The Old Station, Silloth,
Cumbria

Archaeological Building Investigation

Oxford Archaeology North

April 2007

Mr S Hinchcliffe

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Document Type: **Archaeological Building Investigation**

Client Name: Mr S Hinchcliffe

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SUMMARY

Proposals to develop The Old Station at Silloth Cumbria, (NGR NY 10975 53410) included the demolition of a small brick building, located on the station platform, and thought to be a workshop. This resulted in an archaeological condition being attached to the planning consent (Planning Application Ref. 2/06/0981). In response to a brief issued by the Cumbria County Council Historic Environment Service (CCCHES), Mr Stuart Hinchcliffe commissioned Oxford Archaeology North (OA North) to undertake an English Heritage Level-II type building investigation of the workshop prior to demolition taking place.

The subsequent building investigation revealed that the building dates to at least 1856, when the Carlisle to Silloth railway line was opened. It was apparent that the general layout of the building had not altered greatly since its construction, and the only major changes were alteration of one of the doors and replacement of the roof covering. All of the doors and windows were blocked at the time of survey, which limited the scope of the work.

There would appear to be four phases of building and alteration at The Old Station, commencing with the construction of the station buildings prior to 1856. Phase two comprised the alteration (widening) of a doorway in the east elevation of the workshop, which probably occurred prior to the closure of the line in 1964. Phase three involved recovering of the roof, the general appearance of which seems to suggest a later twentieth century date. The final phase was the blocking of all the doors and windows, which may have been carried out recently.

There was no access to the interior of the building at the time of survey. CCCHES has agreed that the developer, during the demolition process, can provide photographic coverage of the interior of the building.

ACKNOWLEDGEMENTS

Oxford Archaeology North (OA North) would like to thank Mr Stuart Hinchcliffe for commissioning and supporting the project.

Jeremy Bradley conducted the rapid desk-based assessment. Karl Taylor undertook the building investigation and wrote the final report, whilst Mark Tidmarsh produced the drawings. Alison Plummer managed the project, and also edited the report.

1. INTRODUCTION

1.1 CIRCUMSTANCES OF PROJECT

1.1.1 Proposals to demolish the buildings known as 'The Old Station' Silloth, Cumbria (NGR NY 10975 53410, Fig 1) were granted Conservation Area Consent (Planning Application Ref. 2/06/0981) on condition that a small workshop, assumed to be of nineteenth century date (Historic Environment Record no. 10195), was subject to a programme of archaeological building investigation (Plate 1). The other station buildings have been much altered and are to be demolished without record. Mr S Hinchcliffe, therefore, commissioned Oxford Archaeology North (OA North) to undertake a building investigation of the small building prior to demolition. A Project Brief was supplied by Cumbria County Council Historic Environment Service (CCCHES) (*Appendix 1*).

1.1.2 The building investigation comprised the following: a rapid desk-based assessment, a photographic archive of the building, which was supported by the production of a scaled plan, together with a written description. This report sets out the results of the building investigation in the form of a short document, outlining the findings, followed by an interpretation and analysis.

1.2 LOCATION, TOPOGRAPHY AND GEOLOGY

1.2.1 The Old Station is located to the south of Silloth town centre, and lies close to Silloth docks at the south end of Station Road (Fig 1). It is within walking distance of the town centre and docks area.

1.2.2 The Solway Plain is a lowland plain landscape with a low coastline facing the Solway Firth and The Irish Sea. It is an open and exposed landscape of predominately pastoral character with limited woodland cover. The foreshore of the Solway Firth is predominately comprised of intertidal mudflats backed by saltmarsh. The Irish Sea coastal fringe consists of low cliffs, sand and pebble beaches backed by sand dunes and raised beaches. Towns such as Silloth are situated on stabilised dune heathland. (Countryside Commission 1998).

1.2.3 The geology of the area consists of an underlying bedrock of 'New Red Sandstone' which is evident most of the area's architecture as distinctive red building stone. Glaciation affected much of the area and large quantities of boulder clay are present (*ibid*).

2. METHODOLOGY

2.1 PROJECT BRIEF

2.1.1 A written brief was issued by CCCHES (November 2006), which specified an English Heritage Level-II type survey (English Heritage 2006). The project brief was adhered to in full, and the work was consistent with the relevant standards and procedures of the Institute of Field Archaeologists, and generally accepted best practice.

2.2 RAPID DESK-BASED ASSESSMENT

2.2.1 The main focus of the rapid desk-based assessment was the redundant station buildings, with research being was internet-based, as well as examining secondary sources in the library held by Oxford Archaeology North.

2.2.2 ***Oxford Archaeology North:*** OA North has an extensive archive of secondary sources relevant to the study area, as well as numerous unpublished client reports on work carried out both as OA North and in its former guise of Lancaster University Archaeological Unit (LUAU). These were consulted where necessary.

2.3 BUILDING INVESTIGATION

2.3.1 ***Descriptive Record***: written records using OA North *pro forma* record sheets were made of all principal building elements, as well as any features of historical or architectural significance. Particular attention was also paid to the relationship between parts of the building, especially those that would show its development and any alterations. These records are essentially descriptive, although interpretation is carried out on site as required.

2.3.2 ***Site drawings:*** a ground floor plan of the building (Fig 2) was produced in order to show the form and location of structural features and/or features of historic interest. The hand-annotated field drawings were digitised using an industry standard CAD package to produce the final drawings.

2.3.3 ***Photographs:*** photographs were taken in black and white and colour slide 35mm formats. The photographic archive consists of external (there was no access to the interior) views of the appearance of the building and detailed photographs of specific architectural details, which do not show on general views. The photograph locations are marked on the ground floor plan of the complex (Fig 3).

2.4 ARCHIVE

2.4.1 A full professional archive has been compiled in accordance with the project design (*Appendix 1*), and in accordance with current IFA and English Heritage

guidelines (English Heritage 1991). The paper and digital archive will be deposited in the County Record Office in Carlisle on completion of the project.

2.4.2 The Arts and Humanities Data Service (AHDS) online database *Online Access to index of Archaeological Investigations* (OASIS) will be completed as part of the archiving phase of the project.

3. RESULTS

3.1 INTRODUCTION

3.1.1 The following section details the results of the rapid desk-based assessment, and the building investigation.

3.2 DESK-BASED ASSESSMENT

3.2.1 ***Historical background****:* although the main focus of the desk-based assessment is The Old Station, it is prudent to put it into its local archaeological and historical context. The following is a brief discussion of the local history.

3.2.2 The name Silloth is derived from Sea Lathes', meaning barns or lathes by the sea (Gelling 1984, 29, 311). The settlement was probably founded by the monks of Holme Cultram Abbey, a few miles to the south-east, as a grange (Grainger and Collingwood 1929,153-63; Wilson 1905). The settlement remained as a small community of a few farm houses and was noted as a safe anchorage for ships during storms. It was not until the mid-nineteenth century that the Carlisle and Silloth Bay Railway initiated the development of Silloth as a town (www.sillothonsolway.free-online.co.uk), and as small resort, along with Port Carlisle and Drumburgh (Countryside Commission 1998, 21).

3.2.3 Owing to the inadequate state of the harbour at Port Carlisle, a railway from Drumburgh to Silloth was proposed in 1854 (Grainger and Collingwood 1929, 259-64). The Carlisle and Silloth Bay Railway and Dock Company (C&SBRDC) opened their Carlisle to Silloth line in 1856, utilising the Port Carlisle Branch as far as Drumburgh, and the remaining part of the Port Carlisle line then became a horse-worked branch (www.cumbria-railways.co.uk).

3.2.4 The Marshall Dock - named after Mr William Marshall, MP for East Cumberland - was opened 1859. However, in 1879, the outward wall of the dock collapsed and it was not until 1882 a new dock, on the landward side of the old dock, was commenced by the North British Railway Company (NBR). The railway had been sold to the North British Railway Company in 1859 (Grainger and Collingwood 1929, 259-64; www.cumbria-railways.co.uk)

3.2.5 The arrival of the railway brought with it the Victorian desire for recreation. The air in Silloth was deemed to be "to be cleaner and more health giving than anywhere else', and large grand hotels were built to accommodate visitors. A pier was completed in 1857, which was 1,000 ft long. There was a railway along its length to carry passengers and goods to and from Silloth Station. From the pier steamboats offered passage to Liverpool, Dublin, the Isle of Man and Whitehaven. Lack of use during the Second World War Two, led to neglect and the pier was washed away by the sea (www.sillothonsolway.free-online.co.uk).

3.2.6 A decline in the fortunes of the town appears to have taken place from the late

nineteenth century onwards. Rejuvenation, albeit short-term, came with the Second World War, when an airfield was constructed (Countryside Commission 1998, 22). The Silloth aerodrome was opened in June 1939 as a Maintenance Command station, storing new aircraft, however it was soon transferred to Coastal Command and then an Operational Training Unit. It was at Silloth that the "Silloth Trainer" was developed for "realistic" training. The device was one of the predecessors of the modern flight-simulator.

3.2.7 After hostilities ceased, the aerodrome, was handed back to No: 22 Maintenance Unit and the site was used largely for scrapping and storage. The airfield was used briefly for civil flights in the late 1950s and was closed in 1960. Today the remaining buildings are used for industrial units (www.wartimememories.co.uk).

3.2.8 ***Silloth Station*****:** the station had extensive sidings, many in connection with the harbour basin (www.railscot.co.uk). Silloth was well publicised by the NBR, with many visitors arriving from Scotland. On one particular day in 1883, the line carried 8,000 passengers to the Barony Races at Burgh-by-Sands to celebrate the accession of a new Lord of the Manor there. The line also provided a connection for local people to Carlisle and beyond, as well as being the main method of transport for farmers' livestock and crops. The line was absorbed by the London and North Eastern Railway in 1923, which continued to provide good services with many special excursion trains in the summer months. Nationalisation followed in 1948 and the line was closed in 1964 (Carlisle and Silloth Bay Railway [http://myweb.tiscali.co.uk]).

3.2.9 ***Archaeological Interventions*****:** no known archaeological interventions have taken place within the study area.

3.3 BUILDING INVESTIGATION

3.3.1 ***Introduction*****:** The Old Station at Silloth comprises two separate structures and a surviving length of platform (Fig 3). The larger of the two buildings was the main station building, which appears to have undergone a number of changes to its original design. The small building to the south of this is the focus of the investigation (Plate 1). It would appear to have functioned as a small workshop and workers hut.

3.3.2 The building is a small rectangular, single-storey, red brick (English garden wall bond - EGW) structure, measuring some ten by six metres, the long axis being aligned north-west/south-east. For the purposes of this investigation, the main or front elevation is that which is facing the platform and will be described as the west elevation.

3.3.3 ***The West Elevation*****:** as already stated, this elevation faces the surviving platform, and contains two doors and two windows, all of which are blocked with substantial steel sheets (Plate 2). The elevation is symmetrical in design.

3.3.4 The two doorways open out onto the platform and both share identical features, namely bull-nosed jambs and red sandstone lintels. The lintels exhibit diagonal furrow toolmarks and bead moulding (Plate 3). The doorways are

both five feet wide (1.5m).

3.3.5 The windows exhibit similar features to the doors, such as the bull-nosed jambs and lintels. They have sloping sandstone sills of similar dimensions to the lintels (Plate 4).

3.3.6 ***The Rear (East) Elevation*:** this elevation has a single door and two windows (Plate 5). The windows are identical to those on the front elevation (*Section* 3.3.5) but the doorway differs slightly. It appears to have been widened by 14 inches (0.35m) at some point, and a reused section of track has been inserted to serve as an additional lintel below the original lintel (Plate 6). The doorway now slides rather than having a conventional door. All the other details are as described for the west elevation (*Section* 3.3.3).

3.3.7 ***The North and South Elevations*:** these create the gable ends of the building. The elevations are identical and are plain in detail, with no distinguishing features (Plate 6).

3.3.8 ***The Roof*:** this is of pitched construction with overhanging eaves and projecting verges (Plate 6). The verges have moulded bargeboards and projecting purlins and wall plates. Projecting rafters are visible below the eaves (Plate 7). It would appear that whilst the underlying structure of the roof is original, the covering was replaced in the twentieth century.

3.3.9 The roof is constructed from horizontal planks to which the roof slates are fixed (Plate 8). The planks are also visible below the eaves (Plate 7) and verges. The slates are Welsh and are laid in straight courses. The ridge is of dark grey tile but appears to originally have been of terracotta, with a simple bead moulding. These original ridge tiles are present to the south of the chimney. The slates are fixed to the planks with flat-headed nails.

3.3.10 A single chimneystack straddles the ridge at the south end of the roof. It has an oversailing course and moulded dentils. It also has corner bead-moulded bricks and sits on a plinth (Plate 8). The chimney pot may not be the original.

3.3.11 To the north end of the roof, adjacent to the chimneystack, is a timber ventilation outlet. This has a pitched roof (Plate 8). Its east and west elevations are louvered, whilst the north and south are of matchboard. Lead flashing seals the gap between the ventilation outlet and the main roof. This would appear to be an original feature.

3.3.12 A small section of guttering survives at the base of the east pitch of the roof (Plate 9). This is cast iron and has a square section base with cyma-recta moulded upper body, commonly termed 'ogee'. The guttering is fixed to the eaves on wrought iron brackets. It is probable that this dates to the original construction of the building.

3.3.13 ***Other Details*:** a short section of wall connects the workshop building to the station building to the north (Fig 3, Plate 10). It is constructed from the same brick (and bond) as the workshop and has darkly weathered sandstone coping with rock-cut rustication. There is a butt joint where the wall meets the station

building.

3.3.14 The station platform is located 8.8m to the west of the workshop and comprises a brick (EGW bond) base with a sandstone block kerb (Fig 3; Plate 1). This has been patched in places and some of the kerb stones have been replaced with concrete blocks. The platform itself is laid down to a mixture of asphalt and grass.

3.3.15 ***Interior Details***: there was no access to the interior of the workshop at the time of survey and, therefore, the interior remains uninspected.

4. DISCUSSION

4.1 INTRODUCTION

4.1.1 Following the building investigation it is apparent that, except for minor alterations, the workshop has undergone relatively little alteration from its original appearance. Almost all the original fabric survives, with the exception of the roof covering.

4.2 PHASING

4.2.1 Only minor alterations have been made to the building and the core of the original structure remains intact. There are probably four phases of development.

4.2.2 ***Phase 1***: the workshop dates to at least 1856 when the railway was opened. It is possible that it is slightly later than the station building (*Section 3.3.13*), and a brief inspection of the station building revealed it to be of a slightly different style.

4.2.3 ***Phase 2***: this phase comprises the alteration of the doorway in the east elevation (*Section 3.3.6*). Although it is not possible to attribute an exact date to this alteration, it is reasonable to assume that it was carried out prior to the closing of the line in 1964.

4.2.4 ***Phase 3***: it seems likely that the recovering of the roof took place in the later half of the twentieth century. This would appear to be modern repair work.

4.2.5 ***Phase 4***: the blocking of the doors and windows was probably carried out fairly recently.

4.3 CONCLUSION

4.3.1 It is clear that the workshop has survived relatively intact and has undergone little change or alteration. The footprint and general appearance has probably remained consistent since at least 1856, with only minor modifications taking place.

5. BIBLIOGRAPHY

5.1 CARTOGRAPHIC SOURCES

Ordnance Survey 1983 *Soil Survey of England and Wales: Soils of Northern England, Sheet 1*, 1:250,000

5.2 SECONDARY SOURCES

Carlisle and Silloth Bay Railway: http://myweb.tiscali.co.uk/hstchg/railway3.htm

Countryside Commission 1998, *Countryside Character, Vol 2: The North West*

www.cumbria-railways.co.uk

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www.sillothonsolway.free-online.co.uk/history

www.wartimememories.co.uk/airfields/silloth

Wilson, J (editor), 1905 *A History of the County of Cumberland: Volume 2*

6. ILLUSTRATIONS

6.1 FIGURES

6.2 PLATES

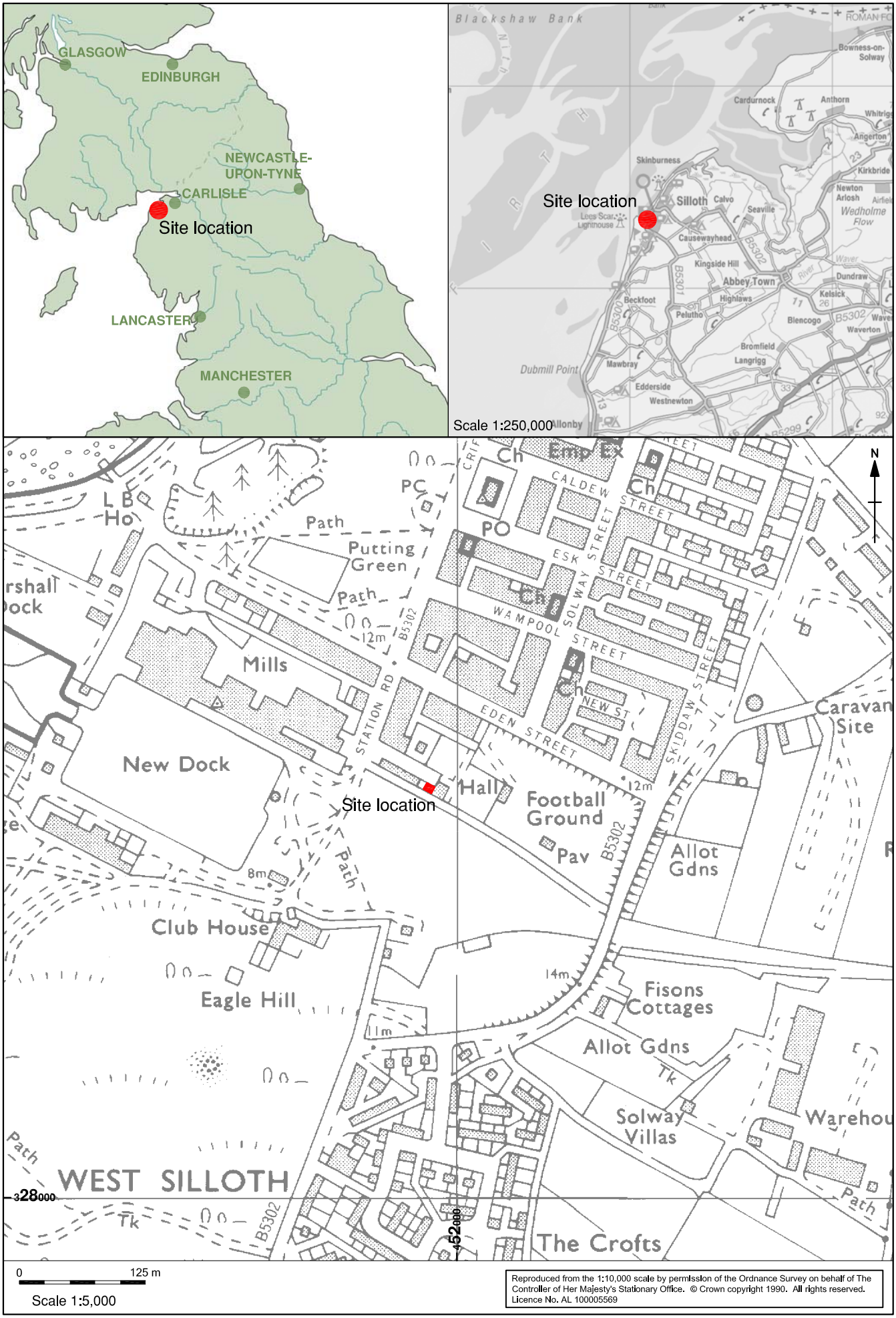

Figure 1: Site Location

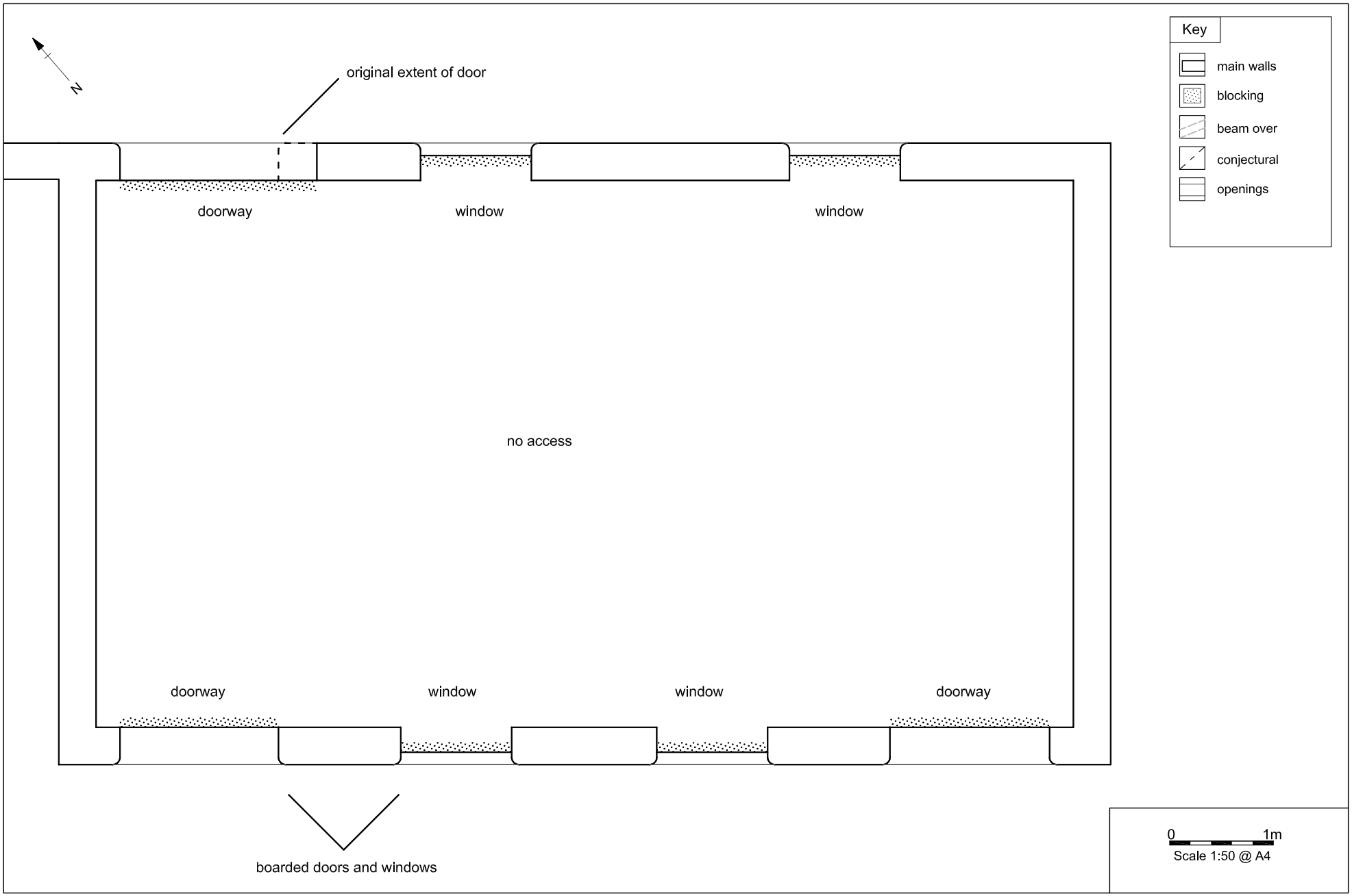

Figure 2: Plan of the Old Station Building

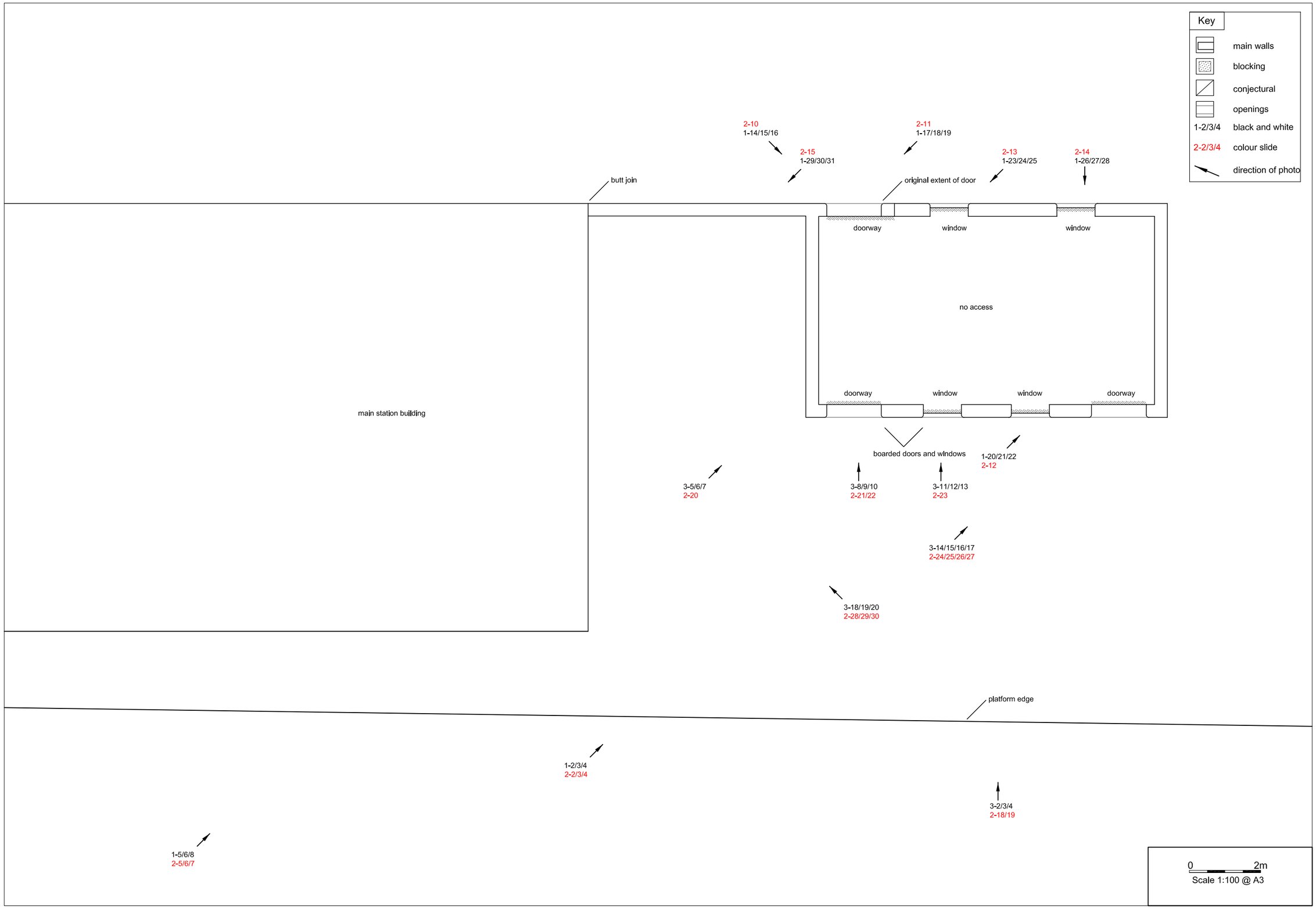

Figure 3: Photographic Location Plan

Plate 1: General view of the old station building

Plate 2: Front (west) elevation

Plate 3: Example of door on west elevation

Plate 4: Example of a window on west elevation

Plate 5: Rear (east) elevation

Plate 6: North elevation

Plate 7: Projecting rafters below eaves

Plate 8: The roof, chimney and ventilation

Plate 9: Cast iron gutter on east side

Plate 10: Section of wall between buildings

APPENDIX 1: PROJECT BRIEF

BRIEF FOR AN ARCHAEOLOGICAL BUILDING RECORDING PROJECT

AT THE OLD STATION, SILLOTH

CUMBRIA

Issued by the

County Historic Environment Service

Environment Unit, Economy, Culture and Environment

COUNTY COUNCIL

Date of Brief: 17 November 2006

This Design Brief is only valid for 1 year after the above date. After this period the County Historic Environment Service should be contacted. Any specification resulting from this Brief will only be considered for the same period.

SITE DESCRIPTION AND SUMMARY

Site Name: The Old Station, Silloth

Grid Reference: NY 10975 53410

Planning Application Reference No.: 2/06/0981

Detailed specifications are invited from appropriately resourced, qualified and experienced archaeological or architectural contractors to undertake the archaeological project outlined by this Brief and to produce a report on that work. The project team must be led by a member of the Institute of Field Archaeologists or the Institute of Historic Building Conservation or equivalent. No fieldwork may commence until approval of a specification has been issued by the County Historic Environment Service.

1. PLANNING BACKGROUND

1.1 Conservation Area Consent has been granted for the demolition of the buildings at The Old Station, Silloth. The former station buildings are much altered as part of previous building projects, but one 19th century building survives intact at the eastern edge of the site (Historic Environment Record no. 10195). Consequently, a programme of building recording of this structure is required prior to the proposed works taking place.

1.3 This advice is in accordance with guidance given in Planning Policy Guidance note 15 (Planning and the Historic Environment) and Planning Policy Guidance note 16 (Archaeology and Planning) as well as with policy CO23 of the Allerdale Local Plan.

2. ARCHAEOLOGICAL BACKGROUND

2.1 The railway came to Silloth in the mid 19th century and was integral to its development as a seaside resort and port. The building that is subject of this survey is shown on the 2nd edition OS map and therefore dates to the later 19th century.

3. SCOPE OF THE PROJECT

3.1 *Objectives*

3.1.1 To make a record of the historic structure at the eastern edge of the site prior to demolition.

3.2 *Work Required*

3.2.1 The project should comprise the following elements which are based upon the requirements of a 'Level 2' Survey, as described by English Heritage *Understanding Historic Buildings A Guide to Good Recording Practice, 2006*:

- A *rapid desk-based survey* to provide a brief historic context for the building to be demolished. (Note: it may be possible to undertake this research purely using the internet.)
- A *written description* of the building including their: plan, form, function, age, development sequence, construction materials and relationship with nearby buildings in architectural and functional terms.
- An *illustrative record* of the building. This should include:

  Photographic record: photographs of the buildings in their landscape context; detailed photographs of the building's external appearances; internal photographs of the main rooms of the buildings; scaled detailed photographs of features of architectural or archaeological significance.

A scaled plan of the building. This should show: its relationship to nearby buildings and the location of each photographed feature of architectural or archaeological interest

4. PROJECT DESIGN

4.1 Before the project commences a project proposal must be submitted to and approved by the County Historic Environment Service. The specification should comprise a written statement setting out a scheme of works to be undertaken.

5. REPORTING AND PUBLICATION

5.1 The archaeological work should result in a report, this should include as a minimum:

- A site location plan, related to the national grid, produced at an appropriate scale
- A front cover/frontispiece which includes the planning application number and the national grid reference of the site
- A concise, non-technical summary of the results
- A date when the project was undertaken and by whom
- A description of the building's plan, form, function, age, development sequence and construction materials.
- A scaled plan of the building showing its relationship to nearby buildings and the location of each photographed feature of architectural or archaeological interest
- Photographs of the building accompanied by an appropriate description
- A description of the methodology employed, work undertaken and the results obtained
- Plans, section drawings and photographs at an appropriate scale

5.2 Three copies of the report should be deposited with the County Historic Environment Record within two months of completion of fieldwork. This will be on the understanding that the report will be made available as a public document through the County Historic Environment Record.

5.3 Cumbria HER is taking part in the *Online Access to Index of Archaeological Investigations* (OASIS) project. The online OASIS form at http://ads.ahds.ac.uk/project/oasis must therefore also be completed as part of the project. Information on projects undertaken in Cumbria will be made available through the above website, unless otherwise agreed.

6. THE ARCHIVE

6.1 An archive must be prepared in accordance with the recommendations of *The Management of Archaeological Projects,* 2nd ed. 1991, and arrangements made for its deposit with an appropriate repository. A copy shall also be offered to the National Monuments Record.

6.2 The County Historic Environment Service must be notified of the arrangements made.

7. PROJECT MONITORING

7.1 One weeks notice must be given to the County Historic Environment Service prior to the commencement of fieldwork.

8. FURTHER REQUIREMENTS

8.1 It is the archaeological contractor's responsibility to establish safe working practices in terms of current health and safety legislation, to ensure site access and to obtain notification of hazards (eg. services, contaminated ground, etc.). **The County Historic Environment Service bears no responsibility for the inclusion or exclusion of such information within this Brief or subsequent specification.**

8.2 All rooms should be clear of obstructions as far as practically possible in order to provide an adequate photographic record to be made.

8.3 The involvement of the County Historic Environment Service should be acknowledged in any report or publication generated by this project.

9. FURTHER INFORMATION

For further information regarding this brief, contact

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As part of our desire to provide a quality service to all our clients we would welcome any comments you may have on the content or presentation of this design brief. Please address them to the Assistant Archaeologist at the above address.

APPENDIX 2: ARCHIVE CONTENTS

THE OLD STATION, SILLOTH, CUMBRIA

Record group	Contents	Comments	Box/File Number
	Introduction Project Brief	Y	1
A	**Report** Final Report	Y	1
B	**Primary Fieldwork Records** GeneralBuilding Description	Y	1
C	**Primary Drawings** Plans/Section	Y	1
D	**Finds Compendium** Box and Bag Lists Object Record Sheet Specialist Reports	N/A	N/A
E	**Environmental Records** Primary Records Specialist Reports	N/A	N/A
F	**Photographic Record** Photographic Indices Monochrome Colour Slides Digital	Y	1
G	**Electronic Media**	Y	1

APPENDIX 3: PHOTOGRAPHIC INDEX

OXFORD ARCHAEOLOGY NORTH

PHOTOGRAPHIC INDEX

OA NORTH 13

PROJECT NAME	PROJECT CODE	SITE CODE
THE OLD STATION, SILLOTH	L9816	

FILM NO:	FILM TYPE	ISO
1	35MM BLACK AND WHITE	400

FRAME	DATE	SITE	DESCRIPTION	DIR	CONDITIONS	PHOTO-GRAPHER
1	13/02/07		ID SHOT		SUN	KIT
2	13/02/07		WEST ELEVATION	E	SUN	KIT
3	13/02/07		WEST ELEVATION	E	SUN	KIT
4	13/02/07		WEST ELEVATION	E	SUN	KIT
5	13/02/07		GENERAL VIEW OF BUILDINGS	E	SUN	KIT
6	13/02/07		GENERAL VIEW OF BUILDINGS	E	SUN	KIT
7	13/02/07		GENERAL VIEW OF BUILDINGS	E	SUN	KIT
8	13/02/07		WIDE VIEW FROM WEST SIDE	E	SUN	KIT
9	13/02/07		WIDE VIEW FROM WEST SIDE	E	SUN	KIT
10	13/02/07		WIDE VIEW FROM WEST SIDE	E	SUN	KIT
11	13/02/07		WIDE VIEW FROM EAST SIDE	S	SUN	KIT
12	13/02/07		WIDE VIEW FROM EAST SIDE	S	SUN	KIT
13	13/02/07		WIDE VIEW FROM EAST SIDE	S	SUN	KIT
14	13/02/07		EAST ELEVATION	S	SUN	KIT
15	13/02/07		EAST ELEVATION	S	SUN	KIT
16	13/02/07		EAST ELEVATION	S	SUN	KIT
17	13/02/07		DOORWAY ON EAST ELEVATION	W	SUN	KIT
18	13/02/07		DOORWAY ON EAST ELEVATION	W	SUN	KIT
19	13/02/07		DOORWAY ON EAST ELEVATION	W	SUN	KIT
20	13/02/07		EXAMPLE OF A WINDOW ON WEST ELEVATION	E	SUN	KIT

DIR = the direction in which the camera is pointed, expressed as a compass point eg NW

PROJECT NAME: THE OLD STATION SILLOTH		PROJECT CODE: L9816		SITE CODE:		
FILM NO: 1		FILM TYPE: 35MM BLACK AND WHITE		ISO: 400		
FRAME	DATE	SITE	DESCRIPTION	DIR	CONDITIONS	PHOTO-GRAPHER
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22	13/02/07		EXAMPLE OF A WINDOW ON WEST ELEVATION	E	SUN	KIT
23	13/02/07		GUTTER ON EAST ELEVATION	W	SUN	KIT
24	13/02/07		GUTTER ON EAST ELEVATION	W	SUN	KIT
25	13/02/07		GUTTER ON EAST ELEVATION	W	SUN	KIT
26	13/02/07		CHIMNEY AND FLUE	E	SUN	KIT
27	13/02/07		CHIMNEY AND FLUE	E	SUN	KIT
28	13/02/07		CHIMNEY AND FLUE	E	SUN	KIT
29	13/02/07		WALL BETWEEN STATION BUILDINGS	NW	SUN	KIT
30	13/02/07		WALL BETWEEN STATION BUILDINGS	NW	SUN	KIT
31	13/02/07		WALL BETWEEN STATION BUILDINGS	NW	SUN	KIT
32	13/02/07		GENERAL VIEWS OF STATION BUILDINGS	S	SUN	KIT
33	13/02/07		GENERAL VIEWS OF STATION BUILDINGS	S	SUN	KIT
34	13/02/07		GENERAL VIEWS OF STATION BUILDINGS	S	SUN	KIT
35	13/02/07		GENERAL VIEWS OF STATION BUILDINGS	E	SUN	KIT
36	13/02/07		GENERAL VIEWS OF STATION BUILDINGS	E	SUN	KIT
37	13/02/07		GENERAL VIEWS OF STATION BUILDINGS	E	SUN	KIT
DIR = the direction in which the camera is pointed, expressed as a compass point eg NW						13/0

OXFORD ARCHAEOLOGY NORTH

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OA NORTH 13

PROJECT NAME	PROJECT CODE	SITE CODE
THE OLD STATION SILLOTH	L9816	

FILM NO:	FILM TYPE	ISO
2	35MM COLOUR SLIDE	200

FRAME	DATE	SITE	DESCRIPTION	DIR	CONDITIONS	PHOTO-GRAPHER
1	13/02/07		ID SHOT		SUN	KIT
2	13/02/07		WEST ELEVATION	E	SUN	KIT
3	13/02/07		WEST ELEVATION	E	SUN	KIT
4	13/02/07		WEST ELEVATION	E	SUN	KIT
5	13/02/07		GENERAL VIEW OF STATION BUILDINGS	E	SUN	KIT
6	13/02/07		GENERAL VIEW OF STATION BUILDINGS	E	SUN	KIT
7	13/02/07		GENERAL VIEW OF STATION BUILDINGS	E	SUN	KIT
8	13/02/07		WIDE VIEW FROM WEST SIDE	E	SUN	KIT
9	13/02/07		WIDE VIEW FROM EAST SIDE	S	SUN	KIT
10	13/02/07		WEST ELEVATION	S	SUN	KIT
11	13/02/07		DOORWAY ON EAST ELEVATION	W	SUN	KIT
12	13/02/07		EXAMPLE OF A WINDOW ON EAST ELEVATION	W	SUN	KIT
13	13/02/07		GUTTER ON EAST SIDE	W	SUN	KIT
14	13/02/07		CHIMNEY AND VENTILATION	W	SUN	KIT
15	13/02/07		WALL BETWEEN STATION BUILDINGS	NW	SUN	KIT
16	13/02/07		GENERAL VIEWS OF STATION BUILDINGS	S	SUN	KIT
17	13/02/07		GENERAL VIEWS OF STATION BUILDINGS	E	SUN	KIT
18	13/02/07		WEST ELEVATION	NE	SUN	KIT
19	13/02/07		WEST ELEVATION	NE	SUN	KIT
20	13/02/07		NORTH ELEVATION	E	SUN	KIT
21	13/02/07		NORTH ELEVATION	E	SUN	KIT

PROJECT NAME: THE OLD STATION SILLOTH	PROJECT CODE: L9816	SITE CODE:
FILM NO: 2	FILM TYPE: 35MM COLOUR SLIDE	ISO: 200

FRAME	DATE	SITE	DESCRIPTION	DIR	CONDITIONS	PHOTO-GRAPHER
22	13/02/07		NORTH DOOR ON WEST ELEVATION	E	SUN	KIT
23	13/02/07		NORTH WINDOW ON WEST ELEVATION	E	SUN	KIT
24	13/02/07		CHIMNEY AND VENTILATION	E	SUN	KIT
25	13/02/07		CHIMNEY AND VENTILATION	E	SUN	KIT
26	13/02/07		CHIMNEY AND VENTILATION	E	SUN	KIT
27	13/02/07		CHIMNEY AND VENTILATION	E	SUN	KIT
28	13/02/07		SOUTH ELEVATION OF MAIN STATION BUILDING	N	SUN	KIT
29	13/02/07		SOUTH ELEVATION OF MAIN STATION BUILDING	N	SUN	KIT
30	13/02/07		SOUTH ELEVATION OF MAIN STATION BUILDING	N	SUN	KIT

DIR = the direction in which the camera is pointed, expressed as a compass point eg NW

OXFORD ARCHAEOLOGY NORTH

PHOTOGRAPHIC INDEX

OA NORTH 13

PROJECT NAME	PROJECT CODE	SITE CODE
THE OLD STATION SILLOTH	L9816	

FILM NO:	FILM TYPE	ISO
3	35MM BLACK AND WHITE	400

FRAME	DATE	SITE	DESCRIPTION	DIR	CONDITIONS	PHOTO-GRAPHER
1	13/02/07		ID SHOT		SUN	KIT
2	13/02/07		WEST ELEVATION	NE	SUN	KIT
3	13/02/07		WEST ELEVATION	NE	SUN	KIT
4	13/02/07		WEST ELEVATION	NE	SUN	KIT
5	13/02/07		NORTH ELEVATION	E	SUN	KIT
6	13/02/07		NORTH ELEVATION	E	SUN	KIT
7	13/02/07		NORTH ELEVATION	E	SUN	KIT
8	13/02/07		NORTH DOOR ON EAST ELEVATION	W	SUN	KIT
9	13/02/07		NORTH DOOR ON EAST ELEVATION	W	SUN	KIT
10	13/02/07		NORTH DOOR ON EAST ELEVATION	W	SUN	KIT
11	13/02/07		NORTH WINDOW ON WEST ELEVATION	E	SUN	KIT
12	13/02/07		NORTH WINDOW ON WEST ELEVATION	E	SUN	KIT
13	13/02/07		NORTH WINDOW ON WEST ELEVATION	E	SUN	KIT
14	13/02/07		CHIMNEY AND VENTILATION	E	SUN	KIT
15	13/02/07		CHIMNEY AND VENTILATION	E	SUN	KIT
16	13/02/07		CHIMNEY AND VENTILATION	E	SUN	KIT
17	13/02/07		CHIMNEY AND VENTILATION	E	SUN	KIT
18	13/02/07		SOUTH ELEVATION OF MAIN STATION BUILDING	N	SUN	KIT
19	13/02/07		SOUTH ELEVATION OF MAIN STATION BUILDING	N	SUN	KIT
20	13/02/07		SOUTH ELEVATION OF MAIN STATION BUILDING	N	SUN	KIT