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Historic Building Recording


Site & Landscape Survey

Geophysical Survey

Borders Railway Project Fountainhall Station (Site 182) Enhanced Historic Building Survey

Report No. 3207

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**Borders Railway Project
Fountainhall Station (Site 182)
Enhanced Historic Building Survey
Report No. 3207**

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1. INTRODUCTION

1.1 General

This report presents the results of an enhanced historic building survey carried out at Fountainhall Railway station water tower and platform (Site 182) (NGR NT42728 49793, Fig. 1) by CFA Archaeology Ltd (CFA) in September 2014. 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.

The site number relates to a study specific number from the Environmental Statement. The site was not identified as requiring further mitigation 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 remains of the water tower and platform needed to be demolished. A Written Scheme of Investigation (WSI) was approved by Dr Chris Bowles, Scottish Borders Council Archaeologist. This followed the standards for building survey identified in Table A3 in the *Cultural Heritage Management Plan* (Jones & Neighbour 2010).

The WSI identified two surviving components of the former railway station that required an enhanced building recording survey:

- (i) A c.125m section of the brick and stone-built up platform.
- (ii) The remains of a stone-built water tower and ancillary building.

The Station House itself was present but not affected by these proposals and hence was not surveyed as part of this programme of works.

1.2 Site Background

Fountainhall was an intermediate station on the Edinburgh-Carlisle main line (Waverly Route) of the former North British Railway and also the junction for the branchline to Oxton and Lauder. It opened on 4 August 1848 as Fountainhall Station and was later renamed Fountainhall Junction Station in 1901. The station closed in 1969 and the track bed was removed in 1971. The station house was derelict until it was refurbished in the 1980s as a private dwelling however, this is now once again unoccupied.

1.3 Objectives

The objectives of the project were:

- to carry out a desk-based assessment and place the platform and water tower in its historical context;
- to produce a *Enhanced* standing building record the water tower and platform by metric and photographic survey;

- 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 desk-based assessment of the readily available sources associated with Fountainhall Station 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 Archive 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-c.

2.3 Building Recording

The building survey requirements are listed in Table 1 and are based on an Enhanced survey as defined by ALGAO 2013.

| Description | Level of recording | Photographic Level |
|-------------|----------------------------------|--------------------|
| Water tower | Enhanced REDM recording to scale | Detailed |
| Water tower | Annotated block layout plan | Detailed |
| Platform | Enhanced REDM recording to scale | Detailed |

Table 1 Specific recording requirements at Fountainhall Station.

A written descriptive record of the remains were 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.

Metric Survey

A ground plan of the building was created using a hand-held Leica distometer. The plan is produced as Figure 3. Elevations drawings of the water tower (Fig 4a-d) and the remains of the up-platform were created using an industry-standard, reflectorless Total Station. The up-platform is shown in Fig 5a-b with a series of photographic tiles that best display the character at a given location along its length.

Control points on the wall heads and quoins and other architectural features were surveyed. The data was downloaded using Penmap software and imported to AutoCad. The resulting images were processed to produce wire-frame elevations.

Photographic survey

CFA used a digital Nikon D300 during the photographic survey. A photographic record was made of all 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

2.4 Recording Constraints

Access was only available to the interior of the water tower's main block. The rear ancillary building was bricked up and was considered unsafe to be re-opened on health and safety grounds.

3. SURVEY RESULTS

3.1 Desk-based assessment

3.1.1 Cartographic

The 1854 First Edition Ordnance survey map (Fig 2a) shows the station before the Lauder branchline was built. The water tower is shown on the southwest side of the stationhouse as a single rectangular building. A goods shed is shown on the opposite line.

The 1892 Second Edition Ordnance Survey map (Fig 2b) shows the water tower with two small outshot structures attached to its southwest side.

The 1905 Third Edition Ordnance survey map (Fig 2c) shows the water tower with three small outshots attached to the southwest side.

3.1.2 National Archives of Scotland (NAS, Table 2)

The NAS contains twelve records pertinent to the Fountainhall Station.

| Reference | Title | Date |
|------------------|--|-------------|
| BR/LNE/8/501 | Files of General Manager (Scottish Area) on the undernoted subjects: Suggested renaming of Fountainhall Station (with copy of pamphlet "The Pringles of Fountainhall and Soutra" by A Pringle) | 1924 |
| GD1/1330/136 | Photograph of Fountainhall Station, looking south-east | May 2007 |
| GD1/1330/137 | Photograph of Fountainhall Station, looking north-west | May 2007 |
| GD1/1330/138 | Photograph of Fountainhall Station, looking north-west | May 2007 |
| GD536/6744 | Copy drawing of a Plan of Fountainhall station - British Rail Scottish Region, 1957, 50ft to 1 inch scale. | Dec 1957 |
| RHP27522 | Plan of Fountainhall Station (Lauder Light Railway). | 1900 |
| RHP27523 | Plan and sections of proposed rearrangement of Fountainhall | 1900 |

| | | |
|----------|---|------|
| | Station (Lauder Light Railway) and estimated costs. | |
| RHP27523 | Plan and sections of proposed rearrangement of Fountainhall Station (Lauder Light Railway) and estimated costs. | 1900 |
| RHP27523 | Plan and sections of proposed rearrangement of Fountainhall Station (Lauder Light Railway) and estimated costs of above | 1900 |
| RHP27524 | Plan of Fountainhall Station (Lauder Light Railway). | 1900 |
| RHP27525 | Plan of proposed rearrangement of Fountainhall Station (Lauder Light and North British Railways). | 1900 |
| RHP27526 | Plan of proposed position of footbridge at Fountainhall Station (North British Railway). | 1900 |

Table 2 – Historical records held in the NAS for Fountainhall Station.

National Monument Record of Scotland (NMRS)

The NMRS includes Site Number NT44NW 33 relating to Fountainhall Station. In the architectural notes, the entry records that the Object Name Book of the Ordnance Survey described Fountainhall Station as: “A dwelling house with Booking Office on the N.B. Railway at Fountainhall”. There is no mention of the water tower.

The entry compiled in 2006 states that Fountainhall was an intermediate station on the Edinburgh-Carlisle main line (the Waverley Route) of the former North British Railway and was also the junction station for the branch line to Oxton and Lauder. It opened on 4 August 1848 as Fountainhall Station, but was renamed Fountainhall Junction in July 1901 when the branch line to Oxton and Lauder was opened. The branch line was closed to regular passenger traffic in September 1932 but the name did not revert to Fountainhall Station until April 1959. It was closed in 1969 with the closure of the major part of the Waverly Route.

It goes on to state that the stationhouse survived in use as a domestic residence. Built of course rubble with red sandstone dressings and slated roof, the building stands on what was the north end of the up side platform and on the west side of the trackbed. Just to the north of the stationhouse a minor road leading from the A7 trunk road crossed the line on a level crossing guarded by a signal box that once stood at NT 42716 49827. A footbridge also stood in this area. The platform and trackbed area was converted into a garden following the closure of the line in 1969.

3.1.3 Bibliographic sources

The on-line *Disused Stations* portal (<http://www.disusedstations.org.uk/f/fountainhall/index.shtml>) holds an entry for Fountainhall Station. The entry provides a narrative on the relative changes at the station with relevant dates and main alterations that were carried out.

3.1.4 Historical Photographs

The aforementioned *Disused Stations* portal also contains thirteen historical photographs. Three historical photographs from the site and are reproduced as Plates 1-3.

Plate 1 shows the water tower with a tank and chimney stack attached to its rear in 1945. Plate 2 shows the water tower in 1960 with the chimney and water tank no

longer present. Plate 3 shows Fountainhall (following closure) looking south in 1974 with the two platforms and the station house, the water tower is in the distance.

Building Survey

3.2.1 General

The tower was aligned NW-SE however, in the following narrative the survey descriptions of the water tower and rear block are described as if they were aligned north to south.

3.2.2 Ground Plan (Fig 3)

The water tower (main block) occupied a rectangular footprint with an outshot structure (rear block) built on its west side. Access to the main block was originally via two doors one on the north and the other on the east elevation. The walls of the main block were 0.65m thick. No interior access was available to the rear block on the grounds of health and safety.

North-facing elevation (Fig 4a, Plate 5)

The north-facing elevation of the main block measured 5.83m high and 3.82m wide and was constructed of snecked sandstone with ashlar dressings. A central door surround measured 2.1m high by 1m wide and contained a red-painted panelled door hidden behind a plywood shutter. The door surrounds were droved and the lintel had been stugged. A pair of blocked slit-vents were situated at the wall head.

The rear block measured 2.2m high and 2.2m wide and was set back from the north-facing elevation of the main block. The rear block had a central opening that was blocked with red brick. Most of its elevation had been refaced with brickwork.

East-facing elevation (Fig 4b, Plate 6)

The east-facing elevation measured 3.95m high and 6.21m wide and was constructed of snecked sandstone blocks framed with ashlar dressings. A brick-blocked central door measured 2m high and 1.08m wide. Two types of brick had been used to block the opening suggesting that the top half of the opening may have housed a window prior to its removal and the opening then being fully blocked. At the top of the brickwork small vents had been created. The wall head was capped by five slabs of sandstone.

South-facing elevation (Fig 4c, Plate 7)

The south-facing elevation of the main block measured 4.1m high by 3.82m wide and incorporated the water tower and attached rear block. The elevations were constructed of snecked sandstone with droved ashlar dressings that measured on average 0.5m (long) and 0.35m (short). Two bricked-up slit vents were situated below the wall head that was capped with sandstone slabs.

The rear block measured 2.2m high and 2.7m wide and was constructed of rough-dressed sandstone blocks with ashlar dressings at the north-east corner. A small brick-blocked window occupied the centre of the elevation. Courses of brick had been inserted into the corner above the ashlar quoins. Smaller brick fillets had been built on top of the stone-built elevation to form a level wall to support a presumably later concrete slab roof.

West-facing elevation (Fig 4e, Plate 8)

The west-facing elevation of the main block measured 4.51m high and 6.21m wide and was built of coursed sandstone and framed with ashlar dressings. About 40% of the walls facing stonework had collapsed revealing its mortar-bonded rubble hearting.

The rear block measured 4.5m wide and 2.2m high and was constructed of snecked sandstone blocks. It was advanced from the main block by 2.7m. Courses of red-brick had been inserted in to the corner of the wall head at its south end to form a level wall to support a presumably later concrete slab roof.

3.2.3 Interior descriptions of the main block

Examination of the interior of the main block confirmed that the walls were 0.65m thick and constructed of random rubble.

Internal North-facing elevation (Plate 9)

The internal north-facing was a featureless random rubble build with two blocked slit-vents situated near the wall head.

Internal east-facing elevation (Plate 10)

The internal east-facing elevation was constructed of random rubble but it also contained five sandstone blocks at its mid-centre. These were partly oil-stained and two contained small iron-fixing bolts. Together these were interpreted as marking the position of an internal diesel engine that may have functioned in the supply of water later on in the use of the structure. It is thought that the presence of the chimney to the rear of the structure may be evidence of a steam engine having been used for this purpose earlier in the life of the structure. A wooden beam spanned the interior at just below the level of the ceiling. A cast-iron pipe protruded out of the ceiling and ran down the middle of the elevation and exited through the wall and out in to the small structure that adjoined the external west-facing elevation. Like the pipe in the corner of the south-facing elevation this may have been a water pipe associated with the supply of water to the tank above.

Internal South-facing elevation (Plate 11)

The internal south-facing elevation contained a central panelled door set within a timber frame. The fabric above it contained a flat relieving arch constructed of seven voussoirs. In the right-hand corner was a large 30mm diameter pipe that was held together with bolted rings. The pipe protruded through the ceiling but was cut off above ground level. This may have been a water pipe associated with the supply of

water to the tank above. A large void on the left and side (facing) contained a supporting iron I-beam.

Internal west-facing elevation (Plate 12)

The internal west-facing elevation contained a blocked central door opening with splayed reveals and surmounted by nine vousours forming a flat relieving arch. A large timber beam protruded across the upper section of the elevation. Two types of brick blocking work were present in the door opening.

Ceiling (Plate 14)

The ceiling comprised three sheets of iron running north to south and supported on four steel I-beams. The remains of three cast-iron pipes protruded out of the ceiling. One ran down the middle of the east-facing elevation and exited through the wall in to the small structure that adjoined the external west-facing elevation. The second ran down the corner of the structure between the south and west-facing internal elevations and the third was located broadly within the centre of the ceiling. It is presumed that these were all associated with the supply of water to the tank that once sat on top of the stone tower.

Well (Plate 15)

Situated on the west side of the water tower approximately 10m from the rear outshot building was a well. The well contained a pair of cast-iron riser pipes one of which had a circular inspection flange held down with four hexagonal bolts (Plate 15). Sections of railway line had been used to brace the vertical sections of the surviving riser pipe.

3.2.4 Up-platform (Fig 5a-b)

The remains of the up-platform measured 125m long and approximately 1m high. Both its north and south terminuses survived. The platform had been breached and this provided two sections through the structure. One section illustrated as an inset on Fig 5a shows the north-facing section with brickwork that toed outwards before being capped by concrete curbs that measured 1.2m long and 0.53m wide. The body of the platform had been created using coal waste.

4. DISCUSSION

Based on the desk-based and building survey results it is suggested that the water tower had five principal phases marking the different periods of change or use.

| Phase | Year/Period | Comment | Evidence |
|-------|-------------|--|---|
| 1 | 1848 | A single building with a brick-built chimney and cast-iron water tank supplying water for steam trains. The chimney may have vented a steam driven pumping engine. | 1854 First Edition map 1945 historic photograph. |
| 2 | 1892 | The rectangular stone-built ancillary building was added to the west-facing elevation | Second Edition 1892 map and building survey |
| 3 | 1950s? | The rear outshot building was later refaced in brick and re-roofed with a concrete slab. | Building survey |
| 4 | c. 1960 | Chimney and tank removed as water no longer required due to the demise of steam powered trains. | Historical photographs 'Disused Stations' |
| 5 | 1980s | The Station house was renovated for private use and the water tower building was used as a domestic shed | 'Disused Stations' |

Table 3: Phase development of the Fountainhall Station water tower.

Water towers were a common feature at most of the larger junction railway stations along the Waverly Line. They were a critical part of the rail network for the supply water to steam trains. With the demise of steam trains in the 1950s & 60's water towers were no longer needed.

5. CONCLUSION

The former Fountainhall station water tower and the remains of the up-platform have been recorded via a historic building survey to an *Enhanced* specification. The structures date to 1848. The cartographic and photographic evidence confirm that the building initially started life as a single rectangular building with a tank and chimney and a small ancillary building was added to its rear in the late 19th century. The survey has also confirmed that the up-platform was constructed of brickwork and capped with concrete curb stones. These materials formed the facing of the body of the platform which was created from coal waste.

It is recommended that no further archaeological recording is required prior to the demolition of the former water tower and platform but it is recognised that the final decision rests with the Scottish Borders Council.

An entry in *Discovery and Excavation in Scotland* (Appendix 2) will be sufficient to disseminate the results of the building survey. The project will also be reported through the *OASIS Scotland* portal.

6. REFERENCES

Bibliographic

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

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

Cartographic

Ordnance Survey First Edition 1853 Berwickshire Sheet XIII A 1:2500 scale

Ordnance Survey Second Edition 1894 Edinburgh Sheet 021.06 1:2500 scale

Ordnance Survey 1955 Map Sheet NT45 1:25,000 scale

On-line sources

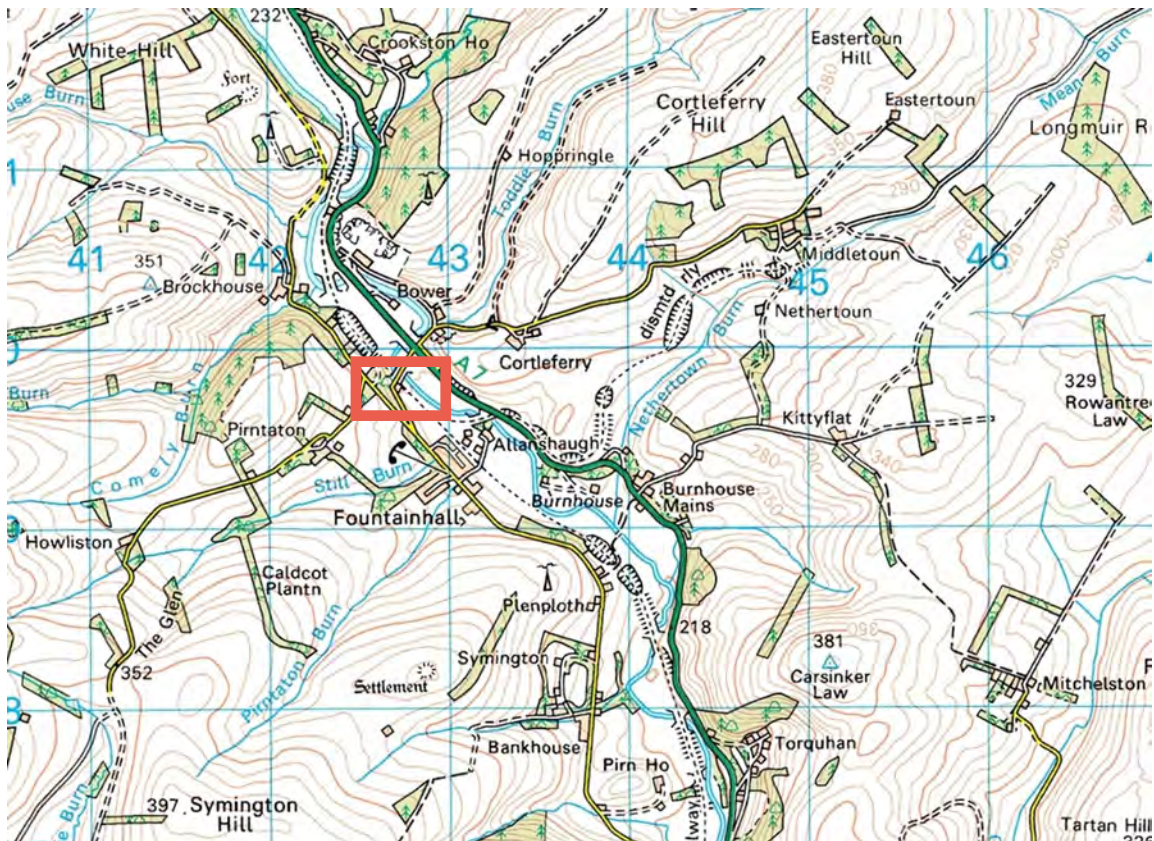
<http://www.disused-stations.org.uk/f/fountainhall/index.shtml>

APPENDIX 1: PHOTOGRAPHIC REGISTER

| Shot No | Summary description | Facing |
|---------|---|---------------|
| 1-3 | External N facing elevation, general shot | S |
| 4-5 | External N-facing elevation, wall head | S |
| 6 | External N-facing elevation, boarded doorway | S |
| 7 | External N-facing elevation, W end | S |
| 8 | External N-facing elevation, E end | S |
| 9 | External N-facing elevation, outshot building | S |
| 10-11 | External oblique view of the SW corner | SE |
| 12 | External N-facing elevation, outshot building | SW |
| 13-14 | External W-facing elevation, N end | E |
| 15 | External W-facing elevation, N end, upper section | E |
| 16 | External W-facing elevation, N end, lower section | E |
| 17-19 | External W-facing elevation, general shot | E |
| 20-21 | External SW corner, oblique distance shot | NE |
| 22 | External S-facing elevation, W corner (oblique) | N |
| 23 | External S-facing elevation, W corner | E |
| 24-25 | External S-facing elevation | N |
| 26 | External S-facing elevation (oblique) | NW |
| 27-28 | External S-facing elevation, base fabric | N |
| 29-30 | External S-facing elevation, wall head | N |
| 31-32 | External W-facing elevation | E |
| 33 | External NE corner. distance shot | SW |
| 34-36 | External SE corner, distance shot | NW |
| 37-38 | External SE corner, working shots | NW |
| 39 | External E-facing elevation, Up platform below tower | W |
| 40-41 | General oblique distance shot of the up platform | NW |
| 42 | General shot of the Up platform | W |
| 43 | General oblique distance shot of the up platform | NW |
| 44 | General shot of the Up platform | W |
| 45 | General shot of the top of the Up platform | N |
| 46-47 | General shot of the Up platform N terminus | S |
| 48-49 | General shot of the Stationhouse | S |
| 50-53 | General shot of the Up platform N terminus | W |
| 54-56 | General shot of the Up platform N terminus | SW |
| 57-58 | Up platform in section showing brickwork | S |
| 59-61 | Up platform in section showing brickwork | N |
| 62-63 | Up platform, S terminus | NW |
| 64-65 | Up platform, S terminus close-up shots | W |
| 66-68 | Up platform, general shot, panorama | NW |
| 69-72 | Well interior and pipe work | Near vertical |
| 73 | Well head brickwork | E |
| 74 | Well interior and pipe work | Near vertical |
| 75-76 | NE corner of the water tower in relation to the well head | NW |
| 77 | External E-facing elevations | W |
| 78-83 | External E-facing elevations, overlapping shots | W |
| 84-86 | Fountainhall station house, E-facing gable | W |
| 87 | Fountainhall station house, general view | SW |
| 88-89 | External SE corner, working shots | NW |
| 90 | External SE corner, general view | NW |
| 91 | External NE corner, general view | SW |

APPENDIX 2: DISCOVERY AND EXCAVATION IN SCOTLAND

| | |
|---|--|
| LOCAL AUTHORITY: | Scottish Borders |
| PROJECT TITLE/SITE NAME: | Borders Railway Project |
| PROJECT CODE: | BORA |
| PARISH: | STOW |
| NAME OF CONTRIBUTOR: | M Cressey |
| NAME OF ORGANISATION: | CFA Archaeology Ltd |
| TYPE(S) OF PROJECT: | Historic Buildings Survey |
| NMRS NO(S): | NT44NW 33.01 |
| SITE/MONUMENT TYPE(S): | Water tower and railway platform |
| SIGNIFICANT FINDS: | N/a |
| NGR | NT 42728 49793 |
| START DATE (this season) | September 2014 |
| END DATE (this season) | September 2014 |
| PREVIOUS WORK (incl. <i>DES</i> ref.) | None |
| MAIN (NARRATIVE) DESCRIPTION: (May include information from other fields) | <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 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> |
| 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: | Fig. 1 | Report: | 3207 | Drawn: | GC | CKD: | LW | Date: | 07/10/14 |
| General location plan | Client: BAM Nuttall Ltd | | | | | | | | |
| Project: Borders Railway Project, Fountainhall Station, Site 318, Enhanced Historic Building Survey | | | | | | | | | |





Fig. 2a Extract from map by Ordnance Survey, 1st Edition, 1854 showing location of water tower



Fig. 2b Extract from map by Ordnance Survey, 2nd Edition, 1892 showing location of water tower



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| | | | | | |
|--|-----------------------------------|---------------------|------------------|----------------|-----------------------|
| Title: Historical maps | Fig. 2a-2b | Report: 3207 | Drawn: GC | CKD: LW | Date: 07/10/14 |
| | Client: BAM Nuttall Ltd | | | | |
| Project: Borders Railway Project, Fountainhall Station, Site 318, Enhanced Historic Building Survey | | | | | |



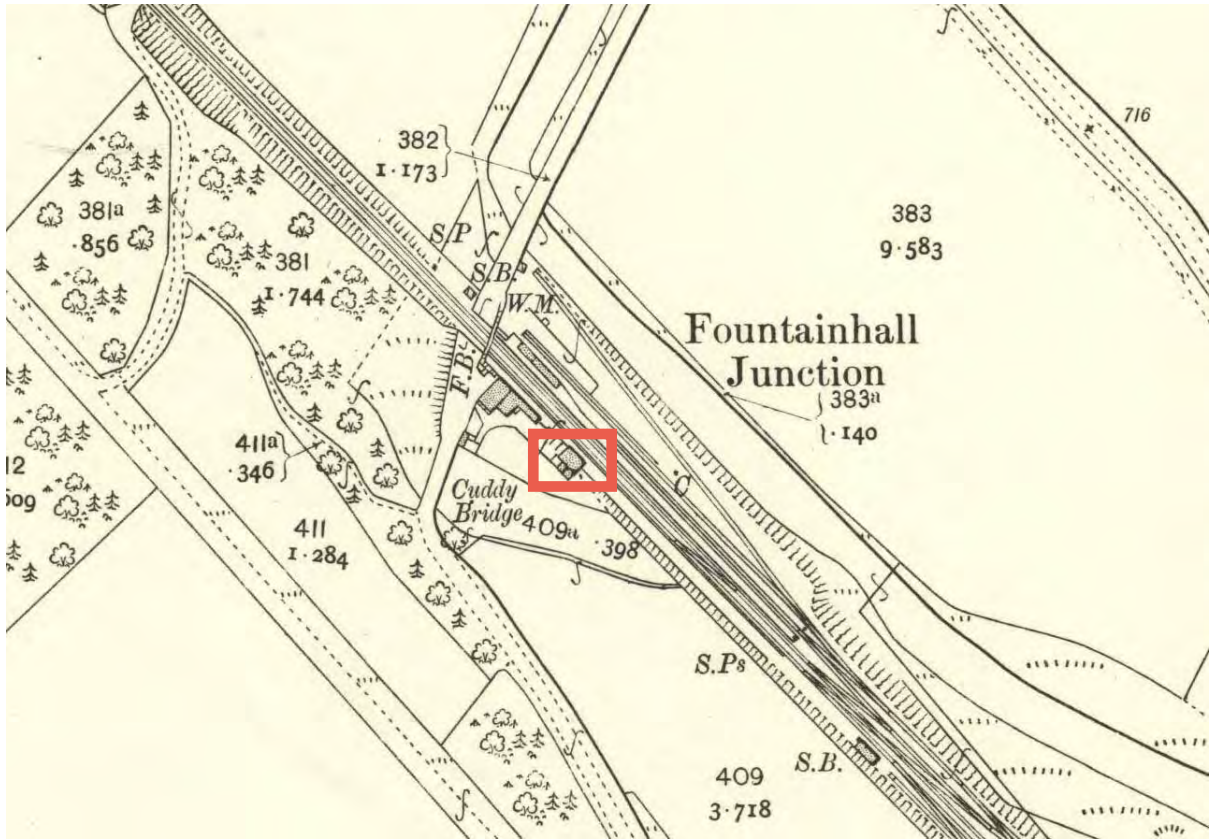


Fig. 2c Extract from map by Ordnance Survey, 3rd Edition, 1907 showing location of water tower








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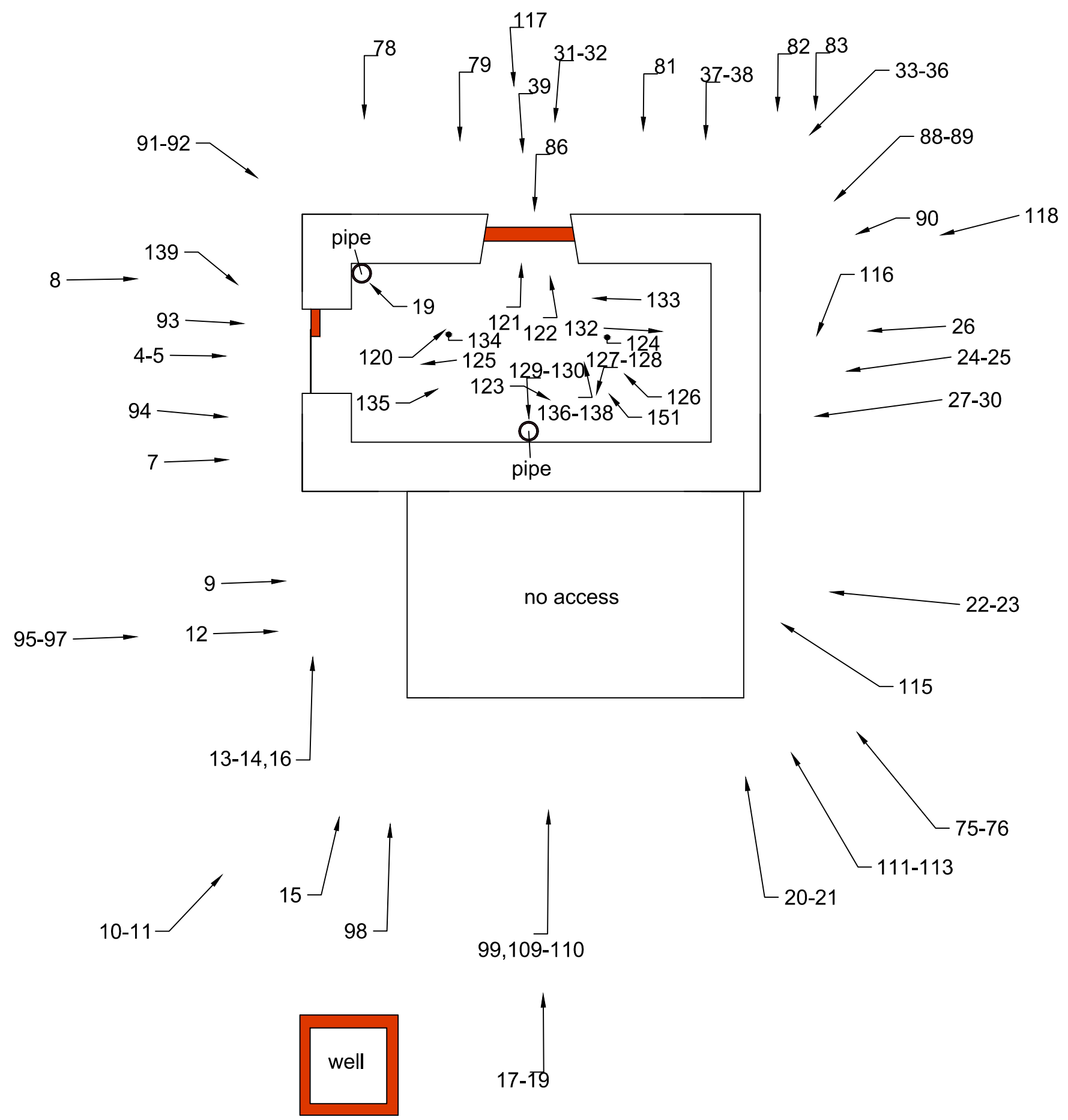
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| Title: Historical maps | Fig. 2c | Report: 3207 | Drawn: GC | CKD: LW | Date: 07/10/14 |
| | Client: BAM Nuttall Ltd | | | | |
| Project: Borders Railway Project, Fountainhall Station, Site 318, Enhanced Historic Building Survey | | | | | |





Key:

-  Brick
-  Wooden board
-  Iron pipe
-  Number and direction of photograph
-  Number and photograph taken vertically



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| Fig. No: | 3 | Report No: | 3207 |
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Title:
Block layout plan of the water tower and photo locations

Project:
**Borders Railway Project,
 Fountainhall Station, Site 318,
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 Survey**

Client:
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Scale at A3:
1:60

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Key:

- Brick
- Wooden board

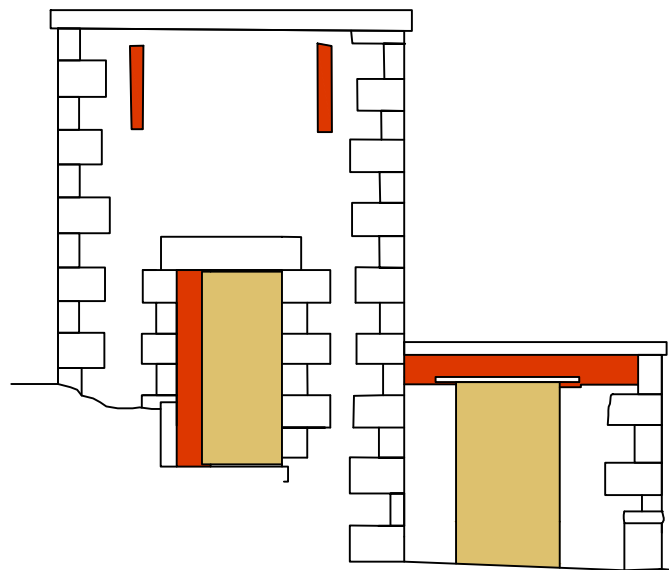


Fig. 4a North-facing elevation

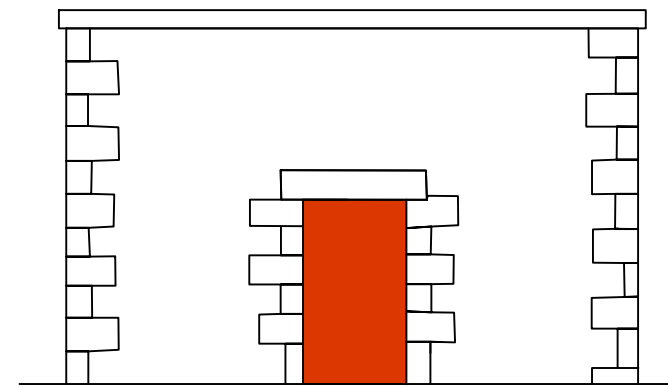


Fig. 4b East-facing elevation

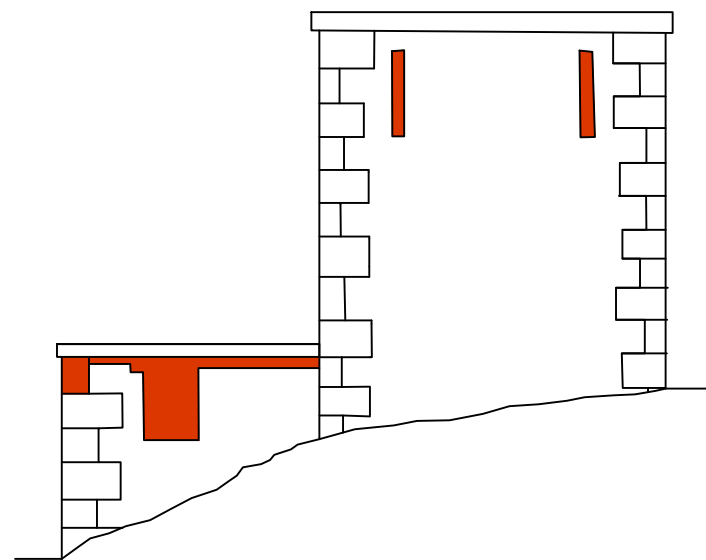


Fig. 4c South-facing elevation

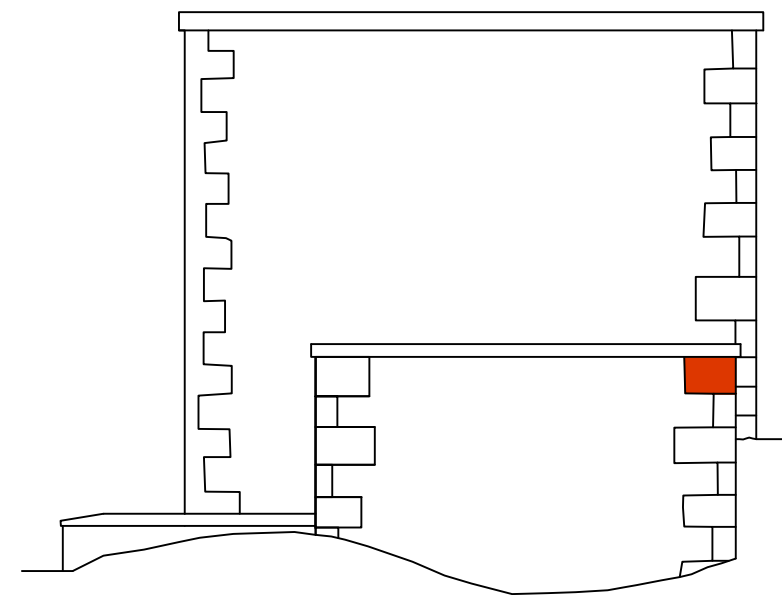


Fig. 4d West-facing elevation



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Fig. No: **4a-d** Report No: **3207**

Title:
Elevation drawings

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Fig. 5a

Fig. 5b



South terminus



Section through platform



Fig. 5a East-facing elevation, southern end

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Fig. No: **5a-b** Report No: **3207**

Title:
Elevation drawing of the remains of the up platform

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Platform in front of the water tower

North terminus (Plate 16)

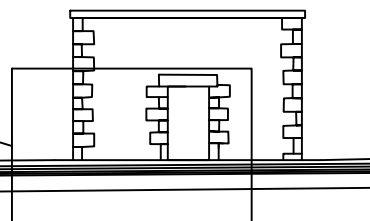


Fig. 5b East-facing elevation, northern end

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Plate 1 Fountainhall Station in c.1945. The water tower and chimney can be seen on the right of the photograph (Source Disused Stations)



Plate 2 Fountainhall Station looking north from the up platform in the late 1960s showing that the water tank had been removed (Source Disused Stations)



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Plate 3 Fountainhall Station and platforms looking south in August 1974
(Source RCAHMS)



Plate 4 North-facing elevation of the water tower



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Plate 5 Oblique north-facing elevation of the water tower and outshot building



Plate 6 East-facing elevation of the water tower



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Plate 7 South-facing elevation of the water tower



Plate 8 West-facing elevation of the water tower



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Plate 9 Interior north-facing elevation with blocked up slit vents near the wall head



Plate 10 Interior east-facing elevation with oil stained masonry blocks



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Plate 11 Interior south-facing elevation above the door with pipe work



Plate 12 Interior west-facing elevation blocked opening



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Plate 13 Interior ceiling showing iron plates and pipe work



Plate 14 General shot of well



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Plate 15 Well interior showing riser pipe and steel work below



Plate 16 Northern terminus of the up platform and the former Station House



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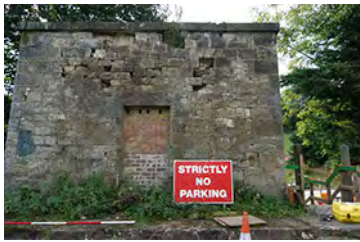
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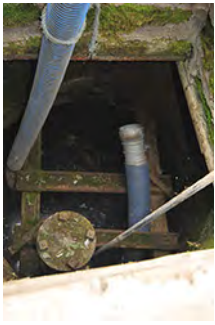
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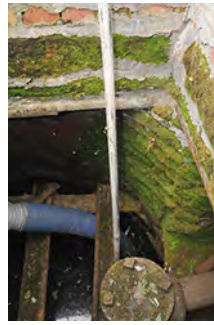
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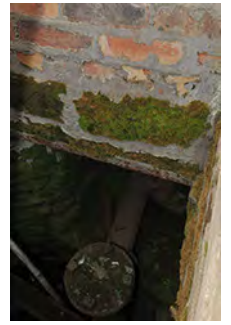
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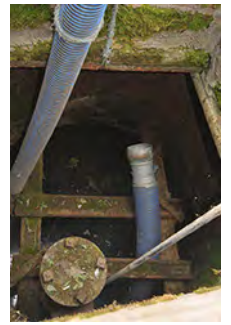
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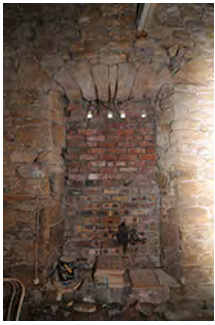
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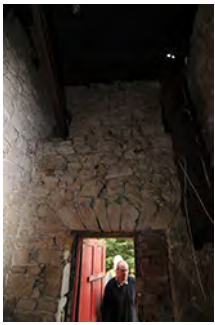
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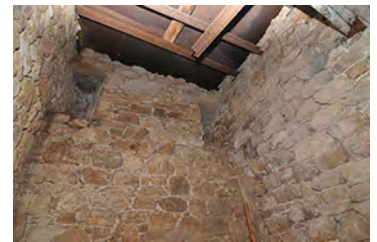
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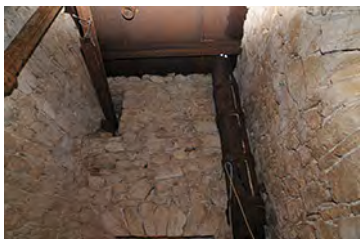
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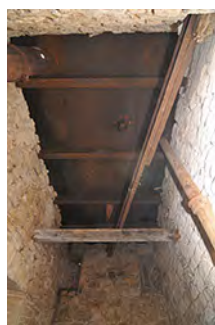
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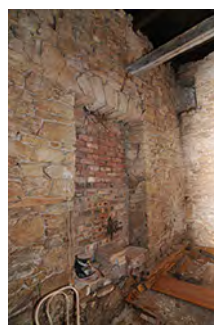
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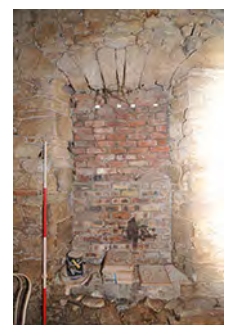
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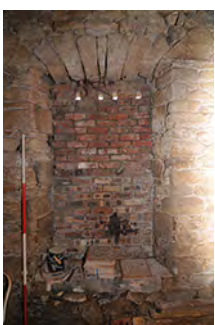
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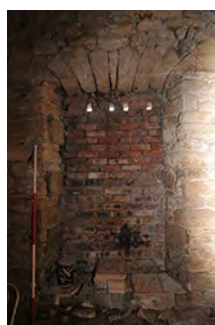
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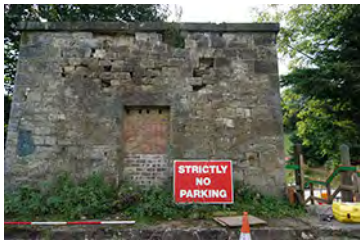
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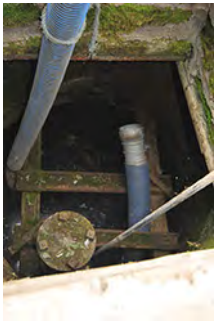
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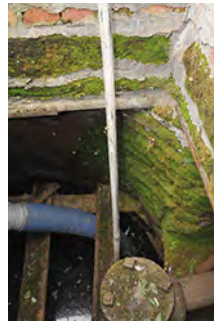
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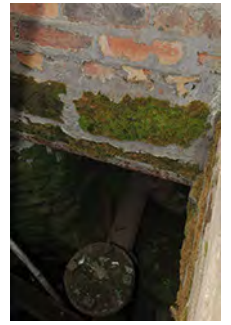
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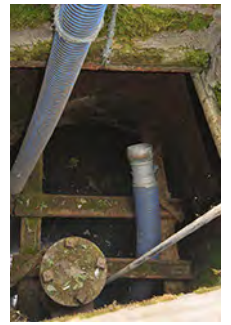
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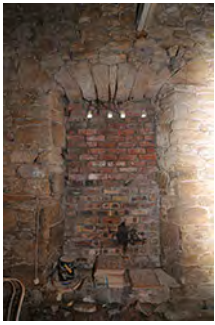
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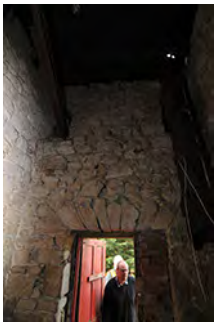
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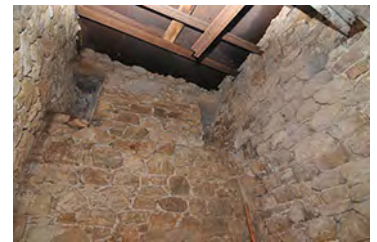
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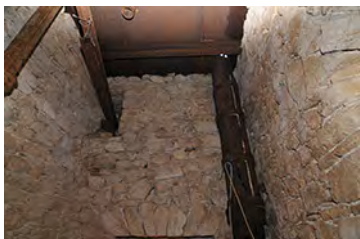
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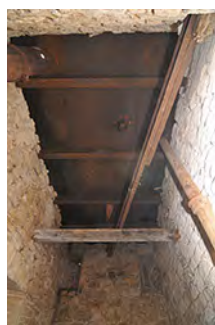
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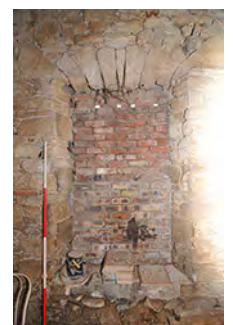
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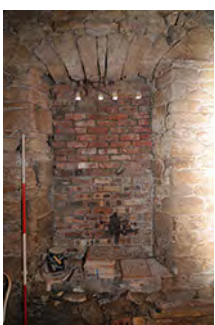
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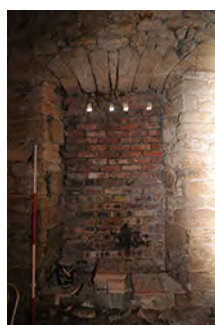
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BORA_136.JPG



BORA_137.JPG



BORA_138.JPG



BORA_139.JPG