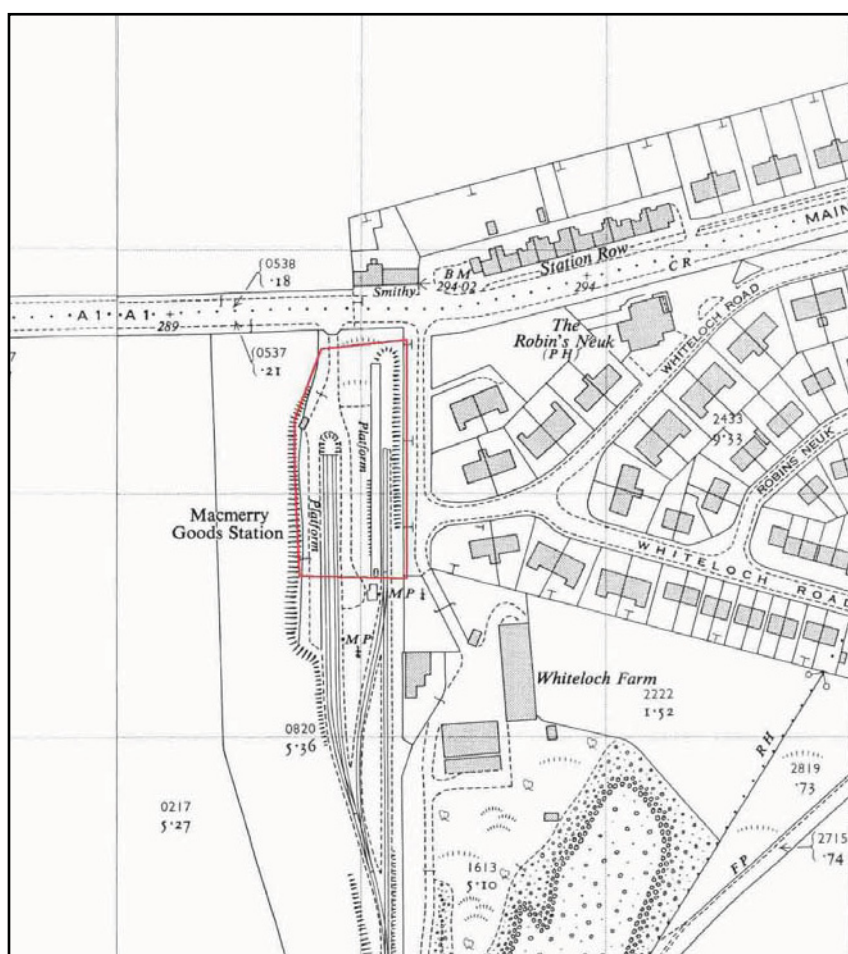


Fig. 2d - Site location on 1959 Ordnance Survey map

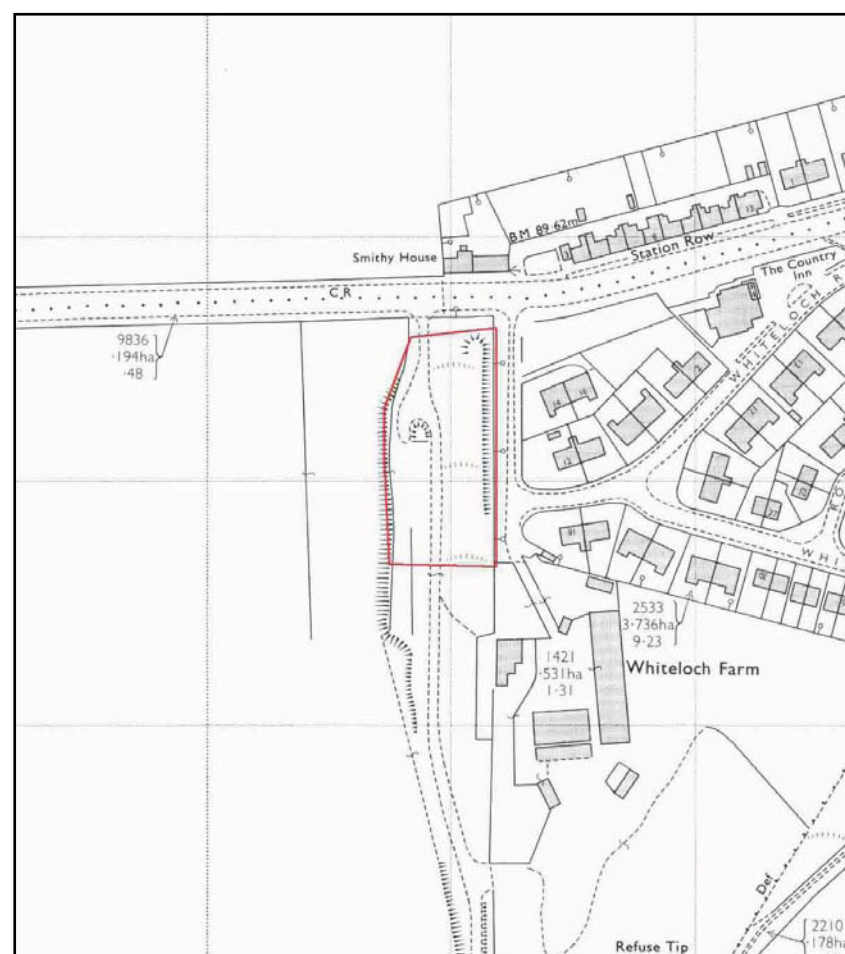


Fig. 2e - Site location on 1970 Ordnance Survey map

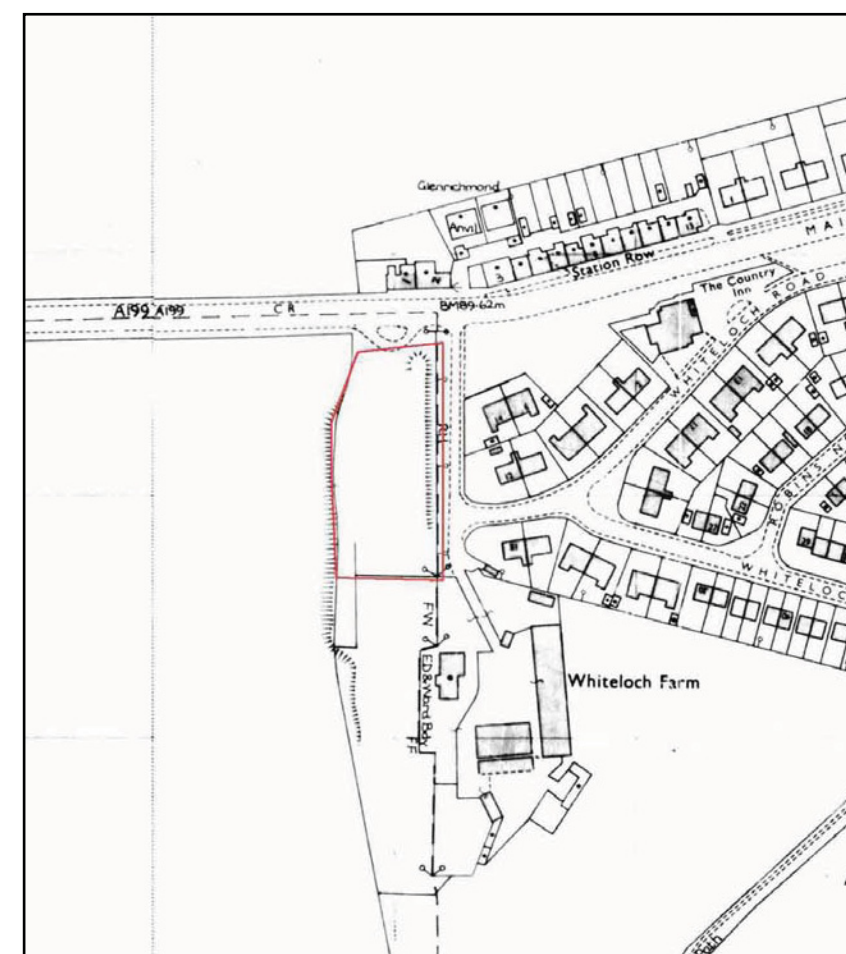
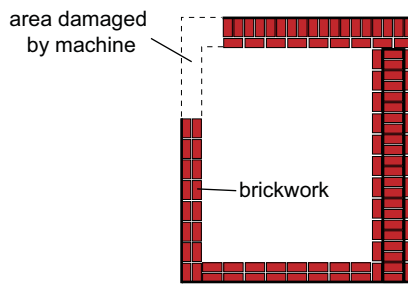
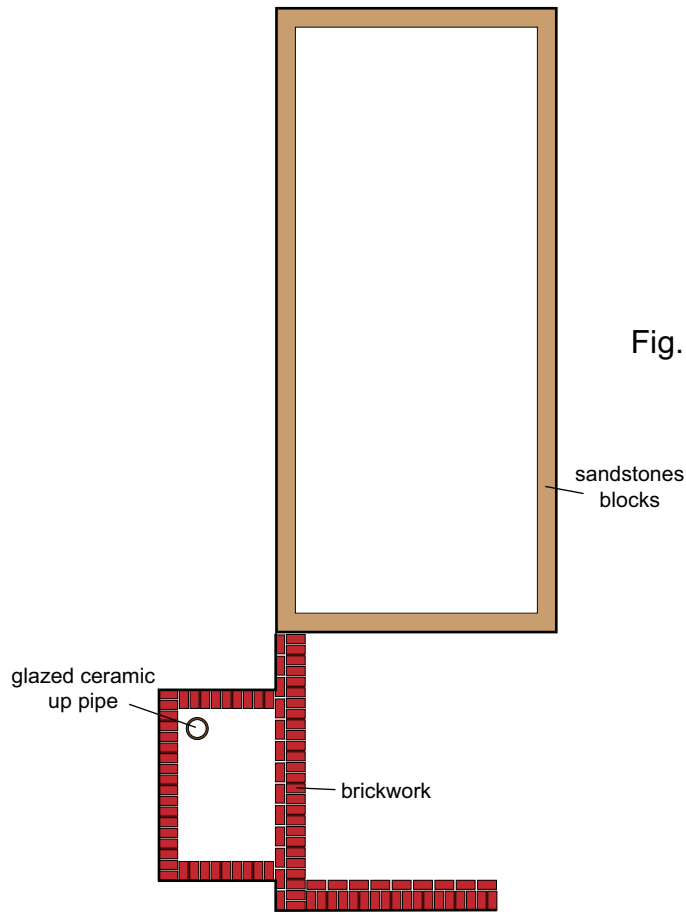


Fig. 2f - Site location on 1988 Ordnance Survey map



0 5m

Key:

- brick
- sandstone
- glazed ceramic



Fig. No: 4-5 Revision: A Client: Camerons Ltd

Title:

Project:  
Former Railway Station, Macmerry



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

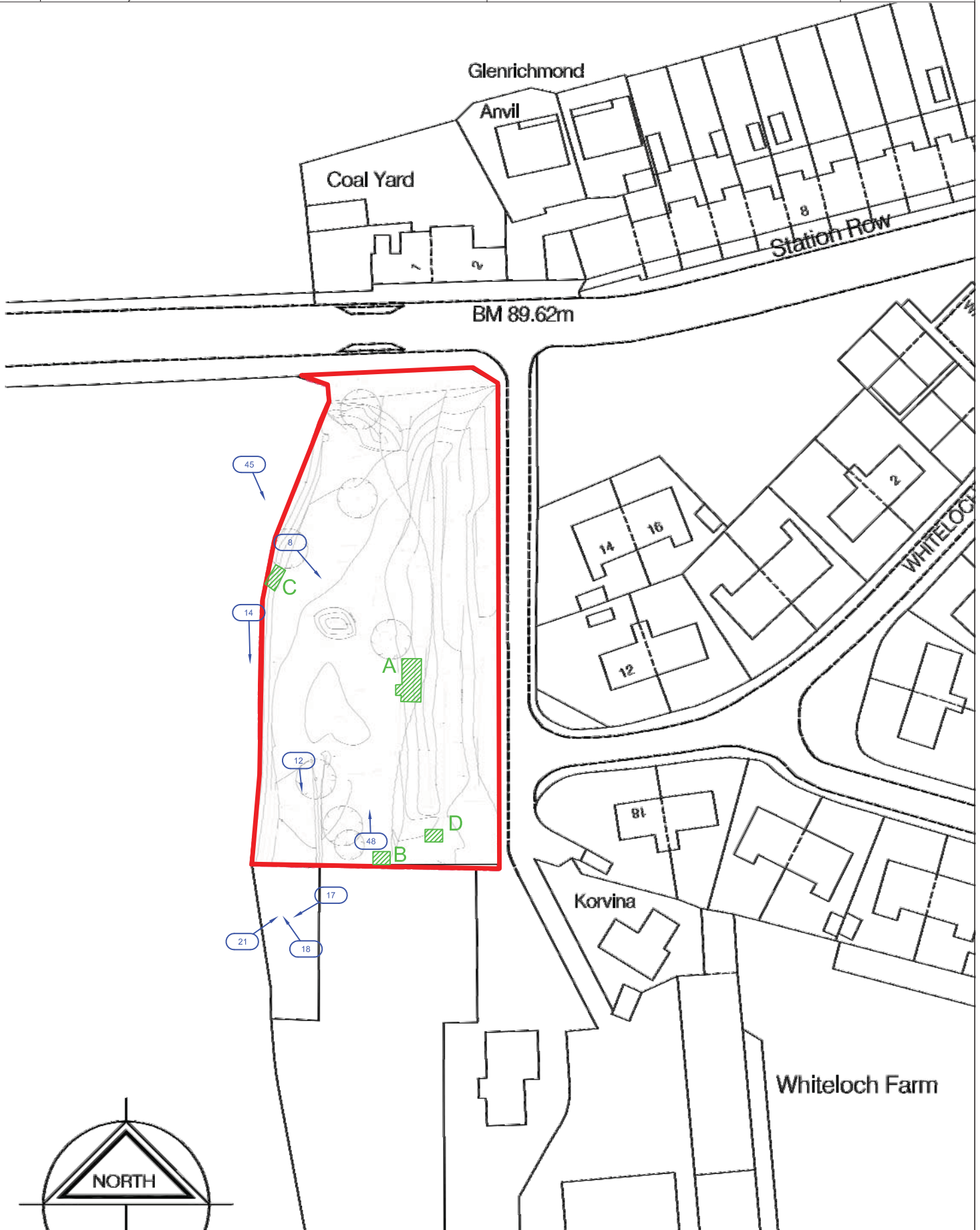
Scale: 1:100@A4

Drawn by: GC

Page No:

Report No: 1866





Key:

	Development Area
	Photograph Locations
	Buildings



Fig No:	6	Revision:		Client:	Camerons Ltd
Title: Photograph Locations					
Project: Former Railway Station, Macmerry					

**CFA**  
ARCHAEOLOGY LTD

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

Scale:  
1:1000

Drawn by: LW Report No: 1866



Fig. 7 - View of spoil heaps from the north-west (Position 8)



Fig. 8 - View along platform from the north (Position 12)



Fig. 9 - View along embankment on west side of former station (Position 14)



Fig. 10 - View of railway platform (Position 17)



Fig. 11 - View of railway platform (Position 18)



Fig. 12 - Brick structure in situ on embankment (Position 21)


Key:	Fig. No:	7-12	Revision:	A	Client:	Camerons Ltd
	Title:					
Scale:	Project:					
	Former Railway Station, Macmerry					
		CFA ARCHAEOLOGY LTD The Old Engine House Eskmills Park Musselburgh East Lothian, EH21 7PG t: 0131 273 4380 f: 0131 273 4381 e: info@cfa-archaeology.co.uk w: www.cfa-archaeology.co.uk				
		Drawn by:	GC	Page No:	Report No:	1866



Fig. 13 - General view of site from north-west (Position 45)



Fig. 14 - General view of site from south (Position 48)



Fig. 16 North-facing section through railway embankment

Fig. 15 Detail of railway platform stonework



Fig. 17 Structure A from the south-east



Fig. 18 Structure B from the north


Key:	Fig. No:	13-18	Revision:	A	Client:	Camerons Ltd					
	Title:										
Scale:	Project:										
	Former Railway Station, Macmerry										
CFA ARCHAEOLOGY LTD The Old Engine House Eskmills Park Musselburgh East Lothian, EH21 7PG t: 0131 273 4380 f: 0131 273 4381 e: info@cfa-archaeology.co.uk w: www.cfa-archaeology.co.uk						Drawn by:	GC	Page No:		Report No:	1866



Fig. 19 - Structure C from the north



Fig. 20 - Structure D from the south

Key:	Fig. No:	19-20	Revision:	A	Client:	Camerons Ltd	 <p>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</p>				
	Title:										
Project:											
Scale:	Former Railway Station, Macmerry					Drawn by:	GC	Page No:		Report No:	1866