OpenAIR@RGU

The Open Access Institutional Repository at Robert Gordon University

http://openair.rgu.ac.uk

Citation Details

Citation for the version of the work held in 'OpenAIR@RGU':


Copyright

Items in 'OpenAIR@RGU', Robert Gordon University Open Access Institutional Repository, are protected by copyright and intellectual property law. If you believe that any material held in 'OpenAIR@RGU' infringes copyright, please contact openair-help@rgu.ac.uk with details. The item will be removed from the repository while the claim is investigated.
Timber Frame Construction in North East Scotland

A century of precedent
1830s –1930s

Iain Stevenson Bruce

PhD 2007
Timber Frame Construction in North East Scotland

A century of precedent
1830s –1930s

Iain S Bruce Dip Arch FRIAS

A thesis submitted in partial fulfilment of the requirements of
The Robert Gordon University
for the degree of

Doctor of Philosophy

January 2007
Declaration

The candidate has not, while registered for this PhD submission been registered for another award from another University during the research programme.

None of the original material of this thesis has been used in another submission for an academic award. Acknowledgements for assistance received are given under the heading acknowledgement and any excerpts from other work has been acknowledged by its source and author.

Signed........................................

........................................
Contents

Acknowledgements
List of plates
List of figures
Abstract

Chapter 1 Introduction 4
Chapter 2 Timber Construction: a review of the secondary sources 13
Chapter 3 Construction types 25
  3.1 The stud frame 26
  3.2 The braced frame 29
  3.3 The balloon frame 29
  3.4 Post and rail construction 32
  3.5 Post and beam construction 38
  3.6 Post hole construction 40
  3.7 Plank construction 43
  3.8 Log construction 44
  3.9 The great or English frame 44
  3.10 The cruck frame 46
Chapter 4 Analysis of Field Study 52
  4.1 Structure 53
  4.2 Cladding 53
  4.3 Range of spans 54
  4.4 Frame design 55
  4.5 Prefabrication 56
  4.6 Discussion 59
Chapter 5 North East frame types and the wider context 64
  5.1 Emigration background 65
  5.2 The braced frame 65
  5.3 The balloon frame 66
  5.4 Post & rail including post & dwang 68
  5.5 Post hole construction 68
  5.6 Plank construction 71
  5.7 The great or English frame 72
  5.8 The cruck frame 73
  5.9 Prefabrication 73
  5.10 The U.K. literature 76
  5.11 Other sources of knowledge 79
| Chapter 6 | Fieldwork Study | 83 |
| 6.1 Methodology | 84 |
| 6.2 Church buildings | 110 |
| 6.3 Railway buildings | 130 |
| 6.4 Agricultural buildings | 258 |
| 6.5 Dwellings | 273 |
| 5.6 Public halls and sports buildings | 346 |
| 5.7 Commercial buildings | 415 |
| 5.8 Miscellany | 475 |

| Chapter 7 | Conclusions | 499 |
| Bibliography & reference lists | 509 |
| Glossary | 524 |
I am grateful to a variety of people for their consideration and assistance in the preparation of this dissertation and in particular I would acknowledge, Alistair Campbell and Graeme Wilson at Elgin Library; Dr Bruce Walker for constructive and timely advice; Keith Fenwick and Dick Jackson of the Great North of Scotland Railway Association for sharing their encyclopaedic knowledge; Ed Martin for access to his unpublished work on the Mar Estate papers and his intimate local knowledge of upper Deeside. There were a considerable number of property owners who not only provided access to their properties but offered encouragement and interest in the project and my sister Moira Bingham for support and encouragement in the darker days when enthusiasm for the cause had evaporated.

The advice and guidance of my supervisory team of Dr Bill Brogden, Professor Charles McKeand of Dundee University and Professor Brown Morton III of Mary Washington College has been central in the ascent of my personal Everest.

Finally a special acknowledgement is reserved for Grace who, with tenacity in the face of subversive punctuation and grammar, became an invaluable Sherpa in the final assault on the summit.
List of plates

plate 1 The stud frame 27
plate 2 The balloon frame 30
plate 3 The post and rail frame 33
plate 4 The post and dwang frame 37
plate 5 The post and beam frame 39
plate 6 The post hole frame 42
plate 7 The great or English frame 45
plate 8 The cruck frame 47
plate 9 Composite frame drawing 50
plate 10 Composite drawing of fieldwork frames 58

map 1 Fieldwork buildings distribution map 86
map 2 Distribution map of extant buildings 87
map 3 Distribution map of church buildings 111
map 4 Distribution map of railway buildings 131
map 5 Distribution map of agricultural buildings 259
map 6 Distribution map of dwellings 274
map 7 Distribution map of public halls and sports buildings 347
map 8 Distribution map of commercial buildings 416
map 9 Distribution map of miscellany 476

List of tables

table 1 Distribution of cladding type 54
table 2 Range of minimum to maximum span 54
table 3 Analysis of frame heights 55
table 4 Comparison of railway buildings 56
table 5 Comparison of corrugated clad public halls 56
table 6 Field work entries listed alphabetically by place 88
table 7 Field work entries listed by frame type 99
table 8 Churches buildings listed by place 112
table 9 Railway buildings listed by place 132
table 11 Agricultural buildings listed by place 260
table 12 Dwellings listed by place 275
table 13 Public halls and sports buildings listed by place 348
table 14 Commercial buildings listed by place 417
table 15 Miscellany listed by place 477
This study was prompted by a natural inquisitiveness about the concentration of timber buildings in both Braemar on Deeside and Fochabers on Speyside, and the assumed association with the history of timber extraction in the respective river systems. Reinforced by childhood memories of timber buildings in other locations, the idea turned into an ironic quest for a *Lost Tradition of Timber buildings in North East Scotland*.

The fieldwork provides both substantive and extensive material with 198 records of extant buildings, and archival research having produced evidence of 156 others. However, in a field characterised by transience and lack of documentation, this total cannot be considered definitive.

Whilst the study presents a significant body of information about a Victorian interest in timber frame building not previously identified in the literature, the lack of any previous research in this area means that the work represents a phenomenon which is isolated both historically and culturally.

The study adopts a taxonomic methodology and a selection of case studies offers a comparative analysis in which frame typologies and their characteristics are examined. The geographical area is illustrated in map 1 *fieldwork buildings distribution map*. This is structured on 10km transects and individual buildings identified numerically in a north to south sequence within these transects.

Fieldwork specimens represent a diversity of both buildings and frame types, and the extensive use of timber buildings by the railway companies demonstrates they merely exploited an already established capability and knowledge for timber building and were not responsible for its introduction into the geographical area of study. It is clear that the majority of the fieldwork examples are of building types that would have been 'modern' to the late 19th century with only dwellings, church buildings and mills having historic precedence. This aspect introduces the enigma of the antecedents of their construction methods, particularly in view of the parsimony of the contemporaneous literature.

A total of four differing frame types have been identified and a previously unrecorded post and rail system is represented across all building types. This frame is described and illustrated in Chapter 3, *Construction Types*, and features in a comparative drawing of known historical frame designs not previously published. The identification of this frame and its extensive use is considered one of the main contributions of the study.

The taxonomy is presented in terms of discrete building types as uncovered by the field study.
This has revealed a considerable number of dwellings constructed by tradesmen for their own family's use, a structural elegance represented across the building types and an unexpected lack of agricultural buildings.

In an attempt to reduce the historical and cultural isolation of the survey data, the data is examined in a broader context, the availability and suitability of materials, the availability of knowledge and skills and prevailing socio-economic and cultural attitudes.
Introduction
Introduction

According to Geoffrey Stell, ‘Students of British and European timber building have long consigned Scotland to the margins of their subject.' Scotland’s vernacular and high style building across both social and geographical boundaries is that of masonry technology in various degrees of sophistication. The built environment is the work of the stonemason’s craft, with timber consigned very much to a secondary role. Likewise, both Bruce Walker and Elizabeth Beaton are similarly clear on the lack of a dominant role for the use of timber framing in Scottish construction other than as roof structure and linings.

However, as a result of the research undertaken for this thesis, this position now requires re-evaluation.

The study has expanded from its original focus on the vernacular timber buildings of Braemar and Fochabers to include the North East of Scotland from Laurencekirk in the south to Nairn in the north west and to cover a variety of building types. The result is evidence of a comprehensive range of building types, which demonstrate the use of timber frame construction over one hundred years from the 1830s. Farm buildings present an unexpected exception.

Besides the surprising extent of timber framed buildings, diversity is a feature of the fieldwork, diversity of frame type, diversity of size, and of both history and geography. There are railway buildings, sports buildings, commercial buildings as well as dwellings, a range that encompasses single chamber bothies, family houses, and the imposing Edwardian Forest Lodge in the depths of the Abernethy forest. Whilst the cladding of these buildings may vary from timber board and batten to corrugated iron and roughcast cement render, the common denominator is that they are ALL framed buildings in which a timber structure is the means of transmitting both dead and superimposed loads to the foundations.

Predominately, but not exclusively of late Victorian vintage, the extant buildings span from the esoteric Swiss Cottage of 1835 at Fochabers [F12] to the former aircraft hangar at Kintore [J14] one hundred years later.

Apart from dwellings and churches, the building types in the study were modern in that they were new types of buildings and in general terms not of a vernacular tradition but the products of conscious design to fulfill new and different functions. Only a minority of the building types originate prior to the 1850s. Railways and their built paraphernalia were new, the collective selling of cattle was a new approach which required agricultural marts, and the social attitude to rest and recreation was a concept which produced the sports buildings.
Whilst there are 17th century records of golf being played on Aberdeen links, it was to be some two hundred years later that golf clubhouses became a social focus. Similarly the bowling and tennis pavilions and the concept of the rural hall were generally the benefaction of the Victorian laird. These modern types form the majority of examples.

As well as a diversity of building types, the study demonstrates a competency with a variety of frame types and claddings across the range of buildings. There are examples of balloon frames in Braemar [D24 & D25], the extensive use of stud frames by the Great North of Scotland Railway and there is the intriguing use of medieval post hole techniques for the construction of the station at Ballater [F34] as late as 1886. See also [E3a] Elgin Football Club stand and [L28a] the carpenters' shop at Aberdeen harbour with the intriguing cross pieces at the base of the posts. There is the extensive use of 'post and rail'; a frame type not recorded in 19th century construction textbooks. In a review of the literature of construction from 1697 there is no mention of such a method of construction. However, it is used by at least three generations of joiners and wrights from the Disruption Churches of Aberdeen [L17a] in 1843 to the Kintore aircraft hangar [J14] of 1937. The survey evidence is of a frame type clad in both board and batten and corrugated iron sheeting, and in a more diverse geographical and typological distribution than the other frame types. In addition, the survey has uncovered examples of both a traditional and a modern cruck frame. [E27] & [J7]

It is the stud frame that constitutes the greatest number simply because of its favoured, but not exclusive, use by the Great North of Scotland Railway Company and the considerable extent of its buildings estate. In contrast, the Highland Railway Company, which is also represented in the area of study, generally adopted the post and rail frame and its characteristic board and batten cladding.

A type which has characteristics of both the ancient and modern is the cruck frame and is included under the definition of load transference noted earlier. The fieldwork has provided evidence of only one original cruck frame dwelling which, with a dressed stone rainscreen, should have no place in a study of timber frame construction. Achtavan [E27] is of crude, even primitive workmanship, yet its hallmarks of portability and proto-prefabrication were a response to the tenancy arrangements imposed by the new and 'improving age' landlords. These were the self same characteristics of the major export industry in portable buildings which expanded in various cycles in the 19th century and in response to the economic expansions of empire.

The construction of Ballater station provides significant evidence in a single building of a competency, if not a tradition, in timber frame construction which is not recorded by the present literature. The building illustrates three distinct construction types, namely the use of
medieval post hole construction in the first phase, with ground plates and latterly sill plates on scarcement walls in subsequent phases of the building.

The evidence of the study offers a challenge to the view that stone and lime are the means by which Scottish building and architecture has been exclusively defined and raises questions as to why the demise of the clearly established historical lineage of timber frame construction is poorly recorded by historians of Scotland's built environment. That there is a lineage is not in question. Timber buildings served the needs of both the coastal trade and railway industry in turn. Then there is the body of evidence surrounding The Disruption of the established Church of Scotland. The Reverend Brown in his book *Annals of the Disruption*, tells of a congregation in Rhynie 'such was the activity displayed, that before the shades of evening fell, they had a plain but substantial wooden church erected'. The same author records a wooden church to seat 1,500 at Woodside in Aberdeen and another to seat 400 to 500 at Fochabers built by the skills of the boatyard at Spey Bay and all in the year 1843.

Various significant questions arise from this particular evidence. Not only must there have been a body of knowledge and experience of the construction techniques, but where did the resources come from and at a time (1843) prior to the coming of the railways with their particular impact on the distribution of goods and materials?

Frame construction as a subject is dealt within the literature in discrete compartments. The great or English frame is a viewed as a distinctive field of study; the braced frame is not recorded in British literature; the debate on the balloon frame consumes much scholarly effort on where and when it was invented. The archaeological work which has been done on post hole construction, notwithstanding its multi-disciplinary nature, is isolated between archaeological covers, a state of affairs which presumably results from the boundaries of traditional disciplinary demarcation.

This study is the first attempt to bring these disparate elements into one focus and to compare and contrast the varying approaches to building timber frames on both sides of the Atlantic. From the variety of sources, an illustration has been constructed which places these differing forms of construction on the same page for the first time. [Plate 10] In addition it seeks to demonstrate the proof of Sigfried Giedion's idea that 'History is not simply the repository of unchanging facts, but a process, a pattern of living and changing attitudes and interpretations'.

The survey of surviving timber framed buildings has established both, a taxonomy for the study area and has revealed the post and rail frame as a previously unrecorded type of lightweight frame construction. Are these surviving examples evidence of an otherwise unknown tradition? Are they evidence of Walker's North West European tradition?
The Legacy

Naismith in *Buildings in the Scottish Countryside*, declares that 'the use of timber framing in town houses in the 17th century Scotland has not yet been fully investigated', and he goes on to postulate the idea that it was the dangers of fire and the improving ordinances of the Burgh authorities that sounded the death knell of the medieval tradition of timber frame construction. In addition the general air of enlightenment called for a 'new attitude to the design and appearance of buildings'.

The rescue excavations in the early 1970s in Aberdeen, Perth and Inverness, provide evidence of the extensive use of medieval timber frame construction. A framework of 'withies' to create wattle walls, ground sills with grooves to hold oak plank walls and substantial timber houses strong enough to support a roof with glazed ceramic peg tiles is certainly strong evidence of a forgotten heritage of timber construction. Other examples of the medieval tradition include the 11m diameter timber hall at the motte at Strachan, an extensive timber hall at Rattray and the cruck frames of Springwood Park.

According to Pennant writing in his diary of July 1769, 'in some of the lesser (Perth) streets are yet a few wooden houses of the old style; but as they decay, the magistrates prohibit the rebuilding of them in the old way'. Yeoman writing in *Medieval Scotland* considers that 'building techniques and materials dictated that houses had to be rebuilt every few years and often did not last longer than twenty years'. So perhaps durability of materials was as significant a factor as fire danger in the demise of timber construction. Perhaps it was the economics of the Improving Age that valued timber too important a commodity for construction of mere houses. Pennant records 'in the time when Prince George of Denmark was lord high admiral of England, some Scots gentlemen represented to him that Scotland could furnish the Navy with as good timber for masts and other uses as either Sweden or Norway could do and at a much more reasonable rate'. Perhaps it was a combination of all the foregoing factors or perhaps the shortage of timber.

In examining the availability of raw material from which a tradition in timber construction could have arisen, Professor M. L. Anderson provides copious information on both the natural and planted timber produced throughout Scotland. The relevant figures have been extracted from this material for the constituent counties of the field study area, namely Kincardineshire, Aberdeenshire, Banffshire, Moray and Nairnshire and highlight the anomaly of a non-existent timber tradition in an area with such a high ratio of forest to population.

In the early part of the 17th century Scotland saw a number of colonial adventures blossom then wither in the 75 years between the Earl of Stirling's first ambitions for Nova Scotia and the failure at Darien at the end of the century. However, during this period the successful planting of the East New Jersey colony in 1684 by Barclay of Urie and his refugees from the religious persecution of the Bishop of Aberdeen, placed these North East emigrants in the
centre of frame development on the eastern American seaboard, sandwiched as it was between New England and the Tidewater houses of Virginia.

Because East Jersey was the only successful Scottish colonial venture it may serve as a valuable insight into the relationship of native Scottish traditions and those developing in the American colonies. For guidance on the issues involved, the work of Ned Landsman is regarded as being the most authoritative account of the Scots in East New Jersey.\(^\text{14}\) The correspondence from the original settlers provides valuable insight, 'the poor sort set up a house of 2 or 3 rooms themselves after this manner, the walls are of cloven timber about 8 or 10 inches broad, like planks set on end to the ground; and the other nailed to the raising which they plaister within; they build a barn after the same manner'.\(^\text{15}\) In addition, much can be learned from the literature of historical geography represented by Peter Wacker\(^\text{16}\) and by Noble's study of early American cultural hearths.\(^\text{17}\) More recent work by James Hewitson on the history of Scots emigration and Marjory Harper's studies on the ebb and flow of Scots emigrants to America, demonstrate the clear familial and cultural connections between both sides of the Atlantic. From as early as 1640 when John Burnet was the first Scotsman to gain dispensation from the Navigation Acts, until 1816 when the North Atlantic timber trade was a major element in Aberdeen's economics, there is ample evidence for the flow and return of emigrants from the North East to America.\(^\text{18}\)

As American economic development spread west in the subsequent 150 years, it is clear that successive waves of emigrants from the North East were in the vanguard and consequently had access to the continuing development and refinement of American frame techniques, culminating in Chicago in 1834 with the apparent invention of the balloon frame. Coincidentally this was the time that George Smith from Old Deer, and others were taking an active part in the real estate jamboree of embryonic Chicago.\(^\text{19}\)

With this background of historical connections between the North East communities and the development of American frame technology the study seeks to demonstrate that lack of knowledge was the least of the factors contributing to the apparent non-development of a timber frame tradition in Scotland's North East. In addition, it also seeks to explore the corollary that, with access to such depth of knowledge of construction techniques and the relative economic merits of timber frame and masonry construction, what other factors might have intervened to deny the use of frame technology in North East Scotland?

George Smith's cousin was Sir Alexander Anderson and as promoter of the North of Scotland Bank and the Great North of Scotland Railway Company amongst other ventures, considered to be the North East's pre-eminent Victorian entrepreneur. Perhaps more significantly, the close association between these two cousins in the Aberdeen North American Investment Company and the North of Scotland North America Investment
Company could well have been the conduit for the knowledge for timber frame techniques being developed contemporaneously in America. Another local of note, born in Elgin, was Alexander White who through the fortune he made as a property developer, became one of the greatest collectors of art in 19th century America. He started his career as a painter of wagons and like Smith, would have been knowledgeable of balloon frame technology.\(^{20}\)

The American literature is important in demonstrating the progressive development of frame technology from the great or English frame import of the early Massachusetts colonists to the balloon frame as the forerunner of the internationally used western platform of today's construction industry. The work on the literature review illustrates that earlier and distinguished writers presented the respective construction types as discreet construction methods. The invention of the balloon frame in Chicago in 1834 as stated by Sigfried Giedion in his undoubtedly seminal work on the origins of 20th century architecture, must now be in doubt as more recent archaeological material and Peterson's *Tidewater houses of Virginia* demonstrates steady progression in the development of frame technology. The availability of pre-cut lumber and use of wire nails as a substitute for carpented joints in embryonic Chicago would simply have been the latest stage of development.\(^{21}\)

With Walker's more recent work on Dundee city buildings\(^{22}\), John Harrison's study of *Wooden-fronted Houses and Forestairs*\(^{23}\) and the work of T C Smout\(^{24}\) a better understanding of the role of timber in the mid 17th and early 18th centuries, albeit in the cities, is now developing. And whilst Naismith postulates that the improving ordinances of the 17th century were responsible, there is as yet no definitive explanation as to why timber should have been sidelined as the principal building material particularly when compared to traditions of neighbouring Scandinavian countries with which trading and cultural links were a feature of Scottish foreign policy of the period.

**Summary**

The study demonstrates that:

- timber frame building was part of the North East economic landscape of the 19th century
- skills and knowledge were demonstrably available as evidenced by the field study material
- there is a coincidence between the evidence of lightweight frame construction on the eastern seaboard of America and the views of John Hume, former Chief Inspector for Historic Scotland, of a similar but unrecorded ephemeral but widely used and temporary lightweight frame construction in Scotland.
Accordingly my hypothesis is:

*There was a tradition of lightweight timber frame construction in the North East of Scotland and the field study sets out to provide evidence of this forgotten heritage.*

In attempting the proof of the hypothesis I will:

- formulate a comparative study of the different forms of timber frame construction as produced from the field study
- compile a collection of examples from available photographic and other archive sources and so set a context of the extant buildings
- examine the fieldwork evidence in broader historical contexts of economic, societal and cultural factors
- assess the significant literature on frame construction and highlight the major contribution of recent archaeological work to the understanding of the development of frame technology in America.
1 Geoffrey Stell, 'A Note on Medieval Timber Flooring and Roofing', Materials and Traditions in Scottish Building, (Scottish Vernacular Buildings Group, 1992) pp 75-79
4 Sigfried Giedion, Space, Time and Architecture, (Cambridge, Mass., [n.pub.], 1941)
5 see 'Timber cladding before the Industrial Revolution' in Timber Cladding in Scotland ed. by I Davies, B Walker, J Pendlebury (ARCA Publications, 2002), p.15
7 ibid.
11 Yeoman, p. 55
12 Beyond the Highland Line, p. 122
15 Gavin Lawrie writing to a friend in London in 1684, taken from A brief account of East New Jersey in America, published by the Scots Proprietors Having Interests There, (Edinburgh: John Reid, 1683) p. 168
21 Giedion, pp. 281-288
Timber Construction

A review of the secondary sources
Introduction

There appears to be no reference material for the study of timber frame construction as developed in Scotland and in the absence of a definitive work on the subject, much reliance has to be placed on American literature for an appreciation of the progression of the technology to the present day. As noted in the Introduction of the Thesis, scholars of Scottish vernacular history are ambiguous as to the role that timber frame construction played in the vernacular tradition beyond the medieval period and there is no equivalent Scottish work to that published in the American literature.

As a result of the significant emigrations that took place from the North East of Scotland, a review of emigration literature is included to assist with an understanding of the influences of both the destinations of North East emigrants and the social class and economic issues which underpinned these emigrant endeavours. For example, Landsman makes the clear distinction between the idea of a planned emigration by Barclay and his supporters rather than mere homesteading going on elsewhere on the Atlantic seaboard.¹

This is important across the time frame from the earliest trading links by Burnett between Aberdeen and Virginia, the settlement of East New Jersey led by Barclay of Urie, as well as later dominion building projects like that of the departure of some 650 souls from the North East to New Kincardineshire in 1873.² The idea of a flow of people, in both directions, across the Atlantic is highlighted in The English Atlantic 1675-1740: An Exploration of Communication and Community.³

No consideration of timber frame construction would be complete without reference to prefabrication. This is particularly relevant for the appreciation of the railway era which saw significant development of frame technology in the North East. It is also significant for the understanding of the issues of relief churches, public halls and Victorian recreation buildings. These stemmed from the capability of the huge industry, developed to serve the needs of the burgeoning British Empire and the development of corrugated iron clad frame systems.

Construction

The study of English construction literature has proved to be of limited value due to its preoccupation with the great or English frame; little attention has been paid to posthole and plank frame which may be of far more significance in the Scottish context. In addition to the diminishing supply of timber, the enforced rethinking following the Fire of London in 1666 produced a cul de sac in frame development on this side of the Atlantic. Consequently, American material provides the most comprehensive view of the development of frame techniques.
The American material provides clear evidence of the succession of developments from the constructions of the earliest settlers and the medieval legacy of post hole construction through refinements developed in line with the improving economics of colonisation. With the subsequent opening up of the West, refined levels of prefabrication brought the balloon frame into being. Co-incidentally developments in prefabrication in the UK were taking place in response to the development and exploitation of the British Empire and it is arguable that plagiarism of British ideas may have been the source of much American developments.

Any review of the American literature will uncover a marked change in the appreciation of the subject since the 1960s. After this time, the benefits of archaeological excavations in Jamestown, the work of Fraser Neiman at the Clifts plantation and Carson et al at the Chesapeake made a major contribution to understanding the transition from early English techniques of post hole construction to subsequent developments in American timber frame technology.

In contrast, the distinguished scholarship of Eberlein, Kimball, and Isham, at the beginning of the century is perfunctory in its treatment of early structures when compared to subsequent scholars such as Abbott Lowell Cummings, Brownell, Loth, et al and the integration of the archaeological material into their work.

The standard works on the subject of the early period are:

- *The Architecture of Colonial America* by Harold Donaldson Eberlein published in 1915;
- *Domestic Architecture of the American Colonies and the Republic* by Fiske Kimball published in 1922;

Despite their apparent ignorance of post hole construction, these are significant works in developing the understanding of large frame technology.

The subsequent study of Abbot Lowell Cummings *The Framed Houses of Massachusetts Bay 1625 - 1725* in 1979 and would be the poorer without this substantial ground work.

Eberlein's work is predominantly a study of architectural style between the first settlements and through the post colonial periods in the eastern seaboard. In what appears inspired guesswork in view of subsequent archaeological studies, he speculates at the existence of the 'Virginia House' with his observation that 'the earliest Southern houses in Virginia and elsewhere, we may feel assured, were of wooden construction with brick and sometimes stone chimneys'. He investigates the materials and skills available to the immigrants and how these were deployed in response to the vagaries of climate in the different colonial endeavours.
The strength of Kimball’s scholarship is in his research of primary material of building contracts and accounts, inscriptions and other documentation as well as wills and deeds. By such means he has established incontrovertible evidence on many of the houses in his study. However of most significance is his reference ‘At a later day the same methods were employed by the first British settlers in East Jersey’ And his use of the term British may be of considerable significance in view of his regular use of the word English elsewhere. He is one of the earliest writers to ‘de-bunk’ the log cabin myth and only seven years after Eberlein. His high standard of scholarship is evidenced by his prolific footnotes.

Isham’s work is a comprehensive study of the development of vernacular architecture illustrating the progression of house plans and types in the colonial period, all comprehensively illustrated with construction details and detailed photographs of extant buildings. His study of the Roger Mowry House in Rhode Island house is of particular interest. Within a plan size of 15ft 10ins square, he reveals the use of substantial corner posts, summer beams and girts in the style of the great frame. This ample evidence helps to illustrate that despite the fact that post hole construction would have provided a more efficient and cheaper alternative, different frame types co-existed simultaneously.

Significant contemporary, or near contemporary, studies are:

- The Framed Houses of Massachusetts Bay 1625-1725 by Abbot Lowell Cummings published in 1979;
- Impermanent Architecture in the Southern American Colonies by C Carson, N F Barka, W M Kelso, G W Stone and Dell Upton in 1981; and
- Building with Wood by John I Rempel.

Abbot Lowell Cumming’s seminal work, The Framed Houses of Massachusetts Bay 1625-1725, although published in 1979, was some 34 years in the making, having started life as a Master’s Thesis in 1945. Subsequent studies of official records and construction permits and room by room inventories offer a mine of information covering the period of the mature life-span of the first generation of settlers. His objective was an exploration of a construction that ‘while four square and uncomplicated in form, the early house frame embodies nevertheless, a highly complex and sophisticated array of structural concepts climaxing a thousand years of English experience in building with timber’. With the extensive use of detailed technical illustrations and text, this is one of the most significant textbooks on the English or great frame.
The Making of Virginia Architecture by C. E. Brownell, C. Loth, W. M. S. Rasmussen, and R. G. Wilson. Brownell et al's well researched treatise on characteristic Virginian architecture uses much social historical information with regular references to Philip Alexander Bruce and Jack P. Greene. The argument is predicated on the current understanding of the crucial economic balances necessary to succeed in the economics of the new continent, an approach typified by rumours such as 'few could garner the wealth needed' and 'the economy of building a post-hole allowed a planter to channel his funds into the purchase of essential servants and lands to produce labor-intensive and soil-exhaustive tobacco'.

The preoccupation of the earlier writers on the 'grande architecture' and their cursory treatment of the vernacular was perhaps in part due to their lack of regard or understanding of a system of economics which was considerably different from that left behind by the first settlers of the Dominions.

In Architects and Builders in North Carolina: A History of the practice of building by Catherine W. Bishir, Charlotte V. Brown, Carl R. Loundsbury, and Ernest H. Wood III, the authors' claim is that the book represents the first work to look at the builders as a whole — artisan and architect, contractor and manufacturer, slave and freeman, rural and urban and to trace the history of building practice from early settlement to the present.

The book traces the development of construction skills from craft origins, where the immigrant English carpenters were forced to come to grips with a new environment, to the revolution in building practice derived from stream powered mass production and the rail network. In this relentless pursuit of technical solutions for new problems, development of technology had the fundamental impact of turning artisan into a fitter of parts. It tracks the history of the development of the construction process in one state from the beginnings in the proprietary period of 1650 to the post 1945 impact of the Agricultural Extension Department and the rise of the home builders and mobile home manufacturers. Although its focus is in one state, its treatment of artisans and tools provides a valuable contribution to construction from the 17th century.

This work offers a valuable insight into and the 'invisibility' of the topic which was a feature of the fieldwork. They drew attention to the significance of the fact that as construction of the buildings was for owner occupation, they were thus constructed in a simple manner with reduced labour, and by the simplest transformations of native and locally available materials. As a consequence there was no requirement for either skilled labour or manufactured elements, which of course meant no requirement for drawings, contract documents, or accounts, resulting in no or minimal documentary evidence. This is all in marked contrast to the material available to Kimball in 1922.
Building with Wood by John I Rempel, is a particularly valuable contribution and gives an important complementary view of transatlantic developments. He provides a clear description of three types of plank construction, namely log construction in which logs have been hewn or split to a thickness of 6 inches or less, a second in which planks were laid horizontally one on top of each other and appears to defy any concessions to cost effectiveness, and a third in which planks fulfill the joint function of support and fill being fixed between rebates on the cill and plate. This last form occurred more frequently than the previous two.12 He makes the valuable observation that complicated jointing seen in the early 18th century was being discarded by the time Ontario was founded around 1750 with the emphasis on simplicity, speed and therefore cheapest methods. 'Only the most basic and essential joint, the mortise and tenon survived but it is a joint that is capable of many variations'.13

His study of the development of the braced frame illustrates how the search for quicker and cheaper solutions to construction supports the premise that the balloon frame was an inevitable progression rather than a specific invention.14 For students of frame building he provides an important description of the construction sequence and the process of 'taking the wind out of the principal timbers'.15

In A Concise History of American Architecture, Leland Roth moves effortlessly from a detailed assessment of these early primitive forms, such as the Ojibwa wigwam and the palisaded long house of the Alogonquin Indians, through the 'heritage' re-constructions of the modern heritage industry to the 'intimately scaled' interiors of the Massachusetts Bay colonists.

He highlights the fundamental distinction between the immigrant and host cultures. The latter never considered land as a commodity. Good husbandry and the correct use of land was a common feature, it was Plantation economics that dictated the concept of land speculation and exclusivity of ownership. He is emphatic that indigenous building techniques in no way provided the immigrants with the 'emotional and symbolic security needed in what to them was an alien land'.16

Unfortunately he makes the easy generalisation that construction techniques were a hasty transition from the wigwam, derived from the shepherd's/charcoal burner's hut, to the use of heavy wooden frames as quickly as conditions allowed. His references to Virginia houses are a fascinating insight into the 'invisibility' of the post hole tradition,17 with no mention being made of this form of construction.

American Architecture 1607-1976 by Marcus Whiffen and Frederick Koeper deals with the subject of early American houses in a similarly perfunctory way believing that 'the traditional English house frame, as used in America for two and a half centuries, was a work of art rather
than science'. Their pronouncements on building with wood include 'the great majority of the well built houses of British America, in the South as well as in New England were timber framed and in the 17th century and for long after' and uses Jefferson's complaint of 'the unhappy prejudice... that houses of brick or stone were less wholesome than those of wood' for emphasis. They do make the point however that roof frames were much more varied than house frames.

In *American Building: Materials and Techniques from the beginning of the Colonial Settlements to the present* by Carl W Condit, the editor's ambition for the book was 'to serve the purposes of the Chicago History of American Civilisation by drawing all these elements (wood steel and concrete) - and the history of the arts and materials of construction - into the mainstream of American History'. Unfortunately however this grand plan is executed without footnotes or references and a collection of sweeping generalizations. These include the idea that the balloon frame was 'the result of the inventor, Augustine D Taylor, removing all the heavy members such as girts and posts (of the New England frame) and reducing it to a framework of studs and joists, which could be assembled easily by hand with nothing more than a hammer, saw and spikes'.

No reference is made to Giedion or the debate on the various contenders for the title of inventor of the balloon frame. He compounds his superficial treatment of his subject by the observation that great or English framing systems constituted the basis for all timber construction in the English colonies up to the mid 18th century.

*Space, Time and Architecture* by Sigfried Giedion. The value of this work in the context of this study is the shaping of thought that has underlain the teaching of architectural history for subsequent generations of students of architecture and no more importantly perhaps than his concept that 'history is not simply the repository of unchanging facts, but a process, a pattern of living and changing attitudes and interpretations ... Absolute points of reference are no more open to the historian than they are to the physicist; both produce descriptions relative to a particular situation'.

It is this very comparative approach to the study of history which is fundamental to the success or otherwise of the proof of my hypothesis. In addition, the work is significant as the focus for the debate on the invention of the balloon frame. Here, however, he strangely contradicts himself by asserting that the balloon frame was invented and appears to deny the possibility that it may have been merely part of the process of history.

*Early American Architecture from the First Colonial Settlements to the National Period* by Hugh Morrison. Although first published by Oxford University Press in 1952, the 1987 Dover edition fails to incorporate the fundamental material on impermanent architecture.
published six years earlier by Carson et al. He identifies primitive shelters as dugouts, wigwams, cabins and cottages, and it is his description of the latter two which are of interest. A cabin he describes as 'walls were made of vertical stakes drive into the ground, with wattles woven between them and daubed with clay. Forked sticks (crochets) supported a short ridge pole, which carried a roof of poles and turf or thatch'. In comparison cottages were 'built like a frame house but of ruder construction and inferior finish' and uses the illustration of the Samuel Chamberlain etching of the cottages at Leyden Street in Plymouth in 1627 as likely examples. While neither cabins or cottages fall within the description of post hole construction, a combination of the two methods certainly does. His subsequent condensed treatment of the subject of early frame, wall, roof and chimney constructions is of considerable value.

Because this thesis deals with the emigration to East New Jersey in 1684, Alan Gowan's *Architecture in New Jersey: A record of American Civilisation* was seen as significant.

According to Gowan 'folk architecture ....is still an anonymous product of community life' and the converse of a society which is economically secure and sufficiently settled to support specialization of labour. The value of his work is the explicit picture of the mongrel nature of New Jersey both as a reflection of the development of the United States society and the history of its construction. He cites the 'Dutch' type in the Hackensack Valley, a 'New England' type in East Jersey, a 'Philadelphia' type in the south as the significant importations, 'the work of immigrants reproducing ancestral traditions or itinerant artisans following conventions of their trade'.

He considers that pioneering struggles with the wilderness, the heritage of diverse European nationals and medieval traditions of the 17th century as being some of the great strands that constitute the rich tapestry of American civilisation represented in microcosm in the state of New Jersey. His contribution to the debate of the place of the log cabin in the architectural pantheon is to record the distinctive contribution of the Swedes and Finns who arrived in the Delaware Valley in the 1640s and introduced the log cabin technique to New Jersey. He cites Danckett's record of a journey between Manhattan and Maryland in 1679 and the house of Jacob Hendrix near 'Borlinghton'. Made according to the Swedish mode, and as they usually build their houses here, which are block houses, being nothing else than entire trees, split through the middle or squared out of the rough, and placed in the form of a square, one upon the other as high as they wish to have the house; the ends of these timbers are let into each other, about a foot from the ends, half of one into half of the other. The whole structure is thus made without a nail or a spike.
Prefabrication

The literature of prefabrication is divided between the important contributions made in the development of the British Empire and the literature of the almost simultaneous development of the American West.

Herbert Gilbert's *Pioneers of Prefabrication* the British contribution in the 19th century dominates the subject of British prefabrication. He covers the field from the demands of emigrants anxious to exploit the opportunities of the virgin Empire through to the sophistication of the Walter MacFarlane & Co and their output from the extensive Saracen foundry in Glasgow. He quotes a Victorian commentator 'the source of supply of useful and artistic foundings for all parts of the civilised and we might add the uncivilized world'. His extensively illustrated work includes a sketch of an auger footing detail of Calvert & Light's lightweight system which used double skinned fibrous panelling for the external walls. This is a work thoroughly in command of the subject.

*The History and Design of the Australian House* compiled by Robert Irving provides valuable insight into early British prefabrication attempts and charts the work of early manufacturers such as Smith and Barber, with their patent oilcloth on timber frame. He claims that 'in the long history of prefabrication there can be no more productive period than the middle nineteenth century, about 1830-65. In this period Britain was the major prefabricator and Australia the largest importer'.

He writes of the early wooden buildings made by the Government in traditional carpenters fashion of mortised and tenoned box frame. Components were not interchangeable but had numbers cut into them for ease of assembly. He confirms Manning's position as the pioneer of system building in which 'components were sufficiently standardized to be interchangeable'. Subsequent material considers the truly international nature of the prefabrication business with manufacturers in America, England and Russia.

In *Building Systems, Industrialization and Architecture*, Barry Russell introduces the reader to the 'standards and icons' of British 19th century Iron Age and skips past its timber forerunners. In the process however he makes a valuable contribution to the debate on systems thinking and highlights the need to approach system building in a holistic manner rather than seeing it as merely the assembly of atomistic components.

By contrast R B White writing in *Prefabrication: A history of its development in Great Britain* and published by the Building Research Station in 1965, demonstrates several flaws with his lack of reference to the contribution of Manning and his use of a contemporaneous reference to Peter Thomson. In addition he quotes from the English Joinery Manufacturer's
Association Handbook *Prefabrication in Timber* by Sjostrom 'the first attempts at shop fabrication of building sections were made in Sweden about 1920'.

This poses significant questions as to what was the knowledge base and experience available which could build a 350 seater timber church at Rhynie in the year of the Disruption in 1843.

*Wood Brick and Stone* by A G Noble 1984. Between the two distinct fields of scholarship of construction and emigration is that of cultural geography, in which the study of settlement patterns and cultural traits help to explain the interaction between emigrant communities and their adopted homeland. This work is of particular merit as an introduction to the subject with an integrated study of housing types, construction methods and ethnic concentrations. His lack of comment on the 'Virginia' house however, is a significant omission in view of the thinking at the time of publication. Peter Wacker's *Land and People: A cultural geography of pre-industrial New Jersey* illuminates valuable material on the early settlement patterns between 1665 and 1765. Also worthy of comment for their interpretative contribution are the articles by Fred Kniffen and Henry Glassie. 30

The significant emigrant literature consists of:

- *Scottish Colonial Schemes 1620-1686* by George Pratt Insch published in 1922;
- *Scottish Emigration to Colonial America 1607-1785* by David Dobson published in 1994;
- *Acadia Maine and New Scotland:Marginal Colonies in the 17th Century* by John G Reid published in 1991;
- *The Scots in East New Jersey* by George S Pryde (Proceedings of the New Jersey Historical Society) published in 1930;

The latter are of particular interest in their treatment of North East issues and their focus on implications and consequences for individual and family history. However, it is the study by Ned Landsman, *Scotland and its First American Colony 1683 –1765*, which is of significance in relating settlement processes of Freehold, Perth Amboy, Matawan, and Taponemus, and his pronouncement about the planned settlements '...the Proprietors derived their settlement plans for the colony from conservative social order of rural Scotland and many of these plans would have a lasting impression on New Jersey Society'.31 The implication is that this approach to emigration was in marked contrast to that of would-be homesteaders and required considerable pre-planning and investment. Despite the problem of vast distances, he highlights the fact that cultural heterogeneity 'caused those settlers to maintain close ties to their country-men at home and to their Old World traditions'.32 This poses the important question as to whether these traditions included those of masonry or timber construction.
3 "Any informed adult living within the English Atlantic Empire in 1739 knew that the Atlantic Ocean was traversed regularly, whether or not that person had crossed it. This same person also knew that the North American continent had never been crossed by anyone" I K Steele, The English Atlantic: An exploration of Communication and Community, (Oxford: Oxford University Press, 1986) p. 115
9 Cummings p. 209
12 John I Remple, Building with Wood and Other Aspects of Nineteenth Century Ontario, (Toronto: University of Toronto Press, 1980) p.36
13 ibid. p. 101
14 ibid. p.114 See his illustrations of the Pinkney House circa 1824 and his diagram of various framing methods, particularly Woodbridge +/-1825 and Richmond hill +/- 1830
15 ibid. p.102
17 ibid. p. 24 “In contrast to the first New England homes which were based on English vernacular village houses, the earliest Virginian houses were often modeled after English country houses and they were adapted to a much milder climate.”
19 ibid.
20 Sigfried Giedion, Space Time and Architecture, (Cambridge, Mass.: [n.pub], 1941) p. 260
23 ibid. p. 2-3
24 ibid. p. 7
26 ibid. see p. 123 for comment and p. 124 for illustration
28 ibid.
29 R B White, Prefabrication: A History of its development in Great Britain, ([n. p.], HMSO, 1965) p. 10 he quotes from an article 'Thomson Fecit' in the Architectural Review, September 1958 see also the following by Charles E Peterson
see also Henry Glassie 'Eighteenth-Century Cultural Process in Delaware Valley Folk Building'
*Winterthur Portfolio* 7 (1972) pp. 29-57
31 Landsman p. 101
32 ibid. p. 13
Introduction

A review of the fieldwork data indicates the existence of the following types of frame structures:

- the stud frame, including the braced frame
- the balloon frame

The distinction between the stud and balloon frames is made because of the iconic status of the latter in the lexicon of American construction history. However, the stud frame and its dominance in the estate of the Great North Railway Company makes it of far greater significance in the field study. With up to fifty large volume, single storey transit sheds and some thirty single storey railway stations, this system is distinctive and a clear forerunner of the Western platform frame which is now the basis of the large contemporary manufacturing industry.

- post and rail frame, including post and dwang
- post and beam construction

Others of interest include

- post hole construction
- plank construction
- log construction
- the great or English frame
- the cruck frame

Each type is examined in terms of case studies with appropriate illustrations of the specific survey data.

The stud frame

The term ‘stud’ is from the Saxon ‘studer’, a post ‘The posts or quarters in partitions, placed 11ins. or 12ins. distant; term frequently used in London and Somerset shire’.

The Encyclopedia of Architecture also refers to quarterlings or quarters

slight upright timber posts framed together and employed instead of walls for the separation of apartments etc; they are latherd over in the same manner as ceilings to receive plastering but when used for external work they are used boarded. They are of two kinds, single and double, the scantling of the former being 2 x 4ins. and the latter 4ins. sq. They are placed at about 12ins. to 14ins. apart. The term quarterlings is especially applied to a series of quarters.

The fieldwork demonstrates a range of building types using stud frame with those of the Great North of Scotland Railway predominate.

The definitive examples of the frame type appear in the Blacksboat railshed [D6], the former Cornhill station [H9], the Public hall at Crathes [J17], the venison larder at Mar Lodge [D31] and the Swiss Cottage near Fochabers [F12]
Blacksboat goods shed [D10] is a large single volume, single storey, rectangular plan built on a dressed rubble plinth with the original earth floor. The fourteen bays of the stud frame consist of 6½ x 3 ins. studs spanning 14 ft. vertically and at 2 ft. 9 ins. centres with the discreet 5 x 2 ins. elbow bracing from 6½ x 6¼ ins. corner posts. The quality of workmanship is manifested by the 5 x 2 ins. dwangs neatly housed into the studs at approximately 4 ft. centres vertically and the studs are NOT spiked to the bottom plate which is bolted to the stone plinth at approx. 4 ft. centres with ¾ ins. diameter cast iron bolts. With the height to eaves being 14 ft., the consequent slenderness ratio is 0.04.

The rectangular slated, piended roof is supported on a configuration of three different trussed rafters with the longitudinal cross bracing in the horizontal plane. On the east elevation the 2 x 3 bay clerestorey fixed lights between studs is the main clue to the modularity of this form of shed. The Great North had up to three different sizes of this piended roof type. At Elgin [E8a] and Inverurie [J13a] stations, for instance, the photographs show four window bands of four fixed lights indicating a length of shed at 100 ft.

The former Cornhill railway station [H9] is a C shaped plan of the earlier model of Great North of Scotland Railway stations and at the time of the survey was being converted to a private dwelling house. The overall dimension of the main building, excluding toilet extensions, is 51 ft. 3 ins. x 16 ft. 6 ins. and a height to eaves of 10 ft. 10 ins.

The stud frame consists of 4½ x 4¼ ins. corner posts with infill 4½ x 2 ins. studs at 2 ft. 6 ins. centres, nailed to 4½ x 3½ ins. top and bottom plates and dwanged at 21 ins. centres vertically. Both in this building and the Kennethmont station [H23] the frame is held down by fixing the bottom rail through to trapezoidal blocks of the same section with concrete poured around the haunches.

In the corporate style of the Great North of Scotland Railway Company the 6½ x ¾ ins. checked weatherboard cladding is painted cream & brown.

The Crathes hall [J17] is a large volume, single storey, rectangular plan 58 ft. long x 31 ft. 6 ins. wide built on a granite scarcement wall.

There are seven structural bays at 8 ft. 3 ins. centres consisting of double posts in line with the roof trusses. Wall framing comprises 5 x 2½ ins. studs at variable 2 ft. centres with bracing by three dwangs half checked into the studs in three equal bays between base plate and eaves. The evidence is of minimal nailing of studs to the sole plate laid directly on the granite scarcement. With the height to eaves being 9 ft. 3 ins., the consequent slenderness ratio of 0.045 suggests a more robust frame than the preceding examples.
Although smaller in plan area, being 42ft. 3ins. x 25ft. 3ins., the former Venison larder at Mar Lodge [D31] is taller with a height to eaves of 12ft. and an unusual rectangular corrugated iron gambrel roof to the main part of the building.

The white painted 5½ins. rectangular section weatherboarding is pinned to a 7½ x 2ins. stud frame with the studs generally at 17ins. centres. However, in the extreme four bays the centres are at 21ins. centres.

None of these building had insulation in the frame and in the case of the Crathes hall the roughcast finish is applied directly to the expanded metal lath which in turn is fixed directly to the studwork.

In a number of examples, Laurencekirk [J19] Stonehaven [K24] and the former garage at Strathdon [F27], the stud frame is used as support to infill panels of weatherboarding whilst the main structural loads are carried by different frame types.

The braced frame

The field study has not identified examples of the foregoing, but the 5 x 2ins. braces at the rail shed at Blackshoat [D6], might mean a re-classification of this structure. However, in Chapter 5 the topic is considered more fully as an integral part of the development of light framed technology.

The balloon frame

Assumptions at the outset of the study that the close personal links between ‘Chicago’ Smith and his cousin Sir Alexander Anderson, in his role as Chairman of the Great North of Scotland Railway Company, might have been responsible for the introduction of the balloon frame to the North East have not borne fruit, and the origins of the stud frame which was the defining characteristic of timber stations of the Great North are still obscure.

Compared with the previously described systems, where discreet elements combined to form a framework to which a fabric was attached in different ways, the balloon frame is perhaps best described in terms of a monocoque structure. That is, it is the interaction of structure and cladding which provides the necessary rigidity and strength. The balloon frame is characterized by the studs extending in one piece from the sill plate to eaves, with both ground floor joists and studs resting on and fixed to the sills. First floor joists are supported on a ledger board or dwang checked into the studs and in addition to supporting the floor loads tie the entire structure together. According to Jones and Ball ‘this system of framing replaced the modern braced frame until the platform or western framing became popular because of demand for one floor homes and split level homes’.

29
HIPZ
TIE TO BE USED WHEN ROUGH L.
RATERI
PLATE
FIRESTOP JOIST STUDS
CR.
JOISTS
10, 15:
IT 4 OR 1% LEDGER BRACING ZIP OR RIBBON INTO PACES OF STUD JOIST.
PIRESTOP
SILL
GROUT CORR. -1.4$
CROSS BRIDGING SPANS UP TO 8" HOLE
+ 10'-0" TO 19'-0" FOR NOW.
SPACING BETWEEN ROWS OF CROSS BRIDGING & BETWEEN CROSS BRIDGING & BEARINGS SHOULD NOT EXCEED 10'-0".
DIAGONAL SHEATHING (PLYWOOD SHEETS ARE ALSO USED) SHOULD NOT EXCEED 10'-0".
ANCHOR WITH NUT & WASHERS 2-1/2 LONG & WASH TWO NEAR EACH CORNER.

The balloon frame
As the following fieldwork evidence demonstrates, the distinction between balloon and stud frame is somewhat artificial in that the ledger board, which supports the ends of first floor joists, is the only distinguishing feature between the two framing methods. Whilst the fieldwork has uncovered two examples of stud frames with studs continuous over two storeys, it has also produced examples of the balloon frame both in the collection of the Braemar 'wee houses' and signal boxes.

The 'wee house' at 7 Broombank in Braemar [D25] is a reconstruction of a holiday cottage. The building has been completely restored by the owner to its original design over the past ten years. It is a two storey rectangular plan with lean-to extension to the rear and consists of 6 x 2½ins. studs at 23ins. centres on a new concrete slab with a 4 x 1½ins. stringer or ledger supporting the first floor. The slenderness ratio of 0.05 means that the frame is somewhat 'sturdy' when compared to the Blacksboat shed or the post and rail sheds described subsequently. The frame was unlined at the time of the survey.

The nearby Downfield Cottage [D24] was built by the present owner's great-great-grandfather, who walked from Dundee to take up employment as a joiner in the village in the early 1840s. The history of the house is well documented the photographs show the various stages in its development. Studs, 6 x 2ins. in this example, are at 18ins. centres and fixed to the sill plate laid directly on the ground, there are 6 x 6ins. corner posts. On the north elevation the original tongued and grooved boarding had a layer of lathing between the inside face of the board and the outside face of the stud, compared with the conventional lapped weatherboarding on all the other elevations. The central chimney is particularly unusual, if not unique, in the Braemar collection of timber houses and the owners believe it contributes considerably to the comfort of the house.

The building has recently undergone extensive renovation and whilst the weatherboard cladding has been replicated, concrete block-work has been inserted into the frame at the insistence of the owner's insurance company.

The former, now redundant, Elgin station signal box [E9] is a two storey rectangular 31ft. x 10ft. 9ins. plan with projecting entrance porch and toilet to the west at first floor level. It is a standard design, large Great North Railway signal box with typical rectangular slated gable roof.

The balloon frame consists of 6 x 3ins. studs at 3ft. centres on a 6 x 4½ins. bottom plate with 7¾ x 7½ins. corner posts. This makes for a slenderness ratio of 0.035 comparing favourably with the generally more elegant post and rail structures. Floor joists of 6½ x 2½ins. at variable 18¾ins. centres span between the frame and the intermediate longitudinal 10¾ x
7\%ins. summer beam which in turn is attached to 9 x 3ins. end beams fixed to corner posts. This substantial structure is clearly secondary to the envelope and appears to be in support of the signalling apparatus.

Plate 2 is an illustration of the balloon frame system and shows the common elements, the 4 x 2ins. studs at 18ins. centres spanning two storeys from the sill; the first floor joists supported on a 4 x 1ins. or 6 x 1ins ribbon or ledger board which is checked into the studs to create a flush plane. Joists resting on this ribbon board are spiked to the adjacent studs to provide additional stiffness for the frame. Head binders, or plates, tie the top of all the vertical elements together and the roof frame is fixed separately. The top plate consists of a double 4 x 2ins. element and identical to the head binder in contemporary construction. Wall bracing consists of diagonal 4 x 1ins. elements checked into the outer face of the stud as an alternative to wood sheathing. Corner posts are composite elements constructed from two or more 4 x 2ins. studs of continuous length. Whilst providing good nailing surfaces for sheathing, they also ensure that the walls are plumb and able to resist end thrust as well as providing fixings for internal finishes.

Any study of timber frame construction cannot fail to comment on the debate in the American literature which surrounds the topic. Such are the commonalities of elements described as studs, sill plates, head plates in the post hole, braced frame and balloon frame that it is difficult to accept that a single storey church can be credited as the threshold of timber construction between its early modern heritage and its use today.

This comparative study of frame construction demonstrates that the balloon frame emerged merely in the continuum of the development and refinement of construction techniques and refutes the assertion by Sigfried Giedion writing in his seminal book on the origins of 20th century architecture *Space Time and Architecture* that 'the balloon frame was invented in Chicago in 1834 by George Snow in his construction of St Mary's Church’.  

See Chapter 5 for a detailed examination of the debate.

The post and rail frame

In the post and rail frame the posts are at considerably increased centres from that of a stud frame with horizontal rails spanning between the posts in the style of purlins at generally equal intervals between the sill plate and eaves. This creates a distinctly horizontal rectangular form in contrast to the verticality of the stud frame and is similar in many instances to medieval defensive palisade construction in which the posts are earth fast with the horizontal rails providing support for the pales nailed vertically to them.
Measured survey of part of the store complex of the Fishermens's Fish Selling Company Buckie illustrating one of the best examples of the post and rail frame in the survey area.

The post and rail frame
It is interesting to consider that this form of construction has migrated across materials and is represented in the ubiquitous post-1960, steel portal frame, profiled metal clad, industrial units built throughout the country.

Despite its prevalence in different building types and throughout the survey area, there appears to be no reference to this form of construction in either the American literature or that of the British construction manuals dating from Nicholson's *The Carpenter's New Guide* published in 1792 through to the 20th century. Its significance both numerically and geographically in the fieldwork is perhaps the proof of the hypothesis that it represents a lost tradition.

In the case of the unlined industrial sheds which represent the definitive examples of this type of frame, it appears that irregular number of bays is a distinguishing feature. The frame generally consists of a vertical post at more than 3ft. centres with horizontal 'purlin' type rails at a similar spacing from the ground plate; it is clad by board and batten cladding or corrugated iron sheet.

Examination of the various large industrial buildings reveals that post sizes vary from 6 x 5ins. at 9ft. centres [H6a]; 6 x 6ins. at 10ft. 10ins. centres [C4]; 6 x 6ins. at 8ft. centres [121], to the more generally 7 x 2½ins. at 6ft. 6ins. centres [G14].

The engine shed at the Peterhead Harbour of Refuge [H6a] consists of a large volume, single storey, rectangular plan, 61ft. long x 29ft. wide. The drawing illustrates five bays of 9ft. centres between posts with spacing being reduced on the extreme end bays to 8ft. centres. Unlike other examples, the vertical spacing of the rails is incremental from the bottom plate being successively 3ft. 6ins., 4ft. 6ins., and eaves height. With a height to eaves of 14ft., the consequent slenderness ratio of 0.036 demonstrates an even more efficient constructional frame than the Blacksboat stud.

The Forres shed [C4] is a large volume, single storey, rectangular plan almost double the length of the above at 120ft. long x 34ft. wide built on concrete stub footings. Here there are eleven bays of post and rail in the main building with a lower height, four bay lean-to extension, on the north east elevation. The 10ft. 10ins. interval of the 6ins. square posts makes this example the largest bay size and with a slenderness ratio of 0.031 perhaps the most refined structural solution for such a large volume space. Rails consist of 5ins. x 2½ins at generally 3ft. 6ins. centres between the base plate and eaves.

The Fishermens' Store [G14] is one of three interlinked gabled buildings built in the 1880s to serve the expanding fishing fleet at what was the recently opened Cluny harbour in Buckie. Its present use as a store for fishing gear is much as it was built for and is a typical shed to be
found in the Moray coast fishing communities. There is photographic evidence of a similar building at Portgordon harbour, and the ‘black’ shed at Findochty harbour [G3], although much altered in its present condition, is of the same type. However, it is archetypal of a variety of buildings used by Victorian businesses throughout the area in the latter half of the 19th century.

The perimeter walls, which are two and a half storeys high, consist of 7 x 2½ ins. posts at generally 6ft. 6ins. centres on a 9 x 2ins. sill plate. A central row of 9¼ ins. square two storey posts at 11ft. 8ins. centres support a longitudinal beam in the manner of the balloon frame ledger beam which supports the floor joists.

Thomson’s boatshed [G12] consists of a large volume, single storey, double bay, rectangular plan of eighteen bays on concrete strip foundations. With the height to eaves being 18ft. this is the tallest frame in the fieldwork. The corrugated iron barrel roof consisted of eleven tension rod, trussed arches, spanning 35ft. and demonstrated a particular elegance and structural efficiency. As can be seen from the drawing in the fieldwork entry for this particular building, the spacing of the roof supports is not related to the spacing of the vertical elements which tends to be a consistent feature of this frame type.

The Kintore shed [J14] was originally built as an aircraft hangar and consists of a large volume, single storey, 60ft. 3ins. square plan. The five bays of composite 9 x 2ins. posts are built on a concrete floor slab with 4 x 2½ ins. rails spaced at 37; 34½; 36ins. and eaves at 12ft. 3ins.

At 9ft. 6ins. the Torphins garage and workshop [L21] is one of the lower buildings in the commercial classification. It is a single storey, generally 40ft. square plan built on concrete scarcement and comprising five bays of 6ins. square posts generally at 8ft. centres. The intermediate rails are of 5 x 2ins. section fixed at 34ins. centres with 6 x 2ins. top and bottom rails and 6 x 2ins. diagonal bracing in the outer bays. The owner understands that the building is one half of a former World War I aircraft hangar brought from elsewhere.

The Nairn shed [A5] is the sole survivor of the rectangular plan, corrugated iron clad, gabled roofed standard sheds of the Highland Railway. At 55ft. 4ins. long x 31ft. wide it is some 3ft. longer and nearly 5ft. wider than the Stonehaven shed but is 6ins. lower than Blacksboat. From its external appearance it appears to be a typical standard shed with its central tongued and grooved boarded cargo door and flanking twelve panel fixed light windows.

The creosoted variable 6½ ins. to 7ins board and 1½ x ¾ ins. half round batten cladding is of a less refined specification than the material used for the Great North sheds.
The post and rail hybrid (post and dwang)

This description refers to a system clearly evident in the collection of agricultural bothies in which the posts are at greater centres than those of the stud frame but the horizontal elements are housed between posts as dwangs and not rails spanning across the faces of the posts. This sub set is generally known in the industry as post and dwang.

This is also found in two larger commercial buildings: the Black shed at Cawdor [A9] and Barrem Motors Ltd [I 13]

The drawing of a washhouse, plate 4, of the Great North of Scotland Railway Company illustrates how this is a hybrid between the stud frame with it spacing of 18ins. to 24ins. and this slightly greater spacing of 27ins. It also illustrates the adaptability of Victorian tradesmen who can offer the interchangeability of vertical board and batten or post and dwang frame or weatherboarded cladding using stud frame with dwangs, compared with the discipline of the 2.4m x 1.2m sheet of plasterboard and plywood of contemporary timber framing which requires the strict discipline of the stud position.

Neither of the two aforementioned systems are mentioned in either the American or British literature on timber frame construction.
Post and beam construction

Timber post and beam construction is an ancient and structurally the simplest type of construction. Accordingly, this account will concentrate only on the post and beam examples found in the fieldwork.

Laurencekirk [L19] is the largest of the three extant former railway goods sheds, at 81ft. 9ins. long and a span of 31ft. is a single storey, large volume, rectangular plan but built on a 4ft. high brick/concrete plinth to provide a loading platform with through loading doors on the track side.

The height to eaves at 14ft. is the same as Blacksboat but the thicker posts makes for a slenderness ratio of 0.042

Like the Stonehaven shed, the rectangular slated gabled roof consists of purlins but in this instance, composite king post trusses with composite (shoulder) bracing. This post and beam structure consists of eight bays with 7 x 5½ins. posts at approx. 10ft. centres. Infill pairs of 5¼ x 2ins. studs at approx 2ft. centres braced with 5 x 2½ins. diagonal cross bracing in each structural bay, is used as at Stonehaven but with a mid panel dwang and all fixed to a 7 x 3ins. sole plate.

The cladding is tapered 5¾ x 3/8ins. to 1ins. horizontal checked weatherboarding, unlike the Stonehaven boarding which is rectangular 6¾ x 3/4ins. section with the panels noticeably NOT checked into posts.

The likelihood is that the Stonehaven [K24] shed was built thirteen years before Blacksboat for the Caledonian Railway Company. It too is an equally interesting large volume, single storey, rectangular plan of the same width as the Great North design but 14' longer at 52ft.

Although of similar appearance with horizontal boarding, the significant difference is the structure – a substantial post and beam construction with infill stud panels. And whilst the stud framing spans 3ft. higher than Blacksboat, 5 x 2½ins. diagonal bracing is used in place of dwangs. The posts are rectangular section of 7 x 5¼ins. with 5¼ x 2ins. infill studs compared to the square 6 ¾ins. corner posts at Blacksboat.

With the 3ft. extra height to eaves at 17ft., the consequent slenderness ratio is a remarkable 0.034 and comparable to the 0.031 for the post and rail shed at Forres [C4].

One of the startling contradictions between the two post and beam designs is that the rectangular gabled slated roof is supported on substantial king post trusses and purlins which produces a simpler roof design. Yet in comparison with the Great North design it does have
the appearance of being over engineered. The use of full height panel bracing in place of dwangs may contribute to this impression. The substantial posts of the Stonehaven frame appear superficially to be of earth fast construction but discreet probing at the base of the posts produced a resistance, which might be a below ground masonry or concrete pier. The horizontal cladding, whilst the same dimensions as Blacksboat, is of rectangular section 1½ x 1¾ins checked into the posts.

The previous two examples were of buildings built by the Caledonian Railway Company and dictated by the requirements of steam engine technology. The former garage at Strathdon [F27] was also built by a railway company but for the express purpose of accommodating their two Milnes-Dailmer buses which ran in support of the Great North of Scotland Railway Company's service to and from Alford and Ballater. In this case the large volume rectangular plan is considerably shorter than the foregoing rail goods sheds and closer to the stud frame shed at Blacksboat. Consisting of three bays of 6 x 6 ins. posts at approx. 8ft. 3ins. centres, the infill panels supporting the board and decorative batten cladding are of 4½ x 15/8ins. posts.

The use of post and beam in dwellings is illustrated by both the Glenferness 'log house' [B3] and in a recent discovery, in a cottage at Grantown on Spey. The former building comprises a single storey, rectangular plan with a height to eaves of 10ft. 10ins. It has a slated gabled roof on five bays of 6 x 5 ins. composite posts, bolted in four positions between ground and eaves, with an eaves level beam supporting king post type trusses and all on a lime mortared rubble base. As can be seen from the photograph, the cladding is variably 6½ - 8¼ins. squared logs half checked at the corners; the logs appear to run the length of the building on the west elevation and there are vents in lowest level log.

The only known example of a post and beam house in Scotland is at Grantown on Spey. Grantown, being founded in 1766 was in the vanguard of the brave new world of Improvers and their planned villages, yet the structure of the house is dated at 1700. The reasonable presumption is that the frame had been previously used elsewhere, amply demonstrating the ephemeral nature of timber structures. In this case the dimensions of posts are similar to the foregoing examples but the post centres at 4ft. 6ins. approx. are considerably less than those of the buildings described above which are more than 150 years later.

**Post hole construction**

The use of post hole construction in Scotland is recorded by Yeoman in *Medieval Scotland: An Archaeological Perspective*, by Wordsworth in *The archaeological Investigation of Medieval Inverness*. Of particular interest, given the international dimension of the subject, is a recent archaeological study by Bristol University of New Edinburgh which was the capital of the ill fated Darien Colony.
Evidence of post hole construction is identified in four entries of the field study, two of which are extant buildings namely Ballater station [F34] and the mart at Ballindalloch [D7]. The archival material identifies the workshop complex at Aberdeen Harbour [L28a] and the grandstand for Elgin City football club [E3a] but there is no hard information about either building.

The former Ballater station [F34] is perhaps the most significant in the entire study. It is encyclopaedic in its use of timber frame construction but it is the use of the medieval technique of post hole construction which makes the building’s contribution to the field study so important.

Originally built in 1866 by the Aboyne & Braemar Railway Company, the building is a single storey irregular rectilinear plan 186ft. long overall and of variable width, 21ft. 6ins. at the east end and 40ft. at the west end which is a later extension. At the time of the survey the building was undergoing a major renovation programme, being converted to a substantial tourist facility from its previous use as various Local Authority offices, restaurant and tourist shop.

The building has a complex but generally rectangular slated gabled roof of simple rafter construction with an extensive canopy on the north and former track side. The survey evidence indicates three distinct types of substructure and various superstructures.

The post hole frame with interrupted sills, is generally of 6 x 6½ins. posts at variable centres, with infill stud frame on rubble and lime scarcement to an eaves height of 9ft. in the east and which is the earliest part of the building. The last phase, the former tea room in the west end, is a recognisable 4 x 2ins. stud frame, built on a brick scarcement. Cladding is generally 6 x ¾ins. boarding and 1⅛ x ½ins. half round battens on the north elevation and 6 x ¼ins. to 1ins. checked weatherboarding on the south elevation, painted white with red corner details.

Elevationally, the building is best described as a medley of window sizes and patterns which from the evidence of the frame, exposed during reconstruction, appears to have been substantially as originally constructed.

Writing in *Royal Deeside’s Railway*, Jackson describes Ballater station as 'something of a hovel' and the evidence of the structure during the recent renovations confirms this opinion.
posts in the ground with interrupted sills
B: posts and studs in the ground, no sills
The builders seemed to make spontaneous use of any section of timber to form bracing and there is clear evidence of salvage timber particularly in the east and original part of the building. All of which poses the intriguing question as to why such a poor standard of workmanship was accepted in a building of such civic importance.

Kenneth Mathieson of Dunfermline was the contractor for the line including stations with the whole works tendered at £50,000.7

The building truly is an enigma. An enigma because a prefabrication industry of international proportions had been exporting buildings across the growing Empire for the preceding fifty years, with a particularly significant effort for the Crimea War some thirty years earlier. And an enigma in a geographical area surrounded by both stud and post and rail forms of construction, it was a medieval technique which was considered appropriate for a building that whilst geographically remote, was nevertheless of prestigious civic value.

In sharp contrast, the last phase – the tea room in the west end, is a recognisable 4 x 2ins. stud frame built on brick scarcement.

The Ballindalloch mart [D7] is a large volume framed structure in which some 8 x 5¾ x 5ins. posts are formed in a D-shaped plan to create a canopy over the cattle ring with a lower level spectator gallery on three sides. The posts are earth fast with no means of diagonal bracing and wrapped in a bituminous compound to a height of 2ft. 6ins.

Although these are the only buildings which provide evidence of post hole construction being used in the study area, conversations with George Beverly, one of two brothers, successors of a three generation joinery business in Rhynie, confirm that this was a common form of construction for agricultural buildings until the 1960s when it was superseded by concrete frame construction.

Whilst the fortuitous renovation of the former Ballater station [F34], provided valuable insight into this form of construction, it is the American literature, considered in Chapter 5 which provides a comprehensive consideration of this type of construction.

**Plank construction**

This is a system of construction in which timber planks span vertically between sills and plates to form the walls of the structure. The planks can vary in width from 9ins. to 28ins. are sawn to a uniform thickness ranging between 1½ins. to 4ins. and are fixed butt edged. The economy of this method derives from the fact that the planks serve the composite functions of vertical load bearing, diagonal bracing, external sheathing, interior base for lath or panelling, door and window framing and an element of insulation. Although no evidence
of plank construction was found in the field study, Yeoman writes of ‘a group of well-built burgesses houses of the 14th and 15th centuries which were excavated in Castle Street, Inverness and these seem to have had sills on the frontage walls only. Some preserved sections of vertical oak-plank walling were found here’. Of a later period there is a very distinct grouping of buildings in the Badenoch and Strathspey area which are constructed with railway sleepers. Mainly houses located between Newtonmore and Kingussie, Derek Kerr, in his study Railway Sleeper Buildings, describes a number of these buildings and claims that the first sleeper house in Kingussie was built in 1927. The survey has identified items [A13], [A14], [B11] as being of possible sleeper construction.

**Log construction**

There was no evidence of log construction in the fieldwork area. However, the lodge at Glenferness House [B3], clearly of log construction, is included under post and beam because the logs function as cladding rather than primary structure. The family history is clear that this was a building imported from Norway circa 1910 for its novelty value.

Despite the power of the myth, most commentators on American vernacular architecture are clear that the log cabin stage was not part of the first phases of colonisation, but was a feature of the later exploitation of the Prairies.

**Great or English frame**

The only survey evidence of such a frame was the sawmill at Allanaquoich near Braemar of 1740. The drawing and accompanying specification are of a rectangular plan, 24ft. long by 12ft. wide and a height of 16ft. with an unspecified pitched roof. The section shows a saw frame and what appears to be a single blade operated by a 3ft. long by 4ft. diameter ‘cylinder water wheel’. There were three sawmills at various periods in the area but the location of this specimen is unknown.

It is not unreasonable, given the Aberdeen and Inverness evidence, (‘even down to 1741, wooden houses formed the west side of Broadgate’), to consider that the early 18th century town houses of Cullen, Elgin and Banff might well have employed substantial frame construction of this type.
The great or English frame

Reproduced from The Framed Houses of Massachusetts Bay 1625-1725
Abbott Lowell Cummings
Harvard University Press.
The cruck frame

The superficial evidence of stone or turf hovels, scattered throughout the countryside and described by Smout as ‘a cluster of turf and stone dwellings that might be arranged contiguously under one long roof or separately scattered as impermanent huts’\(^ {12} \), belies the importance of this form in any study of timber frame construction in Scotland. With its clear use of timber components which transmit roof loads to the ground, not unlike the manner of a modern portal frame and a screen of varying materials to protect the occupants from the elements, cruck frame construction is clearly in the same tradition as any of the preceding examples.

Crucks, trusses or couples, made up of curved or elbowed timbers, perform the structural function and converge at the apex as a trussed assembly. The individual trusses are framed laterally by one or two cross members and longitudinally by a system of purlins.

The study has produced only one example of a cruck frame, the bothy at Achtavan [E27]. In addition what was described as a ‘modern cruck’ was uncovered at the former Church hall Meiklewartle [J9], by the carpenter involved in the building’s demolition and replacement.

The bothy at Achtavan [E27] is a derelict single storey, single chamber 42ft.6ins. x 17ft.3ins. rectangular plan with an eaves height of 7ft. and a rectangular gabled roof of turf overlain with corrugated iron sheeting.

The frame comprises irregular, found timber, pegged to form the typical arcuate roof profile. The ‘crucks’ are at irregular centres of 4ft.2ins., 9ft.1ins., 7ft.9ins., 9ft.8ins. and generally 18ins. above the earth floor. The frame is clad with un-lined, lime and mortared rubble walling.

In marked contrast, the former Church hall, Meiklewartle [J9], was a double volume rectangular plan of 35ft.6ins. x 17ft.6ins. with an offset rear extension of kitchen and toilets. The roof was gabled and clad in corrugated iron.

The structure consisted of eight timber portal frames of 8 x 2½ins. posts with a height to eaves of 8ft.3ins. and 5 x 2½ins. rafters at approximately 6ft. centres and all clad in corrugated iron sheeting painted grey.

The literature on cruck framing is not inconsiderable and as such it is not proposed to repeat the material in great detail. However, it is important to record that there is no evidence of
The cruck frame

Cruck-framed cottage, Torfhoward, Dumfriesshire, from Stell 1972 (Crown copyright, RCAHMS).
cruck frame construction in the American literature. Hay identifies a number of different types of cruck frames with most having a collar with projecting ends to carry the through purlins. He cites the earlier practice in England in which suitable trees were selected and split along their length creating ‘complementary blades’. However, the crucks were generally formed of separate elements from different trees. In addition, some have short spur pieces to carry the lowest purlin or wall plate.

Robert Dinnie was an unusual contributor to the Victorian tradition of local historian in that he was a highly skilled stonemason whilst most of his associates were parish ministers. However, because of his professional interest in construction and its relevance to the study area, it is valuable to reproduce his description without editing:

Farmers and Cottagers houses were built of natural faced stones of any quality that could be obtained nearest the site. The walls were generally about three feet thick at bottom and were brought in gradually towards the top. The width of the house seldom exceeded 12 feet within walls; but the length often varied from 30-60ft. especially the farm house and were frequently divided with a stone wall which went under the name of a stone couple — being a support of the roof. Through this partition was a door opposite the lobby for the purpose of passing from one end of the house to the other.

The couples (crucks) were made of a perpendicular leg on each side of about four and a half feet in length, and were set up when the walls were built to the height of eighteen inches which the foot of the couple resting on the inner part of the wall. The couples were placed from 6 - 10 ft apart and the gable tops serving instead of two, there were required only about 3 - 4 in number of a house of 40ft. in length. They were sometimes made of whole trees squared a little with the adze, or axe, sometimes from trees cleft down the middle called half trees. In place of nails they used wooden pegs for fixing together the different parts of the couple. The rafters did not unite at the top — a space being left for the roof tree which lay on the crown of the couples. The lower baulks were placed about 2/3 down the couple and the upper ones near the top, close below the roof trees. To complete the roof for the thatch 2 or 3 pieces of wood were laid horizontally along the house, resting on the couples and gable tops at equal distances apart. These were again intersected with smaller pieces of timber laid near each other—the one end resting on the side walls and the other extending to the top of the roof. The divots were then put on, somewhat in the manner of slating, and afterwards the thatch, which consisted of heather, straw, broom or rushes. The angles of the ridge and skews were neatly rounded with the thatch and secured with ropes made of straw or heather. The gable tops were generally of turf tastefully built after the heron-bone pattern: also a foot or eighteen inches on the side walls which was necessary for driving pegs to hold the fastenings for securing the eaves from the wind...

Although still without lathing, the walls were free from damp within the stones in the walls being laid in a sloping direction and so carrying the water towards the exterior of the house. Some were built without mortar of any kind; other had the stones bedded and closed in the joints with moss, which made a very dry and comfortable dwelling. Six or seven days of a carpenter were sufficient to do all the wood work of an ordinary farm house. Nothing more was required to complete the empty building than the shell as an incoming tenant brought his whole furniture from his previous lodging and left nothing within its walls.

Some of these old dwellings have been known to stand upwards of one hundred and fifty years without any further expense than that of keeping the thatch in repair. The whole cost of the house of this description at the present time (1860s) would not exceed £20 and about hundred years ago £5, while several farmers dwelling houses in this locality have recently cost from £300 - £400. Still those houses constructed to the old plan were much more comfortable and healthy for the inhabitants than the buildings of the present day. Their covering defended the cold and frost in the winter and also the heat in the summer; but the modern house with a slated roof and large windows attracts the heat in summer and cold in winter, which must be very detrimental to the health of the indwellers. This would more especially apply to the poorer classes many of whose new dwellings are not finished in a very comfortable manner. They are no doubt more pleasant to the eye, but people cannot live by appearances alone. In cold weather it would require at least a third more fuel to warm these houses than one of those built in the old style, and fuel is an article not easily obtained by the poor.
Prefabrication

It had been expected that the fieldwork, particularly with the standardized design of the railway buildings, would have produced clear examples of prefabrication. However, there is no evidence of double members needed to create panelised construction. Equally there is no evidence of investors or entrepreneurs of the North East participating in the various phases of what was dynamic Imperial market in prefabricated buildings of all kinds.
This composite drawing compares the development of American frame systems from the post hole and great frame methods of the original settlers through to the balloon frame.

In the lower section, the frame systems used in Scotland are illustrated beginning with the stud frame with its Saxon antecedents as used in urban centres and in contrast to the arcanic form of the cruck frame used in the rural areas. The post and rail frame with its possible palisadec connections completes the collection.

Plate 9

This drawing has been produced by Iain Bruce as part of a fieldwork study for a PhD thesis submitted to the Robert Gordon University.
2 Sigfried Giedion, Space, Time and Architecture, (Cambridge: [n. pub.], 1941), p. 83
3 from the 1684 East New Jersey emigrant correspondence is a letter from Thomas Gordon, brother to Laird of Straloch, to George Alexander, Advocate Edinburgh "I put up a wigwam in 24 hours which served us till we put up a better house which I made 24' long 15' wide containing a hall and kitchen both in one and a chamber and a study which we put up pretty well with pallisadoes (my emphasis) on the sides and shingles on the roof", An abstract, or abbreviation of some few of the many.... (Anon: printed by T Milbourn, 1681), p. 254
5 J A Atkinson, 'Demolishing the past: saving our heritage', Avenue no.19: The magazine for Graduates and Friends of the University of Glasgow, vol 23 (January 1996) pp. 16 - 18
see also The House, Grantown on Spey: analytical demolition and excavation of a post and beam house in Grantown on Spey, Invernesshire undertaken on behalf of Grantown Heritage Trust carried out by the Glasgow University Archaeological Research Division (1995) also Historic Scotland: Ancient Monuments; Grants Museum and Heritage Centre, South West High Street, Grantown on Spey, Architect's Advisory Report by Dr Bruce Walker, file ref AMJ/2763/2 (1993)
6 Royal Deeside's Railway, ed. by D Jackson, (Perth: Great North of Scotland Railway Association, 1999) p. 31
9 Derek Kerr, Railway Sleeper Buildings, (The Scottish Vernacular Building Working Group, 1986)
10 National Archives of Scotland ref RHP 35985
11 see entry for Aberdeen, Ordnance Gazetteer of Scotland ([n. p.]: [n. pub.], 1884)
This chapter undertakes to establish what, if anything, can be learned by a close analysis of the fieldwork and to provide a commentary on the data in the context of the Victorian society which created it.

The survey has identified some 354 examples of buildings comprising a timber frame structure of which 198 are still in existence. They are classified in seven categories with the railway buildings the largest number at 114. Not surprisingly, the demise of the local rail network in the 1960s means only a few of these buildings, 20%, remain in existence. Dwellings are the next largest category, 65, and in marked contrast, only a small minority of these have been demolished, namely 5%. Public halls and sports buildings follow closely at 63 with 70% extant. Lastly, the commercial category identifies 51 extant buildings.

It is important to exercise caution in making too close a comparison between the building types because of distortion between buildings classified by their current use, compared with their original use. Such examples are [K24], Station Garage, Stonehaven, now classified under its present commercial use as opposed to its original railway use; [K9] the former Oldmeldrum mart and also now under commercial classification as a joiner's workshop; and [K16] formerly Murtle station which has been converted to a house.

**Structure**

The breakdown of the frame types illustrates that the largest single type is that of the post and rail and its derivatives, of which 94 are identified representing 48% of extant buildings.

The number of stud framed buildings is slightly more than half this figure at 59 (29%). Dwellings account for 19 stud frames, public halls and sports buildings 15, with a mere 12 extant stud framed railway buildings. However, with the railway station archival evidence, the true extent of this type of frame is estimated at a total of 97 buildings. There are 10 commercial buildings using a stud frame.

Other than the concentration of ‘wee houses’ in Braemar and the Elgin signal box, balloon frame amounts to a mere 3.5%.

There are 11 post and beam types and 2 post hole frames and the balance (6.5% of the total) are classified as unknown.

**Cladding**

Collectively the types of weatherboarding, namely lapped, checked and shiplap, account for some 30% of the cladding of the extant buildings; lapped weatherboarding makes up the greatest sub total at 42%, with board and batten cladding at 29% followed by corrugated iron at 18%. There are 29 roughcast examples and this represents 15% of the extant buildings.
The distribution of the various cladding types across the building types is illustrated in the table below.

Table 1 distribution of cladding type

<table>
<thead>
<tr>
<th>Building type</th>
<th>Lapped weatherboard</th>
<th>Checker weatherboard</th>
<th>Shiplap</th>
<th>Tongued &amp; grooved</th>
<th>Board &amp; Battens</th>
<th>Corrugated</th>
<th>Roughcast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Churches</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>8</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Railway buildings</td>
<td>2</td>
<td>10</td>
<td>3</td>
<td>0</td>
<td>6</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Agricultural buildings</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Dwellings</td>
<td>12</td>
<td>5</td>
<td>2</td>
<td>2</td>
<td>20</td>
<td>3</td>
<td>9</td>
</tr>
<tr>
<td>Public halls &amp; Sports buildings</td>
<td>7</td>
<td>2</td>
<td>5</td>
<td>4</td>
<td>9</td>
<td>12</td>
<td>11</td>
</tr>
<tr>
<td>Commercial buildings</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td>3</td>
<td>9</td>
<td>13</td>
<td>7</td>
</tr>
<tr>
<td>Miscellany</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>10</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>total</td>
<td>26</td>
<td>22</td>
<td>12</td>
<td>9</td>
<td>59</td>
<td>40</td>
<td>30</td>
</tr>
</tbody>
</table>

The design of modern timber frame construction since the 1960s is a tightly controlled discipline of dimensional co-ordination with the constraints of stock sizes, for both plasterboard as the inner lining and plywood sheets for the frame sheathing. The data was examined in an attempt to determine any sense of constructional or other design discipline which governed the fieldwork examples.

Range of spans

All examples were as measured from extant buildings

Table 2 minimum to maximum span

<table>
<thead>
<tr>
<th>Building type</th>
<th>Min span</th>
<th>Max span</th>
<th>Median span</th>
<th>% within +/-15% of median</th>
</tr>
</thead>
<tbody>
<tr>
<td>Churches</td>
<td>17'6&quot;</td>
<td>26'2&quot;</td>
<td>21'3&quot;</td>
<td>87.5%</td>
</tr>
<tr>
<td>Railway buildings</td>
<td>10'6&quot;</td>
<td>31'</td>
<td>16'</td>
<td>17.4%</td>
</tr>
<tr>
<td>Agricultural buildings</td>
<td>31'</td>
<td>48'9&quot;</td>
<td>39'6&quot;</td>
<td>60%</td>
</tr>
<tr>
<td>Dwellings</td>
<td>7'2&quot;</td>
<td>28'2&quot;</td>
<td>17&quot;</td>
<td>34.8%</td>
</tr>
<tr>
<td>Public halls &amp; Sports buildings</td>
<td>14&quot;</td>
<td>42'6&quot;</td>
<td>24'2&quot;</td>
<td>42%</td>
</tr>
<tr>
<td>Commercial buildings</td>
<td>8'4&quot;</td>
<td>60'3&quot;</td>
<td>20'8&quot;</td>
<td>25%</td>
</tr>
<tr>
<td>Miscellany</td>
<td>10'7&quot;</td>
<td>40'</td>
<td>19'6&quot;</td>
<td>25%</td>
</tr>
</tbody>
</table>
The railway figure is distorted by the inclusion of the various goods sheds and the figure for dwellings covers the full range from single chamber bothies but has excluded the multi-roomed Forest Lodge. Similarly the figure for public halls & sports buildings makes no distinction between the various small sports pavilions and the larger public halls. This results in a bigger range and consequent reduction in the median figure. The largest range of span is in the commercial buildings category with the extremes of 8'4" [K8] and 60' 3" [J14]. However, [K8], the yard office for OSC Ltd. Oldmeldrum is, in fact, the former Oldmeldrum Railway station.

A similar examination was conducted of the panel size, i.e. the height to eaves dimension.

Frame design

Table 3 analysis of frame heights

<table>
<thead>
<tr>
<th>Building type</th>
<th>Min. eaves ht</th>
<th>Max eaves ht</th>
<th>Median eaves ht</th>
<th>% within +/-15% of median</th>
</tr>
</thead>
<tbody>
<tr>
<td>Church buildings</td>
<td>8'3&quot;</td>
<td>11'</td>
<td>9'6&quot;</td>
<td>87%</td>
</tr>
<tr>
<td>Railway buildings</td>
<td>7'6&quot;</td>
<td>18'</td>
<td>11'</td>
<td>22%</td>
</tr>
<tr>
<td>Agricultural buildings</td>
<td>11'6&quot;</td>
<td>13'8&quot;</td>
<td>12'</td>
<td>100%</td>
</tr>
<tr>
<td>Dwellings</td>
<td>5'</td>
<td>19'</td>
<td>9'</td>
<td>38%</td>
</tr>
<tr>
<td>Single storey dwellings</td>
<td>5'</td>
<td>11'6&quot;</td>
<td>8'5&quot;</td>
<td>60%</td>
</tr>
<tr>
<td>Public halls &amp; Sports buildings</td>
<td>7'6&quot;</td>
<td>18'</td>
<td>9'4&quot;</td>
<td>53%</td>
</tr>
<tr>
<td>Commercial buildings</td>
<td>6'4&quot;</td>
<td>19'9&quot;</td>
<td>9'6&quot;</td>
<td>31%</td>
</tr>
<tr>
<td>Miscellany</td>
<td>5'</td>
<td>29'</td>
<td>8'8&quot;</td>
<td>25%</td>
</tr>
<tr>
<td>Halls &amp; sheds</td>
<td>7'3&quot;</td>
<td>19'9&quot;</td>
<td>12'9&quot;</td>
<td>30%</td>
</tr>
</tbody>
</table>

Distortions in this category arise from the small samples available in both agricultural marts and church buildings. The railway figure is also distorted by the inclusion of the various goods sheds in what is a small sample of existing buildings. A further examination of single storey dwellings was carried out in an attempt to minimise distortion in the dwellings category and the findings show a significant increase to 60% within the median range.

Like the examination of span, the figure for public halls and sports buildings makes no distinction between the various small sports pavilions and the larger public halls, resulting in a bigger range and consequent reduction in the median figure. In order to eliminate some of this distortion, an exercise in comparing the large sheds in both the commercial and railway categories with the public halls produced the interesting result of only 30% within the median range.
Prefabrication

On the basis that prefabrication is defined as 'a movement to simplify construction by increasing the proportion of work completed before erection' all of the frame types in the study can be considered to be varying forms of prefabrication.

As the foregoing analysis has demonstrated, the fieldwork has produced no evidence that a system of dimensional co-ordination was in operation. However, because of the strong similarities in the design of railway stations and the common belief that they are of prefabricated construction, these buildings, along with the collection of corrugated clad public halls with equally strong similarities, were examined separately. As can be seen from the respective tables, there is no evidence that these buildings share a system of dimensional co-ordination, an important pre-requisite in the definition of prefabrication.

Table 4 comparison of railway buildings

<table>
<thead>
<tr>
<th>Ref. no</th>
<th>address</th>
<th>Rail Company</th>
<th>span</th>
<th>ht to eaves</th>
</tr>
</thead>
<tbody>
<tr>
<td>A3</td>
<td>Lamp house Nairn station</td>
<td>Highland</td>
<td>14'</td>
<td>8'7&quot;</td>
</tr>
<tr>
<td>A4</td>
<td>South waiting room Nairn station</td>
<td>Highland</td>
<td>18'6&quot;</td>
<td>9'2&quot;</td>
</tr>
<tr>
<td>A16</td>
<td>Highland Railway Aviemore station</td>
<td>Highland</td>
<td>16'6&quot;</td>
<td>11'</td>
</tr>
<tr>
<td>A17</td>
<td>Strathspey station</td>
<td>Highland</td>
<td>10'6&quot;</td>
<td>7'7&quot;</td>
</tr>
<tr>
<td>B7</td>
<td>Carrbridge station</td>
<td>Highland</td>
<td>20'</td>
<td>9'</td>
</tr>
<tr>
<td>E12</td>
<td>Longmorn station</td>
<td>GNSR</td>
<td>13'6&quot;</td>
<td>10'9&quot;</td>
</tr>
<tr>
<td>F4</td>
<td>Spey Bay station</td>
<td>GNSR</td>
<td>21'3&quot;</td>
<td>10'8&quot;</td>
</tr>
<tr>
<td>F34</td>
<td>Ballater station</td>
<td>GNSR</td>
<td>variable</td>
<td>variable</td>
</tr>
<tr>
<td>H23</td>
<td>Kennethmount station</td>
<td>GNSR</td>
<td>16'</td>
<td>11'</td>
</tr>
<tr>
<td>K8</td>
<td>Former Oldmeldrum station</td>
<td>GNSR</td>
<td>8'4&quot;</td>
<td>10'9&quot;</td>
</tr>
<tr>
<td>K12</td>
<td>Joinery shop - Cults station</td>
<td>GNSR</td>
<td>20'1&quot;</td>
<td>10'8&quot;</td>
</tr>
</tbody>
</table>

The corrugated clad public halls appear superficially as products of Spiers & Co. Glasgow but there is no definitive evidence and the following table of comparison is of interest.

Table 5 comparison of corrugated clad public halls

<table>
<thead>
<tr>
<th>Ref. no</th>
<th>building</th>
<th>span</th>
<th>Ht to eaves</th>
</tr>
</thead>
<tbody>
<tr>
<td>E21</td>
<td>Public hall Chapelon of Glenlivet</td>
<td>21'</td>
<td>9'</td>
</tr>
<tr>
<td>E24</td>
<td>Public hall Corgar</td>
<td>20'4&quot;</td>
<td>7'3&quot;</td>
</tr>
<tr>
<td>H22</td>
<td>Public hall Gartly</td>
<td>26'4&quot;</td>
<td>11'3&quot;</td>
</tr>
<tr>
<td>H34</td>
<td>Balogie hall</td>
<td>22'2&quot;</td>
<td>10'</td>
</tr>
<tr>
<td>H27</td>
<td>Public hall Craigievar</td>
<td>25'6&quot;</td>
<td>12'9&quot;</td>
</tr>
<tr>
<td>L39</td>
<td>Hall at Ardoe</td>
<td>26'</td>
<td>9'</td>
</tr>
</tbody>
</table>

Spiers & Co. of Glasgow was perhaps the principal manufacturer of prefabricated buildings in Scotland offering a comprehensive range of inexpensive, composite iron and wood buildings:

*Asylums, billiard rooms, bungalows, chalets, chapels, churches, coach-houses, cottages, drill halls, gymnasiurns, hospitals, mission rooms, pavilions, reading
rooms, sanatoria, schools, shooting lodges, workshops. And available on a truly international scale down in Africa, South America, all over Europe, Mexico, Burma and India.

Their literature emphasises that "We are not 'shell' erectors – iron and wood buildings our speciality." A typical specification is as follows:

...framed in well seasoned timber and covered externally with our special galvanised sheeting or if preferred our special checked and tapered wood weatherboarding. The interior is lined with specially prepared unshrinkable tongued and grooved match boarding thoroughly stained and varnished. The wall space between the outer and inner coverings has a layer of non conducting felt, which renders our buildings impervious to the fluctuations of temperature and are consequently equal in comfort to a stone and lime building and a one third of the cost of same.

The important finding from the fieldwork is that the stud frames of the railway buildings provide no evidence of panel construction in the case of the post and rail frame. This could only have been built in situ as the elements in the construction could not resist the torsional forces during the process of erecting such a frame.

In chapter 5 an examination of the published knowledge base illustrates the paucity of material which might have been available in Scotland, yet the extent and range of buildings provides incontrovertible evidence of the existence of comprehensive custom and practice in the construction of light frame timber buildings.

Anecdotal material gleaned from talking with tradesmen now retired, but exploring their apprentice experiences, provided insights into the method of erecting a frame, first by positioning the corner posts vertically and when plumbed, filling in the elevation with studs at appropriate centres and entirely in the manner of post hole construction. This description is that which is used to describe 'stick-built' in American terminology and refers to the use of single elements rather than pre-formed panels. This provides further evidence of the absence of prefabrication in the field study. There was also considerable anecdotal evidence of the use of post hole frames being in use in rural areas up until the 1960s for agricultural buildings and of the post and rail frame being used until the Second World War.

Notwithstanding that these individuals were at least a generation removed from the period under consideration, their practical experiences as young tradesmen demonstrates an undoubted legacy from the late 19th century.

In the view of George Beverly, one of two brothers who are third generation master craftsmen in the family joinery business in Rhynie, the construction of orthogonal frames for buildings was one of the more simple tasks required of an artisan who was a key figure in the agrarian economy. The complexities and three dimensional thinking required to create shafts for carts and wagons and a variety of other agricultural implements meant that
the construction of mere timber buildings was far less of a challenge than can be appreciated in today's 'mass produced world'.

Discussion

This material provides definite evidence of a competency in light frame construction not only across the geographical area of the field study but across at least a one hundred year period.

In the 19th century, the period in which the majority of the field study examples were built, the age of the Victorian entrepreneur made a lasting impact on both the area's culture and landscape. New instruments of economic improvement came in the form of the railways, a transformed approach to the place of cattle in farming economics and the powerful impact of fishing with the rise and subsequent fall of the herring industry, which was distributed around the North East coast. This was all distinct from continuing developments in shipbuilding and seaborne trade. In this veritable frenzy of economic activity the use of timber was paramount. In examining the Washington Wilson photographic archive for Aberdeen and surroundings, such is the extent of timber buildings in the economically dynamic area of Aberdeen harbour that it is impossible to relate individual buildings to the known street pattern. Boat building sheds and fish curing structures abound. Timber was the first choice of material for the simple reason that it was both economic and available from either local or imported sources. It is a mark of the quality of both the material and workmanship that the surviving railway buildings examined in the field study have outlasted the original operating companies.

Whilst Glasgow had the distinction of being the ‘Workshop of The Empire’, Aberdeen and the North East made distinctive offerings too. There was an international reputation in cattle breeding, the international trade not only in granite technology but also the distinctive contributions of the great clipper races. Quite apart from these, the area provided sanctuary to the imperial monarch in her Deeside idyll. In addition it formed a cradle for captains of capitalism with Alexander Anderson, Tom Morgan and the often ignored contribution of George ‘Chicago’ Smith; ‘...Smith's contributions to the development of the West were very great. During the troublesome days of wild-cat money, the credit of George Smith & Company was as good as the government's and better than most States’. The culmination of the Victorian era came to symbolise the zenith of all that the Improvers set out to achieve 150 years earlier at the turn of the 17th and 18th centuries.

But were the buildings of the field study an invention of this Victorian society? Do the buildings have any links to earlier clearly identified early modern evidence? Was it the wider perspectives brought by emigration that introduced ideas from foreign travel?
The preceding 100 years of economic activity were dominated by the efforts of the Improving Age, with personalities such as the Grants of both Monymusk and Grantown on Spey. Yet, in contrast, this economic dynamic in the countryside, which was as pronounced as early Victorian industry, appears to have had no use for timber. The use of timber in the construction of farm buildings (other than in roofs) is conspicuous by its absence. Masonry, in all its various forms, is the potent symbol of the Agricultural Improvers.

During the progress of the 18th century the influence of the Society of Agricultural Improvers reached an increasingly wider audience and locally people such as Alexander Fraser, Strichen, Aberdeenshire, the Earl of Findlater in 1750, the Earl of Fife (1755), and Sir Archibald Grant of Monymusk (1760) participated in and contributed to the promotion of sectoral and economic growth. Various agencies were deployed starting with the Board of Trustees for Fisheries, Manufactures and Improvements in Scotland (1726) which focused on expanding textile production throughout Scotland. This was followed by the Commissioners for the Forfeited Estates in 1752, which provided the York Building Company with a variety of economic opportunities with mixed results, the Highland Agricultural Society in 1784 and the British Fisheries Society in 1786.

The various 'societies of improvement' consisted mostly of landowners with vested interests and who had founded planned villages on their own estates. Such settlements tended to be a mixture of economic pragmatism where 'added value' would be the greater on land of indifferent quality and so produce substantial gains to estate income from feu-duties and field rentals. By taking care in the design of the new settlements, not only did the estate coffers benefit but its value was boosted by the enhanced appearance of the estate overall. In addition, the provision of housing for mill workers and fishermen could help to attract occupational groups with scarce skills who had neither the time nor the capital to build for themselves.

There are some thirty three planned villages in the area of the field study, which represents almost half the total for Scotland. According to Smout 'planned villages are thicker on the ground' in the counties of Moray, Banff and North West Aberdeenshire than anywhere else in Scotland and offers as the reason 'the force of individual example and enthusiasm'.

Although relatively few original houses have survived in villages planned before 1800, according to Lockhart, it is probable that domestic architecture varied considerably. House holders with differing standards of living would have erected different styles of housing. Houses were also built to higher standards by masons either under contract to the estate landowner or for private sale. Single storey dwellings predominated before 1850 and only after that date did two storey structures become more common. In 1859 Strichen was said
to have been largely rebuilt and in New Deer all the houses in Main Street date from about 1873 when new leasing arrangements were introduced.4

Apart from aesthetic considerations the purpose of the new village planners was significantly different from their predecessors. 'The 17th century village existed within the context of traditional peasant farming all around it: it was not expected to change it'.5 By contrast the 18th century planned village was almost a strategic device to forge this new approach to agricultural economics and the asset value of the rural areas. The symbiosis of ready sales and consequent rising standards of the tenants resulted in an improving rent roll for the laird.

Alongside the new planned villages these changes had an equally significant impact on the shape and character of the countryside in the late 18th and early 19th centuries. Devine views the rural and urban situations as inextricably linked:

the explosion in grain and meat prices after 1780 as a result of urbanisation has been identified as the fundamental dynamic in rapid commercialisation. It was in the two to three decades after the 1760s that the recognisably modern landscape of enclosed fields, trim farms and separated holdings started to take shape in the Scottish countryside. The single farm under one master became the norm as holdings were consolidated between 1760 and 1815.6

Along with these structural changes in farming methods there was an increase in the rural population. The area had become 'safe from Highland raids over the previous century, there were few old villages and ample room for greenfield development',7 thus providing the economic rationale for new settlements. These would absorb not only the increased population but also the surpluses generated by the higher efficiencies of the agrarian economy and thus opportunities for traders and tradesmen.

In the period prior to the efforts of the Improvers, dwellings and buildings of animal husbandry were mainly fused in one form as the pre-Improvement subsistence agriculture involved beasts being accommodated at one end of the agricultural dwelling. This raises the question as to what forces caused the transformation from the curved cruck form to the perpendicular of the planned settlements. Is this merely the development of vernacular tradition?

The brave new world of the Improvers was designed. For the vernacular tradition of stone and lime in North East Scotland the evidence is irrefutable that the cultural inheritance of the 20th century is a bequest of the few to the many. There is no missing link, there is no tradition, the planned settlements were cultural interlopers dictated by landowners.

What then was the means by which timber frame knowledge and capability was able to survive in a period of such cultural and physical transformation from that recorded in Roy's
encyclopaedic cartography between 1747-1755, to emerge in the new century? Was there a reversion to a lost tradition of timber frame construction from a pre improvement age? In 1791 and in the middle/height of the Improving revolution the Rev John Grant in his report for the Statistical Account of Scotland for the parish of Abernethy states ‘the fir-woods of this county exceed all the natural fir-woods in Scotland put together, without comparison’. So unquestionably if there was to be a tradition of timber building it should, reasonably be centred here. On the contrary however, he goes on to assert that ‘the making of deals by saw-mills was little known and less practiced’, despite the fact that

The fir-wood of Abernethy, belonging to Sir James Grant, is of a great extent, and of an exceeding good quality, and very thriving; but it is kept from coming to a great size, by a constant manufacture, for about 30 years backward... Afterwards the country people got the small-framed saw. There being no demand for deals, neither did they know how to send them out of the country, the heritors took any thing they could get for the wood that was manufactured. 8

He then goes on to recount the transformation brought by the York Building Company which within three years had created an enterprise of ‘120 working-horses, wagons, elegant temporary wooden houses [my emphasis], saw-mills, iron mills, and every kind of implement and apparatus of the best and most expensive sorts’. 9

Downstream, Garmouth at the mouth of the Spey is described in the Edinburgh Encyclopaedia of 183010 as a village consisting of 304 inhabited houses which were ‘principally built of clay’. The settlement produced some thirty thousand tons of timber shipping over a period of 65 years from 1785 - 1850, and the Encyclopaedia records 2 sawmills, one driven by wind and which operated 40 saws and the other, water driven with 30-36 saws, thus demonstrating that lack of technology was no impediment to timber frame construction.

In trying to identify the raw material from which a tradition in timber construction could have arisen, Anderson in his two volumes entitled History of Scottish Forestry11 provides copious information on both the natural and planted timber produced throughout Scotland. From this material the relevant figures have been extracted for the constituent counties of the field study area namely Kincardine, Aberdeenshire, Banffshire, Morayshire and Nairnshire.

Analysis of the figures is focused on the extent of natural forest existing at the start of the 18th century to allow comparison of the availability of timber locally and that available to emigrants to the eastern seaboard of America and the founders of East New Jersey in particular.

This shows that 63 or 32% of what Anderson classes as early recorded forests in Scotland were located in the North East and that 12 of these are dated as 17th century. The greatest number of these forests are located in Aberdeenshire with 34 or 54% of the total for the North East. It is not unreasonable to consider that with this degree of afforestation, a tradition of
timber construction could be sustainable particularly in view of an estimated population in the 17th century of less than 200,000. Yet the locally famous ‘Aberdeen timmer market’, established in 1637 was held in a town described eighty years later in MacFarlane’s Geographical Collections as having ‘houses ... built with stone and lime and have sloping roofs covered with slates.’

Using Anderson’s evidence extracted from the New Statistical Account (1845) a similar picture can be established for the timber available from plantations; conveniently for this study, that is some 5 years prior to the development of the railways in the area, and the most conspicuous consumers of timber production.

The figures published by Anderson have been adjusted to account for the substantial amount of natural wood available in Abernethy Forest (7,000 acres), Rothiemurchus Forest (10,240 acres) and Mar Forest (6,000 acres). Consequently, the total of plantation and natural wood amounted to 188,437 acres which represented 31.6% of the Scottish total, of which Aberdeenshire was again the greatest source with 48% or 91,033 acres. Nairn had the least at 4.7%. Moray was the second largest forest acreage at 17,500 acre or 24.8%, Kincardine at 10% and Banffshire at 9.5%.

This clearly provides the anomaly that it was neither the lack of raw material nor the absence of suitable wood working technology that inhibited the development of a tradition of timber construction in the heart of the country’s richest forest area. Yet a mere thirteen years later from the Garmouth described in the Encyclopedia of Edinburgh, the Disruption of the Church of Scotland in 1843 was to provide incontrovertible evidence of timber frame construction in the North East both in towns and in remote rural areas alike.

---

1 specification from Spiers & Company, 125 West Regent Street Glasgow; works at Port Dundas Glasgow, Glasgow Archive ref. TD 636, Mitchell Library, Glasgow
5 Smout, p. 75
7 Smout, p. 84
8 The Statistical Account of Scotland , vol xvi, Banffshire, Moray and Nairn, pp. 432-434
10 David Brewster, The Edinburgh Encyclopaedia, (Edinburgh, [n. pub.],1830)
12 Geographical Collections relating to Scotland, made, by Walter MacFarlane, ed. by Sir Arthur Mitchell, (Edinburgh: Scottish History Society, 1907)
North East frame types and the wider context
The value of the field study can be appreciated only within the context of the generality of timber frame buildings. Unfortunately, the literature offers no such general context and deals in discrete elements such as the great or English frame or the balloon frame. Consequently, this section identifies the different types of timber frame construction in the literature and, in so doing, brings together the detailed knowledge available on the American side of the Atlantic with the much more fragmented information on timber construction in Scotland.

Emigration background

For guidance to the issues involved, the work of Ned Landsman is regarded as being the most authoritative account of the Scots in East New Jersey and the correspondence from the original settlers provides valuable insight. Gavin Lawrie writing to a friend in London in 1684, ‘the poor sort set up a house of two or three rooms themselves after this manner, the walls are of cloven timber about 8 or 10 inches broad, like planks set on end to the ground; and the other nailed to the raising which they plaister within; they build a barn after the same manner’; letter from Thomas Gordon brother to the Laird of Straloch to George Alexander Advocat at Edinburgh, ‘I put up a wigwam in twenty four hours which served us till we put up a better house which I made twenty four feet long, fifteen feet wide, containing a hall and kitchen both in one and a chamber and a study which we put up pretty well with pallisadoes on the sides and shingles on the roof.’ In addition, much can be learned from the literature of historical geography represented by Peter Wacker and by Noble’s study of early American cultural hearths. More recent work by James Hewitson on the history of Scots emigration and Marjory Harper’s studies on the ebb and flow of Scots immigrants to America demonstrate the clear familial and cultural connections between both side of the Atlantic.

As was noted in the Introduction, it is clear that as American economic development spread west from the initial east coast settlement, successive waves of emigrants from the North East of Scotland were in the vanguard and consequently had access to the continuing development and refinement of American construction techniques, culminating in Chicago in 1834 with the apparent invention of the balloon frame.

The braced frame

With the benefit of the archaeological work of Neiman and Upton, it is now possible to see direct correlation between the post hole technology and the braced frame of 18th century houses described by Paul E Buchannan in his study of Eighteenth Century Frame Houses of Tidewater Virginia. However, his only reference to what might be earth fast construction is his comment on the more common 17th century practice of supporting the sill on ‘vertical wood posts set in the ground’. Brick foundations were usual for frame houses although he observes that many smaller houses, used ground sills with the general span being limited to 20ft.
The braced frame construction he describes is a direct link between post hole technology and the balloon frame. It utilises a stud frame tenoned to mortices cut in a stout sill plate between 4 x 6ins. or 4 x 8ins. corner posts with asymmetrical corner braces.

As this technology relied on the skills of the carpenters and nails were at a premium, the floor joists like the studs, were tenoned into mortices in the sill. It is significant perhaps that in his description of Wetherburn's Tavern in Williamsburg, Virginia, Buchanan states that while 'normally (studs) were tenoned on both ends and fastened with wooden pegs, here they were nailed with a single nail'.

Upper floor joists were half checked and set on the plates or top rail with the common rafters fixed to a raising plate, so allowing for a different span for rafters and studs. The roof structure was separate with the common rafters tied with a collar or wind beam connected with a half dovetailed lap joint. At the apex an open mortice and tenon pegged joint connected the rafters. The use of such 'stiff' carpentry compensated for the lack of sheathing which is a characteristic of subsequent developments.

Twenty feet was generally the maximum span for simple timber construction with a bearing wall in the mid span. Alternatively, the adoption of an expensive heavy framed system using wood girders and summer beams was necessary.

Of particular interest is the description of the stud arrangements. Buchanan's survey revealed standard spacing of about 24ins. but variations between 18 to 28ins. Studs were always spaced so that 'the vertical nailing pattern on the face of the weatherboards was a uniform width in each panel'. Commonly studs were 3 x 4ins. although large studs of 4 x 6ins. were used in larger structures. They were normally tenoned on both ends and fastened with wood pegs.

**Balloon frame**

Any study of timber frame construction cannot fail to comment on the debate triggered by Sigfried Giedion's assertion in 1941 that 'the balloon frame was invented in Chicago in 1834 by George Snow in his construction of St Mary's Church'. However, as this study illustrates, it is difficult to accept that a single storey church can be credited as the threshold of timber construction between its medieval and post-medieval heritage and its modern lineage such are the commonalities of elements described as studs, sill plates, head plates in the post hole, braced frame and balloon frame.

This comparative study of frame construction demonstrates that the balloon frame emerged merely in the continuum of the development and refinement of construction techniques.

For his evidence, Giedion relied on the report by John Mills van Odsel, writing in 1883, that 'Mr Snow was the inventor of the balloon frame method of constructing wooden buildings.
which in Chicago completely superseded the old style of framing with posts, girts, beams and braces. Subsequent work by Sprague and Field debated whether it was Snow or Augustine Taylor and whether it was the St Mary’s Church or a warehouse near Lakeshore. More recent work by Cavanaugh has introduced the idea of using an etymological basis for examining the origins of the system, claiming that ‘if balloon was a popular term that already identified a distinct way of building, then perhaps it was an Anglicised version of a term in use in the French settlements along the Mississippi river’, and proceeds to provide several possibilities.

Foundation conditions in embryonic Chicago also provide valuable information. According to Andreas, sub-surface drainage conditions were particularly difficult, describing the soil as ‘a black loam soil, varying in depth from 1-2ft; underneath was a bed of quicksand 3-4ft resting on a stratum of blue clay which was almost impervious to water. In wet seasons it was almost impossible to dig trenches for foundations as the water would fill such excavations to the surface; drainage was out of the question owing to the low and level surface of the ground and owing to the water tight stratum of the blue clay, already mentioned. The only recourse was to wait until the ground became dry and firm by the slow process of evaporation. In consequence of these difficulties, buildings were sunk into the ground and resting on the hard clay, which under the circumstances furnished the best foundations to be had.’ As a consequence ‘many of the earlier framed buildings of Chicago were built on posts’ in the manner of block construction and thus provide clear evidence that a variety of modifications to contemporaneous frame techniques were in use.

A valuable contribution for the case that the balloon frame emerged merely in the continuum of the development and refinement of timber construction is the following description of historical construction methods given by William Hoskins and published in 1832 in Edinburgh:

Having built up the walls as far as he can conveniently from the ground and from a scaffold on tressels perhaps, he plants a row of poles which vary in height from thirty, to forty and even fifty feet, parallel to and at a distance of about four feet six inches from the walls and from twelve to fourteen feet apart. To these, which are called standards, are attached by means of ropes other poles called ledgers, horizontally and on the inside, with their upper surface on a level with the highest course of the wall yet laid; and on the ledgers and wall, short transverse poles called putlogs or putlocks are laid as joists to carry the floor of scaffold boards. These putlocks are placed about six or seven feet apart according to the length and strength of the scaffold boards; and the ends which rest on the walls are carefully laid on the middle of a stretcher, so as to occupy the place of a header brick which is inserted when the scaffolds are struck after the work is finished.

Some one hundred and sixty years later, the Penguin Dictionary of Building (1995 edition) defines ledger as a horizontal framing member, either a ribbon board or a tube in a scaffold to carry putlogs. A ribbon board in turn is defined as a horizontal beam fixed to a wall or housed into studs to carry the ends of floor joists.
Is it not possible therefore that, far from the balloon frame being ‘invented’ in Chicago on a specific site by either George Snow or Augustine Taylor in a specific year, the balloon frame was merely an expedient adaptation of the scaffolding techniques used for the construction of masonry buildings of the period?

Post and rail frame including post and dwang

There is no evidence of these frames in the American literature other than post and paling or 'pallisadoe' fencing and the appropriate context for the field study is set out in Chapter 3.

Post hole construction

The field study had four examples of post hole construction and whilst the fortuitous renovation of the former Ballater station [F34] provided valuable insight, it is the American literature which provides a much more comprehensive view of this type of construction.

Bromnell, Loth, Rasmussen and Wilson consider the post hole house to have been the archetypal Virginian dwelling for at least 150 years. The American literature is invaluable in providing a deeper appreciation of the construction technique for the most popular type of house found in Jamestown and throughout Virginia in the early period of settlement. It is very likely to have been encountered by John Burnett in his voyage to Jamestown in 1638 and yet possibly familiar to him from his Aberdeen background.

The advantages of this type of construction in the circumstances of early Virginia were:

- ready availability of raw materials:
- ease of construction compared with brick
- speed of erection and reduced costs, compared with the massive frame houses of New England colonies which permitted investment in land and labour rather than housing.

They generally consisted of 15ft. posts, set into holes dug 4ft. into the earth to form the structural elements of a one and half storey clapboard house. The study by Brownell et al describes the impermanent and crudely constructed buildings of multiple sizes. Most were 16 or 20 ft. deep and 24, 30 or 40 ft. long. At least one was 52 ft. long.

The authors claim the early variants followed that of the timber framed farmhouse of southwest England but by the second half of the 17th century, a model similar to the 'Highland areas of England' was more prevalent. This consisted of two rooms for hall and chamber or parlour with the original central chimney relocated to the gable. These houses became increasingly refined with the increasingly self confident colonial society and with interiors 'developed into imposing spaces, apparently more lavish than their English prototypes, to provide a setting more suited to their way of life.' This was both a reflection of the economic dynamics of
this pioneering stage in the development of the colony and a means of providing some of the
‘creature comforts’ but without the aspirations to architectural grandeur of the homeland that
was to come later. So prevalent was this hall-parlour earth fast type that in the 17th century it
was known simply as the ‘Virginia house’ and was frequently mentioned in documents
without further explanation. 20

In Architects and Builders in North Carolina, Bishir et al described earth fast construction as
buildings ‘whose lower framing members sat either directly on the ground or were embedded
in shallow post holes or shallow trenches’. 21 The roof structure was independent of the wall
frame.

Earth fast construction had become the predominant construction method in the Chesapeake
by the late 17th century.

Chesapeake builders eschewed many standard English practices such as tying the
principal rafter trusses into the wall posts and mortising these posts into raised sills.
Rather than spending long hours sawing lumber, they adopted less precise but much
faster types of fabrication. They rived logs into shingles and clapboards and hewed
principal framing members into smaller than customary English sizes. The omission of
sills in many buildings also eliminated the need for wooden floors and further reduced
the amount of time artisans laboured on site. 22

Although cheaper, these methods did mean a sacrifice of durability, as structures on masonry
or brick foundations avoided the accelerated decay by rot and insects that characterised earth
fast construction. As a result of high labour costs, Virginia merchant and planter William
Fitzhugh of Stafford County advised an English friend to ‘build an ordinary Virginia house’
and not to ‘build either a great, or English framed house, for labour is intolerably deer, and
workmen so idle and negligent that the building of a good house, to you there will seem
insupportable’. 23 His own experience was that labour was so expensive that a frame of the
same dimensions as one in London would cost up to a third more and take three times as long
in construction.

In his study Domestic Architecture at the Clifts Plantation: The social context of early
Virginia Building, Neiman identifies several varieties of post hole technology employed in
Virginia.

Puncheon construction is defined as ‘placing vertical posts in the ground and lacking regular
structural skeleton’. Post in the ground construction he further divides into three distinct sub
types:

- ground to plate: in this type the wall frame consisted of vertical posts joined at the
top to a horizontal plate but without any sill and the bottoms of the posts resting in
the ground.
- interrupted sill: as above but with sills morticed between the posts.
- block construction: the carcass of the building is a standard box frame in which the
sills are supported off the ground on top of hole-set posts or blocks.
Neiman believes that the archaeological evidence is sufficiently robust to confirm that 'ground to plate construction appeared in Virginia with the first settlers and continued to be employed at least until the last quarter of the 17th century'. As for interrupted sill construction, his view is that the only surviving example - Cedar Park in Anne Arundel County, Maryland - was probably built in the last decade of the 17th century and owes its survival to the brick underpinning and encasement in the middle of the 18th century. Nieman is sufficiently confident in his study to assert that in 17th century Virginia, at least after initial settlement, ground to plate construction predominated. 'And since the vast majority of houses in the Chesapeake at all social levels were post buildings, it also appears to have been the dominant architectural technology in the region.'

With their study *Impermanent Architecture in the Southern American Colonies* in 1981, Carson, Barka, Kelso, Stone and Upton have produced perhaps the most significant study yet on early American building techniques. Their discoveries have led to a better appreciation of the fact that 17th century communities had a variety of building techniques 'from earth fast to 'fayre framed'', and as such were able to choose an appropriate response to suit particular circumstances. In the vagaries of plantation economics this was an enviable position.

The study encompasses more than 150 earth fast buildings and the authors have categorised them as follows:

1. **Puncheon buildings** are those in which individual uprights were driven into the ground and described by contemporaries as punches or 'when set close together, perhaps in prepared trenches, 'pallisades'.'

2. **Hole-set framed buildings** were distinguished by regular bays between pairs of posts. The most elementary had no ground sills at all, with the studs as well as the posts being embedded in the ground.

A refinement that would have had benefits of extended durability was provided by sills laid in trenches between hole-set framing posts. As these were firmly seated in the subsoil it was unlikely that they were tenoned to the posts they abutted, with a consequent saving in cost. Buildings with sills supported on wooden blocks were a development of the late 17th century.

It is easy to agree with the conclusion that

> fully carpentered interrupted sills imply a fair degree of precision building. That confirms the impressions that archaeologists have taken away from many excavations: post in the ground buildings were often carefully planned, their parts prefabricated, and the whole units pre-assembled.

The use of such pre-assembled frames meant that a uniform depth was necessary to ensure that all horizontal members would come out level. To achieve accurate levels various methods were used including: stone shims to raise the posts slightly; holes excavated to an appropriate depth then carefully scooped out to the required datum or, alternatively, by
tamping loose dirt in the bottom of the hole. While it requires further evidence from excavations, the material establishes that post in the ground buildings were so 'methodically planned and precisely dimensioned that their archaeological remains can validate conclusions that turn on fractions of an inch', and whilst such precision was not evident in every structure, 'in the hands of master builders, post in the ground houses could be and sometimes were built as finely as the most professionally carpentered box-frame structures'.

3. framed buildings on hole-set blocks this was a technique of using fully framed structures blocked up under the sills which became more common and used towards the end of the 17th century and afterwards. This is thought to have arisen from a method of repairing older hole-set structures with ground laid sills.

Plank construction
Lewandoski identifies the earliest form of plank construction that involves the use of corner and intermediate posts to stiffen the frame between sill and plates. The second and most widespread type consists of planks without posts set into rabbets or mortises in the sills and head plates. A third but less frequent type is when the planks are attached to the external surfaces of the sills and plates.

In a study in Northeastern Vermont he established that there was a wide variety of techniques for fixing planks, carrying joists and bracing the frame. Lewandoski affirms that this technique did not represent a primitive or isolated folk practice, but rather a widely used alternative to timber framing. He goes on to cite several factors which may account for its popularity in Northeastern Vermont at the turn of the 19th century such as a shortage of skilled labour and an extraordinary demand for new construction in a newly and rapidly settled area. Since relatively few planks can take the place of all posts, studs, braces and sheathing there were significant savings in production time and costs. In addition, a ready supply of large dimension timber, essential for the stability and speed of plank construction, was available on freshly cleared land. Equally important was the emerging style that the exposing of a building frame was no longer a popular fashion in New England by the time of the American Revolution. Therefore, not only did planking create a uniform wall surface that made for a more finished interior appearance, it overcame the problem that the exposed frame was considered to be 'politically incorrect in the new Republic'.

According to Lewandoski, little is known of what is believed to be a substantial framing tradition in North America because it is usually concealed within the walls of a structure that has undergone subsequent radical 'improvement'. The strength of the tradition is evidenced by the fact that in Northeastern Vermont at least one third of dwellings from 1780 – 1830 were plank framed.
Rempel in *Building with Wood and other aspects of nineteenth building in Ontario* identifies two classifications of plank construction in addition to log construction.

Planks/joists laid horizontally one on top of each other and spiked together. This staggered construction of the 2 x 6ins. planks meant that there was sufficient key for the plaster finish inside and no lath was necessary. As this method required as much, if not more, timber than a log house, which did not require finishes, its economics were questionable and was not widely popular.

In 1908 the lighthouse keeper’s house at Gibraltar Point was supposedly the oldest house surviving in Toronto and described as a frame house of ‘uncommon construction’. ‘The framework is all fastened together of wooden trenails or pins and the walls constructed of 3 inch planks which were covered with clapboard.’

C. Carson *et al* in *Impermanent Architecture in the Southern American Colonies* use a reference attributed to Gawen Lawrie in 1684 – surveyor for East New Jersey

\[\text{the poor sort set up a house of two or three rooms themselves, after this manner: the walls are of cloven timber about eight or ten inches broad like planks, set one end to the ground and the other nailed to the raising [plate] which they plaster within.}\]

They compare this description with the tradition of plank frame building that was common in south-eastern Massachusetts.

\[\text{Although there, the planks are fastened to the sills in the earliest surviving structures of this type (i.e. the third quarter of the 17th century), the use of planks for walling goes back another forty or fifty years in the Plymouth region, perhaps to sill-less impermanent buildings where curtain walls stood directly in the ground.}\]

The great or English frame

The characteristic frame house of New England was a combination of massive oak timbers hewn by broadaxe and adze with a range of mortice and tenoned joints secured with wooden pegs or ‘trunnels’. Pride in his *Glossary of Scottish Building* identifies trunnels with the Scots spelling of trennal or treynal ‘the hardwood pin driven into a hole bored across a mortice or other joints in carpentry, a dowel.’

The distinguishing features of this frame type were the heavyweight nature of the frame and the use of girts, the main horizontal upper floor beams. In the American context, walls were constructed of studs to which the horizontal wall boarding was attached, although there is evidence of the use of vertical wall planks instead of studs with examples found throughout colonial New England. Often as thick as 2ins., they were attached to the outside beams by treynal or if they were load bearing, were morticed into both sill and plate. Morrison, in *Early American Architecture from the First Colonial Settlements to the National Period*, argues that due to the nature of the New England climate, it is likely that clapboard siding would have been used from the outset as driving rain and temperature extremes would have destroyed the clay daubing in a short period of time.
A variety of insulating materials were used, including wattle and daub, clay and straw rolls called *cats* and unfired brick nogging. *Cats* are defined in the Scottish National Dictionary as 'a handful of straw, mixed with soft clay used in building mud walls. The bundles were placed between the laths and the walls or between the wooden posts used in constructing the walls.' The construction of the wall consisted of several elements: studs generally 2½ x 3ins. were the vertical elements notched into the sill and girt and spaced at about 2ft. centres and according to Morrison were generally sawn rather than hewn. On this secondary framework, various filling materials were used as insulation as mentioned above. Because of the scarcity, and hence cost, of lime in the initial stages, the daub was a mixture of clay and straw instead of hard lime plaster. Similarly a crude sun dried brick of pressed clay was used instead of the kiln-fired type used in England. These 'soft bricks' were large and set on edge between the studs.

In their study *Earth Structures and Construction in Scotland*, Walker and MacGregor explore the variety of wall fillings used in Scottish vernacular construction. They cite the earliest use of tempered earth mortars as being applied to armatures, 'The armature provided the structural strength and the mortar was applied as a filler to create the weatherproof coat'. Their study also identifies the significance of half timber construction in the history of Scottish building techniques. It is interesting to consider however that the apparent severity of the Scottish climate was less than that of the American eastern seaboard and as such needed no additional protection such as clapboards to the external face of walls.

Clapboard siding was an almost universal cladding for the American great frame house. Riven from a log of about 10 to 12ins in diameter they were formed by continually segmenting the circle, culminating in tapered boards half inch thick tapering to a thin or feathered edge. The overlap on each board was about an inch leaving an exposed surface of 4ins. Generally about 5ins wide they were never longer than 4 to 6ft. which was sufficient to cross three or four studs. Each end was bevelled to allow adjacent boards to overlap.

**The cruck frame**

There is no evidence of the cruck frame in the American literature and the appropriate context for the field study is set out in Chapter 3.

**Prefabrication**

The reason for considering the topic under a separate heading is to embrace the work of Thomas Manning, Peter Thomson and John Hall amongst others and to make this comparative survey complete.

Until the advent of the 19th century the development of timber building technique has been more effectively demonstrated through American experience for it is only in the North
American continent that a continuous process of development and refinement can be clearly delineated. The story of prefabrication, whilst of international significance is extricably linked with the economics of the Victorian empire, notwithstanding the innovative role of Bogardus and the industrialised production of Badger in 1850s. The growth of the British Empire is particularly instructive in illustrating the confluence of circumstances in which local demand generated by the settlement of new colonies, the feverish exploitation of minerals in remote gold or diamond fields or the projection of Imperial might, demanded accommodation which the local capacity was hopelessly inadequate to supply. A particular phenomenon that developed was the ability and capacity of British industry to produce, market and ship large quantities of portable houses, hospitals, warehousing, schools and shops to the empire which straddled the world.

According to Sir Martin Frobisher, the first recorded example of prefabricated building was a great frame house for a gold mining expedition to Baffin Land in 1578. Some fifteen years before the advent of the balloon frame, the Old Mission House in downtown Honolulu was shipped eighteen thousand miles around Cape Horn from Boston in 1820 and according to Petersen, the Honolulu Mission House was of the great frame type.

In the same year on the opposite side of the world with five thousand British settlers arriving in Eastern Cape Province in southern Africa, the Colonial Office sent out several demountable three bedroomed wooden cottages of weatherboard construction. Herbert makes the important distinction that ‘these houses like their early Australian counterparts of the pre-Manning era, were little more than simple shed like structures with pre-cut timber frames, clad either with weatherboarding, trimmed and fixed on the site, or with board and batten siding’ and are mutations of established building techniques. Prior to Manning, prefabrication was merely the ease of erection and portability of pre-arranged components, but with Manning’s portable cottage, Herbert credits Manning with ‘foreshadowing the essential concepts of prefabrication’, namely dimensional co-ordination and standardisation.

It was in response to the particular conditions of this emerging Australian market that prefabrication transposed into the first recorded attempts at system building. The distinction between mere prefabrication and system building is that components were sufficiently standard as to be interchangeable and designed to avoid the need for pre-assembly prior to shipment. The principal feature of the Manning and Hall systems was that all panels, posts and plates, being respectively of the same length, breadth and thickness: no mistake or loss of time can occur in putting them together. In this respect, it can be argued that Manning’s invention was of greater significance in the development of construction technology rather than that of Snow in his mere refinements of existing framed techniques.
John Manning was a carpenter and builder of Holburn in London and equipped his son with perhaps the first Manning cottage for his Swan settlement in Swan River in Perth, Australia in 1829. Miles Lewis writes that 'In Adelaide Manning's success was notable. Not only did he make a very large proportion of the buildings for the colony – one account suggests the majority but he was patronised by all the notabilities from Governor John Hindmarsh down'.

According to Irving the period between 1830 and 1865 was the most significant in the story of prefabrication. He cites the particular conditions of the Australian market where 'the recipient market is already importing building materials, so that labour and know-how simply need to be added to the existing package'. In the early stages of settlement the wooden houses for the penal colony were constructed by the Government and made by traditional techniques in which the ease of assembly and demountability of the pegged mortice and tenon joints were suited to the fluid settlement conditions of the circumstances. Irving writes that 'these early houses differed little from conventional construction except that the components tended to have numbers cut into them to show the correct order of assembly'. As there was no attempt to have the components interchangeable, with pre assembly being necessary prior to shipment, establishing the correct construction sequence was significant.

Loudon's enthusiasm for Manning's invention was unstinting: 'we consider this cottage as one of the most perfect things of its kind we have seen', and make the somewhat remarkable claim that '...as it could be (erected) by a man and a boy in two hours and taken down again in even less time'. It was the screwed detail between the bottom plate and post and slotted post and panel detail that were the distinctive features. As described by Herbert, it consisted of grooved posts housed into and bolted to a continuous floor plate carried on bearers, the posts in turn carrying a 'wall' plate supporting simple triangulated trusses. Between the grooved posts, very much in the manner of the in-filling of traditional plank-wall construction, were fitted various interchangeable panels of standard size.

The fieldwork produced no evidence of such sophisticated construction techniques, although there is an example of a hall in Cromarty which would be worthy of detailed investigation. Equally there is no evidence of investors or entrepreneurs of the North East participating in this dynamic Imperial market.

Herbert, in his review of the Crimean War, offers examples of what might represent the pinnacle of Victorian prefabrication industry with the production of one thousand five hundred huts for men and three hundred and fifty for officers. These were completed and dispatched in the four weeks from mid December 1854 to mid January 1855. Typical illustrations superficially resemble the illustration of the 'timmer kirk' at Woodside, which predated the war by some twelve years. A follow-up enquiry with the local Gordon Highlanders Museum was unable to offer any evidence that expertise was brought back to
the area, following the war, through the participation of Pioneer or Engineering Battalions involved in the construction of this extensive temporary estate.

Finally, in investigating the background to prefabrication, the Disruption Churches afford a body of evidence. For example, the following was uncovered in the *Witness* of 19th July 1843 in which a correspondent was anxious to publish their plans for a temporary kirk.

...We propose farther to erect it (forty eight by forty feet for four hundred and fifty people) in such a way that it can it can be easily taken down and transported to a different place, should that be necessary. For this purpose we propose to build a stone foundation, which will cost us only a few shillings, to mortice the supports for the walls into large stones, to have the walls distinct pieces of eight feet square fastened together with screwbolts.57

Further research in this particular area is likely to provide a major contribution to the understanding of timber frame construction in Scotland and the influence that the need for ‘instant’ places of worship created by the Distruption. At a late stage in the study, a pattern book design for Disruption Churches by Edinburgh architects Cousin & Gale was uncovered56 as a result of a number of references in the *Witness* of the period, but particularly July 19th 1843. The designs were for a range of churches to seat both large and small congregations. The cladding was not specified but the section as shown in plate 5, illustrates posts of 12 x 7 ins. sitting on stone sills.

The UK literature

The fieldwork evidence is of a range and diversity of frame types for a majority of buildings which were modern and had not been part of either the economics or social values of earlier societies. Did this imply that a new form of construction was required in the manner of Chicago and the balloon frame, something ‘invented’ to accommodate the circumstances of the new age of railway buildings, agricultural marts and leisure pursuits?

A review of the construction literature in both the British Library and the RIBA library was undertaken to determine what published technical information was available to students and practitioners of the period. 57 Using a ‘key word’ search, the material was examined for evidence of: board and batten; earth fast construction; English or great frame; framing; foundations; post and rail; post and beam; post hole construction; shiplap boarding; sills; stake and rice; stud frame; weatherboarding, both in the indices and appropriate text.

The exercise produced a remarkable paucity of material with the significant items of knowledge being:

- **framing** - no mention of great or English frame
- **foundations** - piled foundations are capped and are NOT earth fast construction
- **ground sill or ground plate** - the lowest horizontal timber on which the exterior walls of a building are erected. It chiefly occurs in timber buildings or in buildings
whose outside walls are formed of brick panels with timber framings'— see [115]
Cloies Farmhouse, Monymusk
post and paling 'a kind of close wooden fence constructed of posts set into the
ground and pales nailed to railles between them', no mention of board and batten
preservation by seasoning — partial seasoning no good; paint, tar or other
preparation provided timber already seasoned, charring better than boiling tar and
linseed oil
quarterings or quarters 'slight upright timber posts framed together and employed
instead of walls for the separation of apartments etc; they are lathed over in the same
manner as ceilings to receive plastering but when used for external work they are
usually boarded. They are of two kinds, single and double, the scantlings of the
former being two by four inch and the latter four inch square. They are placed at
about twelve inches or fourteen inches apart. The term quarterings is especially
applied to a series of quarters'
storey posts 'upright timbers disposed in a storey of a building, for supporting the
super incumbent part of the exterior wall, by means of a beam over them. They are
chiefly used in sheds and workshops' continues to describe bracing details 'with ends
let into sockets' (in stone foundations)
stake & rice — no mention
studs 'from the Saxon studer — a post. The posts or quarters in partitions placed
eleven or twelve inches distant; term frequently used in London and Somersetshire'
studwork or brick noggin 'a wall consisting of brickwork, built between studs or
quarters. Chiefly used in thin walls or partitions for greater strength than when
bricks are used without studs'
weatherboarding — description of feather edged boards one or one and a half inch
'lap of thick over thin edges'; no mention made of shiplap

As has been mentioned previously, this study has identified a number of interesting areas for
further research and the history and development of construction literature is another such
topic, particularly the contribution of Peter Nicholson as the father of modern building
construction.

Born in Prestonkirk in East Lothian, at the age of twelve he started an apprenticeship in
carpentry and by the age of twenty four opened a school for Carpentry and Joinery in
Berwick Street, London. In 1792 at the age of twenty seven he published The Carpenters
New Guide which by 1824 had gone through seven editions. He returned to Scotland in 1800
and practiced as an architect in Glasgow and Ardrossan and wrote numerous articles for
Ree's and the Edinburgh Encyclopaedia. Other notable contributors to the field of
construction literature are Tredgold, Dobson and R. Scott Burn, and in the case of the latter
he is adamant about the problems of timber and fire and explains about the dangers of hollow
construction – 'partitions and cellular ceilings act positively as channels of fire or fire ducts by which the fire is conducted with the greatest possible rapidity from one apartment to another'.

In *The Carpenters New Guide* there appears an illustration of a trussed partition for internal use and much of the material reappears without credit to Nicholson in subsequent authors' work. No mention is made of framing for external walls and there is no material covering the post and rail frame.

The nearest references to post and rail frame construction are various descriptions of post and paling as in *Encyclopaedia of Architecture* vol II

*Post and paling: a kind of close wooden fence constructed by means of posts set into the ground and pales nailed to rails between them. The posts, with charred ends should be well and firmly put in the earth and the sawn rails whether for close or open paling should be cut triangular wise by splitting square scantlings diagonally. The pales of open paling should be cut in the same manner; the broadest side of the pales being nailed against the broad flat side of the rails at such distance from each other and of such height and strength as the given purpose may stand in need of or require.*

However, from a completely different source, Dickson, a writer on agricultural improvement, there is clear evidence of late 18th and early 19th century knowledge of timber construction. In his two volumes in which he comments on all aspects of agriculture and the detailed design of the complete range of agricultural buildings, only in the farm cottages does he mention the possibility of timber construction. He provides clear evidence on the cost benefits of timber frame armature with wattle and daub compared with rough stone masonry with a stucco finish.

In the inimitable style of the 'Improving Classes' he quotes a contemporary account from an 'accurate observer' on the state of rural dwellings

*The shattered hovels which half the poor of the kingdom are obliged to put up with, are truly affecting to a heart fraught with humanity. Those who condescend to visit these miserable tenements can testify, he says that neither health or decency can be preserved in them. The weather frequently penetrates all parts of them; which must occasion illness of various kinds, particularly the agues;...*

He continues by extolling the economic values of farm cottages 'but we are apt to look upon cottages as encumbrances and clogs to our property; when in fact those who occupy them are the very nerves and sinews of agriculture'.

He expands on the idea that locally procured materials are likely to be cheapest and compares pisé and clay construction, he does not recommend clay alone and offers seven pages of detailed estimates of various types of construction. He describes a stud frame used as an armature for well wrought straw and mire known in Scotland as 'clat 'n clay':

*A cheaper method is frequently followed, which is that of forming the walls of mire and straw well trodden together, and laid on in layers to the proper height; and sometimes a footing of stone or brick-wall is made about two feet in height, on which is placed a cill of strong timber, with upright quarterings at the distance of two feet,
between which rounds of coarse wood are placed crosswise at the distance of five or six inches from each other, until the proper height; the spaces between the rounds are then filled with the composition of mire and straw, and the whole plastered with good mortar which should afterwards be well rough casted over. 42

This particular author provides a very clear example of the disjunction between agricultural buildings and the use of timber frame construction. He demonstrates a clear understanding of the economic benefits of timber construction yet he makes no reference to its use in the range of agricultural buildings that he examines in detail.

Other sources of knowledge

Self improvement was an important maxim for any self respecting individual in 19th century Scotland. The Mechanics Institute was founded by George Birkbeck while teaching in Glasgow in 1800 to satisfy "the intelligent curiosity of the unwashed artificers". After success in Scotland with the establishment of some libraries and the Mechanics Magazine in 1823 he opened the London Mechanics Institution in 1824 and within two years there were nearly thirty in Scotland offering educational opportunities to artisans and skilled workers.

The Aberdeen Trades School was founded in 1808 and later incorporated into the Mechanics Institute which lasted until 1884. The project, while providing undoubted benefits to 19th century proletarian society, had according to Fraser, a number of limitations, not least of which was an inappropriate lecture programme, subscriptions that were too high and the deterrent of a twelve hour working day. The introduction of the Public Libraries Act, in concert with John Gray and his Gray's School of Art, under the administration of Robert Gordon College was the cause of its demise in Aberdeen. However, by 1880 there were Mechanics Institutes in Banff and Elgin. Unfortunately, no records remain of the early curriculum and how, or if, artisans and skilled workers were introduced to timber frame construction.

Notwithstanding the value of the Mechanics Institutes as a potential source for the dissemination of construction knowledge, they would have had no impact on the rural population as they were entirely based in the urban centres. The concepts of public transport and 'evening classes' had yet to be devised. This urban/rural divide in the North East poses interesting issues on the organisation of the carpentry trade in accommodating the requirements of the respective communities.

Finally, it may be that the crucial gap in knowledge between the medieval and post-medieval tradition and the modern or post 'Disruption' phase of timber construction may lie in the second edition of The (Piggott's) Commercial Directory of Ireland, Scotland and the four most northerly counties of England 1821-22 and 23. This contains a comprehensive list of builders, carpenters, house carpenters (a term used exclusively for Elgin) and other trades, including nail makers, in the urban centres of the study.
In summary, the paucity of evidence of timber frame construction in the UK literature is in startling contrast to that available in its American counterpart. This may well be explained by the cultural distinction between 'architecture' as the intellectual pursuit of the elite and mere vernacular design and the utilitarian uses of the proletariat, a distinction which was not a feature of the classless societies in North America. It is also unfortunate that there are no remnants of the syllabi of the Mechanics Institute that might have been an alternative source of knowledge. However, despite this lack of written record, the working practices of a generation of tradesmen predating the period under consideration, offer clear insights to the links with the construction methods of the past.
2 A brief account of East New Jersey in America, Published by The Scots Proprietors having Interests There, (Edinburgh: John Reid, 1683)
3 Peter O Wacker, Land and People, A cultural Geography of Pre-industrial New Jersey: Origins and Settlement Patterns, (New Brunswick: Rutgers University Press, 1975)
7 ibid. p. 64
8 ibid.
9 Sigfried Giedion, Space, Time and Architecture, (Cambridge, Mass.: [n.pub.], 1941) p. 83
10 J M van Osdel, ‘History of Chicago Architecture Part II’, Inland Architect and News Record I (1883) pp. 3-29
12 Cavanagh p. 12
13 Andreas p. 505
17 Theodora Keith, Commercial Relations of England and Scotland 1603-1707, (Cambridge: Cambridge University Press, 1910), quotes the case of John Burnett an Aberdeen merchant who was granted dispensation from the Navigation Acts and permitted to trade with Virginia.
20 ibid. p. 16
21 ibid.
22 ibid.
25 ibid. p. 302
27 ibid. p.148
28 ibid. p.150
29 ibid.
30 ibid. p.153
31 ibid.
32 ibid ‘The ground-laid sills under the Third Haven Meeting house (1682) Talbot County, Maryland were raised on cedar blocks in 1698 and the building new floored’
34 taken from Samuel Smith The History of the Colony of Nova Caesaria or New Jersey (Philadelphia: David Hall 1765) p.180
36 Smith p.180
37 Carson, *et al* p. 138
38 G L Pride, *Dictionary of Scottish Building*, (Edinburgh: Rutland Press, 1996) see also spelkin nail or wairdpin
and ‘The Vernacular Buildings of North East Scotland: An Exploration’ *Scottish Geographical Magazine* (April 1979)
see also cat & clay, cl(u)at & clay Pride, *Dictionary of Scottish Building*
41 Walker, *et al* p.34
42 Giedion pp. 129-134
44 H. A. Bingham Residence of 21 years in the Sandwich Islands, etc quoted by Charles Peterson in ‘Early American Prefabrication’ *Gazette des Beaux Arts* No 33 (1948) pp 39
46 Herbert, p. 7
47 ibid. p.11
48 ibid.
50 ibid.,
51 ibid.
53 ibid.
54 Herbert, p. 9 see also pp. 251-256; and Loudon, pp. 251-256
55 *The Witness*, 19th July, 1843 p.10
56 National Archives of Scotland ref RHP 22333 Series No1; Church to contain 350 sittings; Drawing by Cousin & Gale Architects 12 Royal Exchange Edinburgh
57 It is interesting to note that, Allen C Bruce, *Cottage Building and Hints for Improved Dwellings for the Working Classes*, (London: Virtue & Co, 1867) is described as part of the catalogue of “Rudimentary, Scientific Educational and Classical works for Colleges, High and Ordinary schools and self instruction and also for Mechanics Institutions Free Libraries etc.”
60 R W Dickson *Practical Agricultural or a Complete System of Modern Husbandry with the Methods of Planting and Management of Livestock*, 2 vols (London: [n. pub.], 1805) p. 82
61 ibid. p. 85
62 ibid.
63 G M Fraser, *Aberdeen Mechanics Institute: A Record of Civic and Educational Progress*, (Aberdeen: The University Press, 1912)
Methodology

Fieldwork specimens were identified by broadening the geographical area outwards from the concentrations in both Fochabers and Braemar, the original starting points of the enquiry. By investigating building types, such as the railway buildings, agricultural marts et al, this resulted in the emergence of a classification structure used to present the data. From this elementary approach, developing contacts with owners and users of the buildings led on to the identification of similar types elsewhere in the study area. It is interesting to note that there were numerous examples throughout the area in which the local timber buildings did not feature in the public's consciousness.

Since there are wide variations in both building and frame types, the adoption of a survey sheet derived from the criteria of the Listed Building process was considered to be an effective way of bringing cohesion to the survey material.

In collating the field survey, north to south transects at ten kilometre intervals were used and based on the Ordnance Survey Routemaster Series, Sheet 2 and the buildings are identified using this alpha-numeric system. The suffix 'a ' has been used to identify 'archival data' and so distinguish these from extant buildings.

The categories are presented in broadly historical precedence. Church buildings and in particular, the wooden Disruption churches of 1843 represent a building type of the earliest identifiable period. The subsequent sequence of the historical development of building types progressing from railway buildings, agricultural marts and public halls and sports buildings forms the basis of the layout of the material. With the combined use of distribution maps and this developmental time-line, a valuable historical and geographical perspective is provided.

Photographs of extant buildings are by the author unless otherwise referenced. All photographs of demolished buildings were taken from known archives (see list on page 501). Dates were not available for the majority of photographs. As most buildings were constructed within a thirty to forty year period in the latter part of the 19th and early 20th centuries, it was decided there was no particular value in guestimating their date.
TEXT BOUND INTO

THE SPINE
A record of timber-frame construction in North East Scotland

The fieldwork and data sheets are referenced using an alpha-numeric system based on the Ordnance Survey 10km transects identified alphabetically from west to east with the individual buildings being numbered sequentially from north to south within that transect. The suffix 'a' is used to identify archival material of buildings which have been demolished.

This map has been prepared by Lain Bruce as part of a fieldwork study for a Ph.D. thesis submitted to The Robert Gordon University.
<table>
<thead>
<tr>
<th>page no.</th>
<th>address</th>
<th>local authority district</th>
<th>grid ref</th>
<th>type</th>
<th>frame type</th>
</tr>
</thead>
<tbody>
<tr>
<td>394</td>
<td>Aberchirder Tennis &amp; Bowling club</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>unknown</td>
<td>sports &amp; halls</td>
<td>post &amp; dwang</td>
</tr>
<tr>
<td>248</td>
<td>Aberdeen Station</td>
<td>City of Aberdeen</td>
<td>N953058</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>410</td>
<td>Aberdeen University Boat Clubhouse</td>
<td>City of Aberdeen</td>
<td>N944051</td>
<td>sports &amp; halls</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>244</td>
<td>Aberdeen, Bankhead Station</td>
<td>City of Aberdeen</td>
<td>N984110</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>470</td>
<td>Aberdeen, Bankhead, Tram Repair Shed</td>
<td>City of Aberdeen</td>
<td>N812913</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>245</td>
<td>Aberdeen, Bucksburn Station</td>
<td>City of Aberdeen</td>
<td>N899096</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>473</td>
<td>Aberdeen, Dee Bridge Service Station</td>
<td>City of Aberdeen</td>
<td>N930035</td>
<td>commercial</td>
<td>stud</td>
</tr>
<tr>
<td>411</td>
<td>Aberdeen, Duthie Park Bowling Pavilion</td>
<td>City of Aberdeen</td>
<td>N939405</td>
<td>sports &amp; halls</td>
<td>stud</td>
</tr>
<tr>
<td>471</td>
<td>Aberdeen, Harbour Transit Shed</td>
<td>City of Aberdeen</td>
<td>N945062</td>
<td>commercial</td>
<td>post &amp; beam</td>
</tr>
<tr>
<td>472</td>
<td>Aberdeen, Harbour Workshop</td>
<td>City of Aberdeen</td>
<td>N957054e</td>
<td>commercial</td>
<td>post hole &amp; post &amp; beam</td>
</tr>
<tr>
<td>125</td>
<td>Aberdeen, Holburn United Free Church</td>
<td>City of Aberdeen</td>
<td>N933054</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>272</td>
<td>Aberdeen, Kittybrewster Mart</td>
<td>City of Aberdeen</td>
<td>N930077</td>
<td>agricultural mart</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>247</td>
<td>Aberdeen, Kittybrewster Station</td>
<td>City of Aberdeen</td>
<td>N933077</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>129</td>
<td>Aberdeen, Mannofield Church</td>
<td>City of Aberdeen</td>
<td>N918045</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>498</td>
<td>Aberdeen, Mechanics Institute</td>
<td>City of Aberdeen</td>
<td>unknown</td>
<td>miscellaneous</td>
<td>unknown</td>
</tr>
<tr>
<td>126</td>
<td>Aberdeen, Mission Hall, South Esplanade West</td>
<td>City of Aberdeen</td>
<td>N956054</td>
<td>churches</td>
<td>post &amp; rail or derivative</td>
</tr>
<tr>
<td>497</td>
<td>Aberdeen, Open Air Ward, Childrens Hospital</td>
<td>City of Aberdeen</td>
<td>N914054</td>
<td>miscellaneous</td>
<td>stud</td>
</tr>
<tr>
<td>496</td>
<td>Aberdeen, Panorama Building, King Street</td>
<td>City of Aberdeen</td>
<td>unknown</td>
<td>miscellaneous</td>
<td>unknown</td>
</tr>
<tr>
<td>243</td>
<td>Aberdeen, Persley Station</td>
<td>City of Aberdeen</td>
<td>N912092</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>249</td>
<td>Aberdeen, Pitfodells Station</td>
<td>City of Aberdeen</td>
<td>N907033</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>124</td>
<td>Aberdeen, St Clements United Free Church</td>
<td>City of Aberdeen</td>
<td>N9500563</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>127</td>
<td>Aberdeen, St Fittick's Church, Torry</td>
<td>City of Aberdeen</td>
<td>N955054</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>122</td>
<td>Aberdeen, Temporary Church, Woodside,</td>
<td>City of Aberdeen</td>
<td>0</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>128</td>
<td>Aberdeen, Torry United Free Church</td>
<td>City of Aberdeen</td>
<td>unknown</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>123</td>
<td>Aberdeen, United Free Church Oldmachar</td>
<td>City of Aberdeen</td>
<td>N943083</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>246</td>
<td>Aberdeen, Woodside Station</td>
<td>City of Aberdeen</td>
<td>N921091</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>412</td>
<td>Aberdeenshire Cricket Clubhouse</td>
<td>City of Aberdeen</td>
<td>N917044</td>
<td>sports &amp; halls</td>
<td>possible stud</td>
</tr>
<tr>
<td>Location</td>
<td>Region</td>
<td>Number</td>
<td>Use</td>
<td>Details</td>
<td></td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-----------------</td>
<td>---------</td>
<td>----------------------</td>
<td>-----------------------------------</td>
<td></td>
</tr>
<tr>
<td>Aberlour Station, Goods Shed</td>
<td>Moray</td>
<td>434</td>
<td>commercial</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire Marr</td>
<td>NJ265430</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aboyne Mart</td>
<td>Aberdeenshire</td>
<td>267</td>
<td>agricultural mart</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Aberdeen</td>
<td>NJ529984</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aboyne Station (original)</td>
<td>Aberdeenshire</td>
<td>217</td>
<td>railway</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Aberdeen</td>
<td>NJ580986</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advie Station</td>
<td>Moray</td>
<td>164</td>
<td>railway</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Aberdeen</td>
<td>NJ127346</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alford Mart</td>
<td>Aberdeenshire</td>
<td>266</td>
<td>agricultural mart</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Aberdeen</td>
<td>NJ578158</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Arradoul SWRI Hall</td>
<td>Moray</td>
<td>384</td>
<td></td>
<td>sports &amp; halls</td>
<td></td>
</tr>
<tr>
<td>Aberdeen</td>
<td>NJ415635</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Auchnagatt Public Hall</td>
<td>Aberdeenshire</td>
<td>409</td>
<td></td>
<td>sports &amp; halls</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ928470</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Aultmore Station</td>
<td>Moray</td>
<td>180</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ401535</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Aviemore Station, Signal Box</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>145</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NH134897</td>
<td></td>
<td></td>
<td>various</td>
<td></td>
</tr>
<tr>
<td>Aviemore, 'Youth Club', Main St.</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>279</td>
<td></td>
<td>dwellings</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NH897128</td>
<td></td>
<td></td>
<td>possible railway sleepers</td>
<td></td>
</tr>
<tr>
<td>Aviemore, Highland Railway Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>146</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NH895123</td>
<td></td>
<td></td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Aviemore, Rathven Cottage, Main Street</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>280</td>
<td></td>
<td>dwellings</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NH897127</td>
<td></td>
<td></td>
<td>possible railway sleepers</td>
<td></td>
</tr>
<tr>
<td>Aviemore, Strathspey Railway Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>147</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NH985129</td>
<td></td>
<td></td>
<td>post &amp; rail or derivative</td>
<td></td>
</tr>
<tr>
<td>Ballater Station</td>
<td>Aberdeenshire</td>
<td>185</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO368960</td>
<td></td>
<td></td>
<td>post hole &amp; stud</td>
<td></td>
</tr>
<tr>
<td>Ballater Station, Goods Shed</td>
<td>Aberdeenshire</td>
<td>183</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO368960</td>
<td></td>
<td></td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>Ballater Station, Carriage Shed</td>
<td>Aberdeenshire</td>
<td>184</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO368960</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Ballindalloch Mart</td>
<td>Moray</td>
<td>262</td>
<td></td>
<td>post hole &amp; post and</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ167366</td>
<td></td>
<td></td>
<td>dwang</td>
<td></td>
</tr>
<tr>
<td>Ballindalloch School House</td>
<td>Moray</td>
<td>293</td>
<td></td>
<td>post hole &amp; post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ171367</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balmoral, Auchtavan Bothy</td>
<td>Aberdeenshire</td>
<td>391</td>
<td></td>
<td>sports &amp; halls</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO592945</td>
<td></td>
<td></td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Balmoral, Curling Pavilion</td>
<td>Aberdeenshire</td>
<td>314</td>
<td></td>
<td>dwellings</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO203995</td>
<td></td>
<td></td>
<td>cruck</td>
<td></td>
</tr>
<tr>
<td>Balmoral, Public Hall</td>
<td>Aberdeenshire</td>
<td>369</td>
<td></td>
<td>sports &amp; halls</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO264943</td>
<td></td>
<td></td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>Banchory</td>
<td>Aberdeenshire</td>
<td>370</td>
<td></td>
<td>sports &amp; halls</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO266942</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Banchory, Elizabeth Cottage, Woodside Road</td>
<td>Aberdeenshire</td>
<td>232</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO704956</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Banchory, Glen o' Dee Hospital, Corsee Road</td>
<td>Aberdeenshire</td>
<td>494</td>
<td></td>
<td>dwellings</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO792963</td>
<td></td>
<td></td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>Banchory, Glen o' Dee Hospital, Corsee Road</td>
<td>Aberdeenshire Kincardine</td>
<td>484</td>
<td></td>
<td>miscellaneous</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NO695966</td>
<td></td>
<td></td>
<td>post &amp; beam</td>
<td></td>
</tr>
<tr>
<td>Banff Bowling Club</td>
<td>Aberdeenshire</td>
<td>392</td>
<td></td>
<td>sports &amp; halls</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ688644e</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Banff Bridge, House at Former Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>334</td>
<td></td>
<td>dwellings</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ696638</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Banff Station, Goods Shed</td>
<td>Aberdeenshire</td>
<td>219</td>
<td></td>
<td>railway</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ688647</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Banff, Skating Rink Duff House</td>
<td>Aberdeenshire</td>
<td>393</td>
<td></td>
<td>sports &amp; halls</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>unknown</td>
<td></td>
<td></td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Bellie, Store at Swiss Cottage</td>
<td>Moray</td>
<td>485</td>
<td></td>
<td>miscellany</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ369597</td>
<td></td>
<td></td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Bellie, Swiss Cottage</td>
<td>Moray</td>
<td>320</td>
<td></td>
<td>dwellings</td>
<td></td>
</tr>
<tr>
<td>Banff &amp; Buchan</td>
<td>NJ369596</td>
<td></td>
<td></td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td>Location Description</td>
<td>Location Details</td>
<td>Postcodes</td>
<td>Use</td>
<td>Notes</td>
</tr>
<tr>
<td>--------</td>
<td>----------------------------------------------------------</td>
<td>------------------</td>
<td>-----------</td>
<td>-----</td>
<td>------------------------</td>
</tr>
<tr>
<td>298</td>
<td>'Braemar, wee house' Crathie Cottage, Mar Rd</td>
<td>Aberdeenshire Marr</td>
<td>NO149915</td>
<td>dwellings</td>
<td>possible balloon</td>
</tr>
<tr>
<td>308</td>
<td>'Braemar, wee house' Lui Cottage, 35 Chapel Brae</td>
<td>Aberdeenshire Marr</td>
<td>NO144912</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>299</td>
<td>'Braemar, wee house', Greenfield, Lin o Dee Road</td>
<td>Aberdeenshire Marr</td>
<td>NO141913</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>297</td>
<td>'Braemar, wee house', Rose Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NO103202</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>305</td>
<td>'Braemar, wee house', Woodbine Cottage, Mar Road</td>
<td>Aberdeenshire Marr</td>
<td>NO149914</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>396</td>
<td>Bridge of Canny, Public Hall, Inchmarlo</td>
<td>Aberdeenshire Marr</td>
<td>NO554971</td>
<td>sports &amp; halls</td>
<td>stud</td>
</tr>
<tr>
<td>439</td>
<td>Buckie Harbour, Fishermens' Store</td>
<td>Moray</td>
<td>NJ431659</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>489</td>
<td>Buckie Harbour, Lifeboat Shed</td>
<td>Moray</td>
<td>NJ428659</td>
<td>miscellany</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>436</td>
<td>Buckie Harbour, Transit Shed</td>
<td>Moray</td>
<td>NJ408690</td>
<td>commercial</td>
<td>unknown</td>
</tr>
<tr>
<td>192</td>
<td>Buckie Station, Goods Shed</td>
<td>Moray</td>
<td>NJ429658</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>193</td>
<td>Buckie Station, Highland Railway Co.</td>
<td>Moray</td>
<td>NJ428653</td>
<td>railway</td>
<td>post &amp; rail or derivative</td>
</tr>
<tr>
<td>383</td>
<td>Buckie Thistle Football Stand</td>
<td>Moray</td>
<td>NJ424652</td>
<td>sports &amp; halls</td>
<td>stud &amp; post &amp; beam</td>
</tr>
<tr>
<td>381</td>
<td>Buckie, Bowling Clubhouse</td>
<td>Moray</td>
<td>NJ425657</td>
<td>sports &amp; halls</td>
<td>unknown</td>
</tr>
<tr>
<td>441</td>
<td>Buckie, Denholm Fish Selling Ltd.</td>
<td>Moray</td>
<td>NJ430659</td>
<td>commercial</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>326</td>
<td>Buckie, Houses Blairaff St.</td>
<td>Moray</td>
<td>NJ491701</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>435</td>
<td>Buckie, Jones Boatshed</td>
<td>Moray</td>
<td>NJ434664</td>
<td>commercial</td>
<td>hybrid post &amp; beam</td>
</tr>
<tr>
<td>443</td>
<td>Buckie, Photographers Premises</td>
<td>Moray</td>
<td>NJ425657</td>
<td>commercial</td>
<td>unknown</td>
</tr>
<tr>
<td>382</td>
<td>Buckie, Skating Rink</td>
<td>Moray</td>
<td>NJ422653</td>
<td>sports &amp; halls</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>437</td>
<td>Buckie, Thompson's Boat Shed</td>
<td>Moray</td>
<td>NJ428658</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>426</td>
<td>Burghhead Harbour, Storage Shed</td>
<td>Moray</td>
<td>NJ108690</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>160</td>
<td>Burghhead Station</td>
<td>Moray</td>
<td>NJ115688</td>
<td>railway</td>
<td>post &amp; dwang</td>
</tr>
<tr>
<td>250</td>
<td>Cairnbulg Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK041651</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>474</td>
<td>Cairnbulg, Former Sail Loft</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK043665</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>210</td>
<td>Cairnie Junction Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ504497</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>165</td>
<td>Calcots Station</td>
<td>Moray</td>
<td>NJ255642</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>328</td>
<td>Cambus o' May, House at Former Station</td>
<td>Aberdeenshire Marr</td>
<td>NJ423975</td>
<td>dwellings</td>
<td>possible post &amp; dwang</td>
</tr>
<tr>
<td>357</td>
<td>Carrbridge Golf Club</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH907232</td>
<td>sports &amp; halls</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>148</td>
<td>Carrbridge Railway Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH899225</td>
<td>railway</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>284</td>
<td>Carrbridge, Broom Cottages, Beananach</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH895224</td>
<td>dwellings</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>287</td>
<td>Carrbridge, Cottage at Braeval, Main Street</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH910224</td>
<td>dwellings</td>
<td>possible railway sleepers</td>
</tr>
<tr>
<td>283</td>
<td>Carrbridge, Lochanully Cottage</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH917235</td>
<td>dwellings</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>286</td>
<td>Carrbridge, Woodside Cottage (Pink Palace)</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH939430</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>Number</td>
<td>Location</td>
<td>Authority</td>
<td>Postcode</td>
<td>Use</td>
<td>Notes</td>
</tr>
<tr>
<td>--------</td>
<td>----------</td>
<td>-----------</td>
<td>----------</td>
<td>-----</td>
<td>-------</td>
</tr>
<tr>
<td>360</td>
<td>Darnaway, Glenennie House, Squash Court</td>
<td>Moray</td>
<td>NJ012466</td>
<td>sports &amp; halls</td>
<td>stud</td>
</tr>
<tr>
<td>155</td>
<td>Dava Station</td>
<td>Moray</td>
<td>NJ008389</td>
<td>railway</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>456</td>
<td>Drum of Turtlet, Garage</td>
<td>Aberdeenshire Garioch</td>
<td>NJ729317</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>181</td>
<td>Drummuir Station</td>
<td>Moray</td>
<td>NJ191497</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>374</td>
<td>Dufftown Golf Club</td>
<td>Moray</td>
<td>NJ311391</td>
<td>sports &amp; halls</td>
<td>unknown</td>
</tr>
<tr>
<td>182</td>
<td>Dufftown Station, Goods Shed</td>
<td>Moray</td>
<td>NJ322415</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>114</td>
<td>Dunlairn, Former Church</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH996248</td>
<td>churches</td>
<td>post &amp; rail or derivative</td>
</tr>
<tr>
<td>154</td>
<td>Dunphail Station</td>
<td>Moray</td>
<td>NJ015482</td>
<td>railway</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>359</td>
<td>Dunphail, Edinkillie Public Hall</td>
<td>Moray</td>
<td>NJ015483</td>
<td>sports &amp; halls</td>
<td>unknown</td>
</tr>
<tr>
<td>234</td>
<td>Dyce Station</td>
<td>City of Aberdeen</td>
<td>NJ884128</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>281</td>
<td>Dyke/Kintessack Cottage</td>
<td>Moray</td>
<td>NH999604</td>
<td>dwellings</td>
<td>post &amp; dwang</td>
</tr>
<tr>
<td>365</td>
<td>Elgin City Football Stand</td>
<td>Moray</td>
<td>unknown</td>
<td>sports &amp; halls</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>167</td>
<td>Elgin Station, Goods Shed</td>
<td>Moray</td>
<td>NJ222624</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>168</td>
<td>Elgin Station, Signal Box</td>
<td>Moray</td>
<td>NJ221622</td>
<td>railway</td>
<td>balloon frame</td>
</tr>
<tr>
<td>366</td>
<td>Elgin Tennis Club, Duff Avenue</td>
<td>Moray</td>
<td>NJ221625</td>
<td>sports &amp; halls</td>
<td>unknown</td>
</tr>
<tr>
<td>263</td>
<td>Elgin, Auction Mart, New Elgin Road</td>
<td>Moray</td>
<td>NJ220620</td>
<td>agricultural mart</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>433</td>
<td>Elgin, Elliot Office Supplies, 20 Abbey Street</td>
<td>Moray</td>
<td>NJ218627</td>
<td>commercial</td>
<td>various</td>
</tr>
<tr>
<td>432</td>
<td>Elgin, Oakwood Motel</td>
<td>Moray</td>
<td>NJ185627</td>
<td>commercial</td>
<td>steel portal frame</td>
</tr>
<tr>
<td>242</td>
<td>Ellon Station</td>
<td>Aberdeenshire Formartine</td>
<td>NJ94308</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>195</td>
<td>Enzie Station</td>
<td>Moray</td>
<td>NJ491708</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>152</td>
<td>Findhorn Station</td>
<td>Moray</td>
<td>NJ041642</td>
<td>railway</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>189</td>
<td>Findochty Station</td>
<td>Moray</td>
<td>NJ466678</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>378</td>
<td>Findochty, Bowling Club</td>
<td>Moray</td>
<td>NJ460679</td>
<td>sports &amp; halls</td>
<td>possible post &amp; dwang</td>
</tr>
<tr>
<td>488</td>
<td>Findochty, Former Fishermens' Store</td>
<td>Moray</td>
<td>NJ461679</td>
<td>miscellany</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>448</td>
<td>Finzean, Bobbin Mill</td>
<td>Aberdeenshire Marr</td>
<td>NO591916</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>116</td>
<td>Fochabers, 'Disruption' Church</td>
<td>Moray</td>
<td>unknown</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>372</td>
<td>Fochabers, Drill Hall</td>
<td>Moray</td>
<td>unknown</td>
<td>sports &amp; halls</td>
<td>unknown</td>
</tr>
<tr>
<td>323</td>
<td>Fochabers, Lennoxlea, Lennox Crescent</td>
<td>Moray</td>
<td>NJ349585</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>322</td>
<td>Fochabers, Pine Cottage, West Street</td>
<td>Moray</td>
<td>NJ344588</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>321</td>
<td>Fochabers, The Myrtles, Osprey Street</td>
<td>Moray</td>
<td>NJ343587</td>
<td>dwellings</td>
<td>unknown</td>
</tr>
<tr>
<td>120</td>
<td>Follairle, Former Church Hall</td>
<td>Aberdeenshire Garioch</td>
<td>NJ724311</td>
<td>churches</td>
<td>post &amp; rail or derivative</td>
</tr>
<tr>
<td>153</td>
<td>Forres Station, Signal Box</td>
<td>Moray</td>
<td>NJ033593</td>
<td>railway</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>Place</td>
<td>District</td>
<td>Code</td>
<td>Type</td>
<td>Access</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>----------</td>
<td>---------</td>
<td>-------------------</td>
<td>-------------------</td>
<td></td>
</tr>
<tr>
<td>Forres, Altyre Church</td>
<td>Moray</td>
<td>NJ026551</td>
<td>churches</td>
<td>post &amp; rail or derivative</td>
<td></td>
</tr>
<tr>
<td>Forres, Car Sales and Workshop, Greshop Road</td>
<td>Moray</td>
<td>NJ026558</td>
<td>commercial</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Forres, Chemical Works</td>
<td>Moray</td>
<td>NJ033594e</td>
<td>commercial</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Forres, YMCA Hall, Cumming Street</td>
<td>Moray</td>
<td>NJ037587</td>
<td>sports &amp; halls</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Fraserburgh Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ998667</td>
<td>railway</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Fraserburgh, Bowling Club</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ997664</td>
<td>sports &amp; halls</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Fraserburgh, Herring Market</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ999673</td>
<td>commercial</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Garmouth Station</td>
<td>Moray</td>
<td>NJ335640</td>
<td>railway</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>Gartly Public Hall</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ519358</td>
<td>sports &amp; halls</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Glassaugh Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ559654</td>
<td>railway</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>Glassel, The Milne Hall</td>
<td>Aberdeenshire Marr</td>
<td>NO652992</td>
<td>sports &amp; halls</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>Glenfernness House, Squash Court</td>
<td>Highland Nairn</td>
<td>NH936439</td>
<td>sports &amp; halls</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Glenfernness House, West Lodge</td>
<td>Highland Nairn</td>
<td>NH937428</td>
<td>dwellings</td>
<td>post &amp; beam</td>
<td></td>
</tr>
<tr>
<td>Glenkinchie Arms Hotel, Store</td>
<td>Aberdeenshire Marr</td>
<td>NJ441138</td>
<td>commercial</td>
<td>post &amp; dwg</td>
<td></td>
</tr>
<tr>
<td>Glenkinchie, Former Stables, Breber House</td>
<td>Aberdeenshire Marr</td>
<td>NJ436138</td>
<td>miscellany</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Glenlivet, Public Hall</td>
<td>Moray</td>
<td>NJ243216</td>
<td>sports &amp; halls</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Grange Station, Goods Shed</td>
<td>Moray</td>
<td>NJ491709</td>
<td>railway</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Grantown Station, Goods Shed</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NO73284</td>
<td>railway</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Grantown, Tennis Pavilion</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NO36283</td>
<td>sports &amp; halls</td>
<td>possible post &amp; dwg</td>
<td></td>
</tr>
<tr>
<td>Grantown, Bowling Pavilion</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NO36281</td>
<td>sports &amp; halls</td>
<td>possible post &amp; dwg</td>
<td></td>
</tr>
<tr>
<td>Grantown, House at 92 High Street</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NO31278</td>
<td>dwellings</td>
<td>post &amp; beam</td>
<td></td>
</tr>
<tr>
<td>Hatton Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK053368</td>
<td>railway</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Hatton Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK058368</td>
<td>railway</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>Hopeman Station</td>
<td>Moray</td>
<td>NJ145697</td>
<td>railway</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>Huntly Station, Down Platform Building</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ535396</td>
<td>railway</td>
<td>post &amp; rail &amp; stud</td>
<td></td>
</tr>
<tr>
<td>Huntly Station, Up Platform Building</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ535396</td>
<td>railway</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>Huntly Storage Shed</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ535395</td>
<td>commercial</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Inchberry Hall</td>
<td>Moray</td>
<td>NJ314558</td>
<td>sports &amp; halls</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Insch Mart</td>
<td>Aberdeenshire Garioch</td>
<td>NJ632275</td>
<td>agricultural mart</td>
<td>generally post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>Insch, Barrem Motors Ltd, Station Road</td>
<td>Aberdeenshire Garioch</td>
<td>NJ631275</td>
<td>commercial</td>
<td>post &amp; dwg</td>
<td></td>
</tr>
<tr>
<td>Insch, Church Hall</td>
<td>Aberdeenshire Garioch</td>
<td>NJ631281</td>
<td>churches</td>
<td>post &amp; rail or derivative</td>
<td></td>
</tr>
<tr>
<td>Insch, Former Slaughter House</td>
<td>Aberdeenshire Garioch</td>
<td>NJ631277</td>
<td>commercial</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Name of Place</td>
<td>Location</td>
<td>Post Code</td>
<td>Use</td>
<td>Notes</td>
</tr>
<tr>
<td>-----</td>
<td>---------------</td>
<td>---------------------------</td>
<td>-----------</td>
<td>---------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>455</td>
<td>Macduff Harbour, Transit Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ704647</td>
<td>commercial</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>224</td>
<td>Macduff, King Edward Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ718579</td>
<td>railway</td>
<td>post &amp; rail or derivative</td>
</tr>
<tr>
<td>413</td>
<td>Maryculter, Ardoe Village Hall</td>
<td>City of Aberdeen</td>
<td>NJ918026</td>
<td>sports &amp; halls</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>270</td>
<td>Maud Mart</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ925479</td>
<td>agricultural mart</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>241</td>
<td>Maud Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ926478</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>271</td>
<td>Maud, Former Pig Sales Ring</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ924478</td>
<td>agricultural mart</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>469</td>
<td>Maud, Hairdressing Shop, Market Street</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ925479</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>119</td>
<td>Meikle Wartle, Former Church Hall</td>
<td>Aberdeenshire Formartine</td>
<td>NJ731331</td>
<td>churches</td>
<td>timber portal or cruck</td>
</tr>
<tr>
<td>402</td>
<td>Methlick, Ballroom at Haddo House</td>
<td>Aberdeenshire Formartine</td>
<td>NJ868347</td>
<td>sports &amp; halls</td>
<td>possible stud</td>
</tr>
<tr>
<td>495</td>
<td>Methlick, Haddo House, Meat Larder</td>
<td>Aberdeenshire Formartine</td>
<td>NJ866345</td>
<td>miscellany</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>341</td>
<td>Methlick, Polesburn Cottages</td>
<td>Aberdeenshire Formartine</td>
<td>NJ858377</td>
<td>dwellings</td>
<td>unknown</td>
</tr>
<tr>
<td>462</td>
<td>Methlick, Precast Concrete Factory</td>
<td>Aberdeenshire Formartine</td>
<td>date error</td>
<td>commercial</td>
<td>not applicable</td>
</tr>
<tr>
<td>237</td>
<td>Milltimber Station</td>
<td>City of Aberdeen</td>
<td>NJ858012</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>222</td>
<td>Monymusk Station</td>
<td>Aberdeenshire Garioch</td>
<td>NJ686142</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>335</td>
<td>Monymusk, Cloies Farmhouse</td>
<td>Aberdeenshire Garioch</td>
<td>NJ683153</td>
<td>dwellings</td>
<td>half timbered</td>
</tr>
<tr>
<td>319</td>
<td>Mosstodloch, Bothy at Castle Hill Farm</td>
<td>Moray</td>
<td>NJ311605</td>
<td>dwellings</td>
<td>post &amp; dwang</td>
</tr>
<tr>
<td>317</td>
<td>Mosstodloch, Hills Farm Bothy</td>
<td>Moray</td>
<td>NJ318618</td>
<td>dwellings</td>
<td>post &amp; dwang</td>
</tr>
<tr>
<td>354</td>
<td>Nairn County Football Stand</td>
<td>Highland Nairn</td>
<td>NH881558</td>
<td>sports &amp; halls</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>352</td>
<td>Nairn Golf Club, Seabank Road</td>
<td>Highland Nairn</td>
<td>NH867571</td>
<td>sports &amp; halls</td>
<td>unknown</td>
</tr>
<tr>
<td>142</td>
<td>Nairn Station, Goods Shed</td>
<td>Highland Nairn</td>
<td>NH882560</td>
<td>railway</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>140</td>
<td>Nairn Station, Lamp House</td>
<td>Highland Nairn</td>
<td>NH882560</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>141</td>
<td>Nairn Station, South Waiting Room</td>
<td>Highland Nairn</td>
<td>NH882559</td>
<td>railway</td>
<td>stud</td>
</tr>
<tr>
<td>353</td>
<td>Nairn, Dunbar Golf Club,</td>
<td>Highland Nairn</td>
<td>NH889567</td>
<td>sports &amp; halls</td>
<td>unknown</td>
</tr>
<tr>
<td>289</td>
<td>Nethybridge Rail Crossing, Keeper's Cottage</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ001207</td>
<td>dwellings</td>
<td>unknown</td>
</tr>
<tr>
<td>158</td>
<td>Nethybridge Station, Goods Shed</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ008389</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>149</td>
<td>Nethybridge, Broomhill Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH995226</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>150</td>
<td>Nethybridge, Broomhill Station, Goods Shed</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH994226</td>
<td>railway</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>290</td>
<td>Nethybridge, Cottage at Forest lodge</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ019162</td>
<td>dwellings</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>291</td>
<td>Nethybridge, Forest Lodge</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ020161</td>
<td>dwellings</td>
<td>possible post &amp; dwang variant</td>
</tr>
<tr>
<td>422</td>
<td>Nethybridge, House and Shop, Station Road</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ002206</td>
<td>commercial</td>
<td>unknown</td>
</tr>
<tr>
<td>479</td>
<td>Nethybridge, Stables at Forest Lodge</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ019160</td>
<td>miscellany</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>No.</td>
<td>Location</td>
<td>Authority</td>
<td>Address</td>
<td>Code</td>
<td>Type</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------------</td>
<td>--------------------</td>
<td>--------------------------------------</td>
<td>------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>460</td>
<td>New Byth, Morrison's Garage</td>
<td>Aberdeenshire Formartine</td>
<td>NJ823543</td>
<td>commercial</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>461</td>
<td>New Deer, Shops, Main Street</td>
<td>Aberdeenshire Formartine</td>
<td>NJ861338</td>
<td>commercial</td>
<td>unknown</td>
</tr>
<tr>
<td>344</td>
<td>Old Deer, Cottage at Pitfour</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ645124</td>
<td>dwellings</td>
<td>stud</td>
</tr>
<tr>
<td>464</td>
<td>Oldmeldrum, Joinery Workshop</td>
<td>Aberdeenshire Garioch</td>
<td>NJ809272</td>
<td>commercial</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>463</td>
<td>Oldmeldrum, Yard Office for OSC Ltd</td>
<td>Aberdeenshire Garioch</td>
<td>NJ804271</td>
<td>commercial</td>
<td>stud</td>
</tr>
<tr>
<td>324</td>
<td>Obblison Bothy</td>
<td>Moray</td>
<td>NJ303582</td>
<td>dwellings</td>
<td>post &amp; dwang</td>
</tr>
<tr>
<td>221</td>
<td>Oyne Station</td>
<td>Aberdeenshire Garioch</td>
<td>NJ618152</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>400</td>
<td>Pennan Public Hall</td>
<td>Banff &amp; Buchan Aberdeenshire</td>
<td>NJ844656</td>
<td>sports &amp; halls</td>
<td>possible post &amp; dwang</td>
</tr>
<tr>
<td>121</td>
<td>Peterculler, St Peter's Church</td>
<td>City of Aberdeen Aberdeenshire</td>
<td>NJ941004</td>
<td>churches</td>
<td>post &amp; rail or derivative</td>
</tr>
<tr>
<td>414</td>
<td>Peterhead Golf Clubhouse</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK120842e</td>
<td>sports &amp; halls</td>
<td>unknown</td>
</tr>
<tr>
<td>255</td>
<td>Peterhead, Engine Shed Harbour of Refuge</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ73256</td>
<td>railway</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>282</td>
<td>Pitcaple Station</td>
<td>Aberdeenshire Garioch</td>
<td>NJ72356</td>
<td>railway</td>
<td>stud</td>
</tr>
<tr>
<td>191</td>
<td>Portessie Station</td>
<td>Moray</td>
<td>NJ447667</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>190</td>
<td>Portessie Station, Goods Shed</td>
<td>Moray</td>
<td>NJ448669</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>379</td>
<td>Portessie, Strathlene Golf Clubhouse 1</td>
<td>Moray</td>
<td>NJ436622</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>176</td>
<td>Portgordon Station</td>
<td>Moray</td>
<td>NJ394642</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>188</td>
<td>Porthknochie Station</td>
<td>Moray</td>
<td>NJ466648</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>377</td>
<td>Porthknochie, Bowling Club</td>
<td>Moray</td>
<td>NJ491683</td>
<td>sports &amp; halls</td>
<td>possible post &amp; dwang</td>
</tr>
<tr>
<td>203</td>
<td>Portsoy Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ589657</td>
<td>railway</td>
<td>possible stud</td>
</tr>
<tr>
<td>202</td>
<td>Portsoy Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ590658</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>491</td>
<td>Rathven Parish Hospital</td>
<td>Moray</td>
<td>NJ531460</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>194</td>
<td>Rathven Station</td>
<td>Moray</td>
<td>NJ51704</td>
<td>railway</td>
<td>post &amp; rail or derivative</td>
</tr>
<tr>
<td>380</td>
<td>Rathven, SWRI Hall</td>
<td>Moray</td>
<td>NJ50662</td>
<td>sports &amp; halls</td>
<td>stud</td>
</tr>
<tr>
<td>118</td>
<td>Rhynie, 'Disruption' Church</td>
<td>Aberdeenshire Strathbogie</td>
<td>unknown</td>
<td>churches</td>
<td>unknown</td>
</tr>
<tr>
<td>212</td>
<td>Rothiemay Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ523657</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>211</td>
<td>Rothiemay Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ723356</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>337</td>
<td>Sauchen, House at Millbank</td>
<td>Aberdeenshire Garioch</td>
<td>NJ658108</td>
<td>dwellings</td>
<td>post &amp; dwang</td>
</tr>
<tr>
<td>316</td>
<td>Spey Bay, House at 22 Bogmuir</td>
<td>Moray</td>
<td>NJ357627</td>
<td>dwellings</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>177</td>
<td>Speybay Station</td>
<td>Moray</td>
<td>NJ356642</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>371</td>
<td>Speybay, Golf Club</td>
<td>Moray</td>
<td>NJ356652</td>
<td>sports &amp; halls</td>
<td>possible post &amp; dwang</td>
</tr>
<tr>
<td>178</td>
<td>Speybay, Goods Shed</td>
<td>Moray</td>
<td>NJ355652</td>
<td>railway</td>
<td>unknown</td>
</tr>
<tr>
<td>ref</td>
<td>page no</td>
<td>frame type</td>
<td>address</td>
<td>local authority district</td>
<td>grid ref</td>
</tr>
<tr>
<td>------</td>
<td>---------</td>
<td>-----------------------------------</td>
<td>----------------------------------------------</td>
<td>-----------------------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>D26</td>
<td>303</td>
<td>balloon</td>
<td>Braemar, Downfield Cottage, Broombank Terr</td>
<td>Aberdeenshire Marr</td>
<td>NO148914</td>
</tr>
<tr>
<td>D23</td>
<td>300</td>
<td>balloon</td>
<td>Braemar, 'wee house' 7 Broombank Terr</td>
<td>Aberdeenshire Marr</td>
<td>NO149915</td>
</tr>
<tr>
<td>E9</td>
<td>168</td>
<td>balloon</td>
<td>Elgin Station, Signal Box</td>
<td>Moray</td>
<td>NJ221622</td>
</tr>
<tr>
<td>D25</td>
<td>302</td>
<td>possible balloon</td>
<td>Braemar, Mostyn Cottage, Mar Road</td>
<td>Aberdeenshire Marr</td>
<td>NO149914</td>
</tr>
<tr>
<td>D15</td>
<td>298</td>
<td>possible balloon</td>
<td>Braemar, 'wee house' Crathie Cottage, Mar Rd</td>
<td>Aberdeenshire Marr</td>
<td>NO149915</td>
</tr>
<tr>
<td>D29</td>
<td>307</td>
<td>possible balloon or stud</td>
<td>Braemar, House at 33 Broombank Terr</td>
<td>City of Aberdeen</td>
<td>NJ944062</td>
</tr>
<tr>
<td>L30a</td>
<td>471</td>
<td>post &amp; beam</td>
<td>Aberdeen, Harbour Transit Shed</td>
<td>Aberdeenshire Kincardine</td>
<td>NO695966</td>
</tr>
<tr>
<td>J24</td>
<td>494</td>
<td>post &amp; beam</td>
<td>Banchory, Glen o' Dee Hospital, Corseee Road</td>
<td>Highland Nair</td>
<td>NH937428</td>
</tr>
<tr>
<td>B3</td>
<td>382</td>
<td>post &amp; beam</td>
<td>Glenerness House, West Lodge</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ031278</td>
</tr>
<tr>
<td>C14a</td>
<td>288</td>
<td>post &amp; beam</td>
<td>Grantown, House at 92 High Street</td>
<td>Aberdeenshire Marr</td>
<td>NJ355130</td>
</tr>
<tr>
<td>F27</td>
<td>487</td>
<td>post &amp; beam</td>
<td>Strathdon, Former Bus Garage</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ581588</td>
</tr>
<tr>
<td>H11</td>
<td>265</td>
<td>post &amp; beam &amp; post &amp; dwang in fill panels</td>
<td>Laurencekirk Station, Goods Shed</td>
<td>Aberdeenshire Kincardine</td>
<td>NO717718</td>
</tr>
<tr>
<td>J19</td>
<td>233</td>
<td>post &amp; beam with infill stud panels</td>
<td>Stonehaven, Station Garage, Station Square</td>
<td>Aberdeenshire Kincardine</td>
<td>NO865863</td>
</tr>
<tr>
<td>K24</td>
<td>467</td>
<td>post &amp; beam with infill stud panels</td>
<td>Buckie, Jones Boatshed</td>
<td>Moray</td>
<td>NJ434664</td>
</tr>
<tr>
<td>G9</td>
<td>435</td>
<td>hybrid post &amp; beam</td>
<td>Balmoral, Auchtavan Bothy</td>
<td>Aberdeenshire Marr</td>
<td>NO203995</td>
</tr>
<tr>
<td>E27</td>
<td>314</td>
<td>cruck</td>
<td>Monymusk, Cloies Farmhouse</td>
<td>Aberdeenshire Garioch</td>
<td>NJ683153</td>
</tr>
<tr>
<td>I15</td>
<td>335</td>
<td>half timbered</td>
<td>Aberchirder Tennis &amp; Bowling club</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>unknown</td>
</tr>
<tr>
<td>I6a</td>
<td>394</td>
<td>post &amp; dwang</td>
<td>Banchory, Elizabeth Cottage, Woodside Road</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NO792963</td>
</tr>
<tr>
<td>J17</td>
<td>340</td>
<td>post &amp; dwang</td>
<td>Burghhead Station</td>
<td>Moray</td>
<td>NJ115688</td>
</tr>
<tr>
<td>D3</td>
<td>160</td>
<td>post &amp; dwang</td>
<td>Cawdor, Old Forestry Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NH846502</td>
</tr>
<tr>
<td>A9</td>
<td>419</td>
<td>post &amp; dwang</td>
<td>Corgarff, Servant's Bothy, Allergue House</td>
<td>Moray</td>
<td>NJ260096</td>
</tr>
<tr>
<td>E22</td>
<td>312</td>
<td>post &amp; dwang</td>
<td>Dyke/Kintessack Cottage</td>
<td>Moray</td>
<td>NH999604</td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Description</td>
<td>Address</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>-------------</td>
<td>---------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G33</td>
<td>444</td>
<td>post &amp; dwng</td>
<td>Glenkinchie Arms Hotel, Store</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 13</td>
<td>452</td>
<td>post &amp; dwng</td>
<td>Insch, Barrem Motors Ltd, Station Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 9</td>
<td>492</td>
<td>post &amp; dwng</td>
<td>Insch, Store at Mayfield Terrace</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C23</td>
<td>424</td>
<td>post &amp; dwng</td>
<td>Inverary, Stuffers Cottage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J11</td>
<td>339</td>
<td>post &amp; dwng</td>
<td>Inverurie, Cottage, Firholme Place</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H28</td>
<td>330</td>
<td>post &amp; dwng</td>
<td>Kincardine o'Neil, Bothy at Drumduan Farm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 26</td>
<td>338</td>
<td>post &amp; dwng</td>
<td>Laurencekirk, Bothy at Oatly Hill Farm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F10</td>
<td>319</td>
<td>post &amp; dwng</td>
<td>Mosstodloch, Bothy at Castle Hill Farm</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F8</td>
<td>317</td>
<td>post &amp; dwng</td>
<td>Mosstodloch, Hills Farm Bothy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F18</td>
<td>324</td>
<td>post &amp; dwng</td>
<td>Orbiston Bothy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 20</td>
<td>337</td>
<td>post &amp; dwng</td>
<td>Sauchen, House at Millbank</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 25</td>
<td>397</td>
<td>post &amp; dwng</td>
<td>Strachan, Public Hall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G35</td>
<td>327</td>
<td>post &amp; dwng</td>
<td>Tarland, Parkview Cottage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 18</td>
<td>336</td>
<td>post &amp; dwng</td>
<td>Tillyfourie, Quarry Bothies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F9</td>
<td>318</td>
<td>post &amp; dwng</td>
<td>Tynet, Bothy at Tulloch Moss</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L29</td>
<td>126</td>
<td>possible post &amp; dwng</td>
<td>Aberdeen, Mission Hall, South Esplanade West</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A17</td>
<td>147</td>
<td>possible post &amp; dwng</td>
<td>Aviemore, Strathspey Railway Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D8</td>
<td>293</td>
<td>possible post &amp; dwng</td>
<td>Ballindalloch School House</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E28</td>
<td>369</td>
<td>possible post &amp; dwng</td>
<td>Balmoral, Curling Pavilion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G20a</td>
<td>193</td>
<td>possible post &amp; dwng</td>
<td>Buckie Station, Highland Railway Co.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G36</td>
<td>328</td>
<td>possible post &amp; dwng</td>
<td>Cambus o' May, House at Former Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A8</td>
<td>478</td>
<td>possible post &amp; dwng</td>
<td>Cawdor Primary School</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B4</td>
<td>114</td>
<td>possible post &amp; dwng</td>
<td>Dulnain, Former Church</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G4</td>
<td>378</td>
<td>possible post &amp; dwng</td>
<td>Findochty, Bowling Club</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J7</td>
<td>120</td>
<td>possible post &amp; dwng</td>
<td>Follarule, Former Church Hall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C6</td>
<td>115</td>
<td>possible post &amp; dwng</td>
<td>Forres, Altyre Church</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E21</td>
<td>367</td>
<td>possible post &amp; dwng</td>
<td>Glenlivet, Public Hall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C12</td>
<td>361</td>
<td>possible post &amp; dwng</td>
<td>Grantown, Tennis Pavilion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C13</td>
<td>362</td>
<td>possible post &amp; dwng</td>
<td>Grantown, Bowling Pavilion</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I 7</td>
<td>118</td>
<td>possible post &amp; dwng</td>
<td>Insch, Church Hall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J2a</td>
<td>224</td>
<td>possible post &amp; dwng</td>
<td>Macduff, King Edward Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ441138</td>
<td>commercial</td>
<td>commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ631275</td>
<td>commercial</td>
<td>commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ634276</td>
<td>miscellaneous</td>
<td>miscellaneous</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO096894</td>
<td>commercial</td>
<td>commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO766215</td>
<td>commercial</td>
<td>commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ565012</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO697697</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ311605</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ318618</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ303582</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ658108</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO621926</td>
<td>sports &amp; halls</td>
<td>sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ482043</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ645124</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ381609</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ956054</td>
<td>churches</td>
<td>churches</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NH898129</td>
<td>railway</td>
<td>railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ171367</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO264943</td>
<td>sports &amp; halls</td>
<td>sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ428653</td>
<td>railway</td>
<td>railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ423975</td>
<td>dwellings</td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NH846501</td>
<td>miscellaneous</td>
<td>miscellaneous</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NH996248</td>
<td>churches</td>
<td>churches</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ460679</td>
<td>sports &amp; halls</td>
<td>sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ724311</td>
<td>churches</td>
<td>churches</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ026551</td>
<td>churches</td>
<td>churches</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ243216</td>
<td>sports &amp; halls</td>
<td>sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO36283</td>
<td>sports &amp; halls</td>
<td>sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ036281</td>
<td>churches</td>
<td>churches</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ631281</td>
<td>churches</td>
<td>churches</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ718579</td>
<td>railway</td>
<td>railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Description</td>
<td>Location</td>
<td>Postcode</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>-------------</td>
<td>----------</td>
<td>----------</td>
<td></td>
</tr>
<tr>
<td>C21</td>
<td>291</td>
<td>possible post &amp; dwang variant</td>
<td>Nethybridge, Forest Lodge</td>
<td>NJO20161</td>
<td></td>
</tr>
<tr>
<td>K1</td>
<td>400</td>
<td>possible post &amp; dwang</td>
<td>Pennan Public Hall</td>
<td>NJ844656</td>
<td></td>
</tr>
<tr>
<td>K19</td>
<td>121</td>
<td>possible post &amp; dwang</td>
<td>Peterculter, St Peter's Church</td>
<td>NJ841004</td>
<td></td>
</tr>
<tr>
<td>G1</td>
<td>377</td>
<td>possible post &amp; dwang</td>
<td>Portknockie, Bowling Club</td>
<td>NJ491683</td>
<td></td>
</tr>
<tr>
<td>G22a</td>
<td>194</td>
<td>possible post &amp; dwang</td>
<td>Rathven Station</td>
<td>NJ491704</td>
<td></td>
</tr>
<tr>
<td>F2</td>
<td>371</td>
<td>possible post &amp; dwang</td>
<td>Speybay, Golf Club</td>
<td>NJ356652</td>
<td></td>
</tr>
<tr>
<td>A12</td>
<td>113</td>
<td>possible post &amp; dwang</td>
<td>Tomatin Church</td>
<td>NH802828</td>
<td></td>
</tr>
<tr>
<td>L37a</td>
<td>472</td>
<td>post hole &amp; post &amp; beam</td>
<td>Aberdeen, Harbour Workshop</td>
<td>NJ957054e</td>
<td></td>
</tr>
<tr>
<td>D7</td>
<td>262</td>
<td>post hole &amp; post and dwang</td>
<td>Ballindalloch Mart</td>
<td>NJ167366</td>
<td></td>
</tr>
<tr>
<td>F34</td>
<td>185</td>
<td>post hole &amp; stud</td>
<td>Ballater Station</td>
<td>NO368960</td>
<td></td>
</tr>
<tr>
<td>I12a</td>
<td>268</td>
<td>generally post &amp; rail</td>
<td>Insch Mart</td>
<td>NJ632275</td>
<td></td>
</tr>
<tr>
<td>L31</td>
<td>410</td>
<td>post &amp; rail</td>
<td>Aberdeen University Boat Clubhouse</td>
<td>NJ944051</td>
<td></td>
</tr>
<tr>
<td>L12a</td>
<td>470</td>
<td>post &amp; rail</td>
<td>Aberdeen, Bankhead, Tram Repair Shed</td>
<td>NJ812913</td>
<td></td>
</tr>
<tr>
<td>L20a</td>
<td>272</td>
<td>post &amp; rail</td>
<td>Aberdeen, Kittybrewster Mart</td>
<td>NJ930077</td>
<td></td>
</tr>
<tr>
<td>H26</td>
<td>266</td>
<td>post &amp; rail</td>
<td>Alford Mart</td>
<td>NJ578158</td>
<td></td>
</tr>
<tr>
<td>F11</td>
<td>485</td>
<td>post &amp; rail</td>
<td>Bellie, Store at Swiss Cottage</td>
<td>NJ369597</td>
<td></td>
</tr>
<tr>
<td>H38</td>
<td>449</td>
<td>post &amp; rail</td>
<td>Birse, Bucket Mill</td>
<td>NO577913</td>
<td></td>
</tr>
<tr>
<td>G14</td>
<td>439</td>
<td>post &amp; rail</td>
<td>Buckie Harbour, Fishermen's Store</td>
<td>NJ431659</td>
<td></td>
</tr>
<tr>
<td>G23a</td>
<td>382</td>
<td>post &amp; rail</td>
<td>Buckie, Skating Rink</td>
<td>NJ422653</td>
<td></td>
</tr>
<tr>
<td>G12</td>
<td>437</td>
<td>post &amp; rail</td>
<td>Buckie, Thompson's Boat Shed</td>
<td>NJ428658</td>
<td></td>
</tr>
<tr>
<td>D2</td>
<td>426</td>
<td>post &amp; rail</td>
<td>Burghhead Harbour, Storage Shed</td>
<td>NJ108690</td>
<td></td>
</tr>
<tr>
<td>M1</td>
<td>474</td>
<td>post &amp; rail</td>
<td>Cairnbulg, Former Sail Loft</td>
<td>NKO43665</td>
<td></td>
</tr>
<tr>
<td>H10</td>
<td>208</td>
<td>post &amp; rail</td>
<td>Cornhill Station, Goods Shed</td>
<td>NJ580589</td>
<td></td>
</tr>
<tr>
<td>E26</td>
<td>484</td>
<td>post &amp; rail</td>
<td>Crathie, Bothy at Lebhall</td>
<td>NO298961</td>
<td></td>
</tr>
<tr>
<td>J8</td>
<td>456</td>
<td>post &amp; rail</td>
<td>Drum of Wartle, Garage</td>
<td>NJ729317</td>
<td></td>
</tr>
<tr>
<td>E3a</td>
<td>365</td>
<td>post &amp; rail</td>
<td>Elgin City Football Stand</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>H37</td>
<td>448</td>
<td>post &amp; rail</td>
<td>Finzean, Bobbin Mill</td>
<td>NO591916</td>
<td></td>
</tr>
<tr>
<td>C4</td>
<td>421</td>
<td>post &amp; rail</td>
<td>Forres, Car Sales and Workshop, Greshop Road</td>
<td>NJ028588</td>
<td></td>
</tr>
<tr>
<td>G32</td>
<td>492</td>
<td>post &amp; rail</td>
<td>Glenkinchie, Former Stables, Breber House</td>
<td>NJ436138</td>
<td></td>
</tr>
<tr>
<td>I10</td>
<td>451</td>
<td>post &amp; rail</td>
<td>Insch, Former Slaughter House</td>
<td>NJ631277</td>
<td></td>
</tr>
<tr>
<td>Reference</td>
<td>Location of Establishment</td>
<td>Address or Description</td>
<td>Region</td>
<td>Reference Code</td>
<td></td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------------</td>
<td>------------------------</td>
<td>--------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>H31 390</td>
<td>post &amp; rail</td>
<td>Kincardine o' Neil Village Hall</td>
<td>Aberdeenshire Kincardine</td>
<td>NO591997</td>
<td></td>
</tr>
<tr>
<td>J14 458</td>
<td>post &amp; rail</td>
<td>Kintore Storage Shed</td>
<td>Aberdeenshire Garioch</td>
<td>NJ785176</td>
<td></td>
</tr>
<tr>
<td>J21 459</td>
<td>post &amp; rail</td>
<td>Laurencekirk, Former Stables, Johnston Street</td>
<td>Aberdeenshire Kincardine</td>
<td>NO716713</td>
<td></td>
</tr>
<tr>
<td>J20 269</td>
<td>post &amp; rail</td>
<td>Laurencekirk, Sheep Sales Ring</td>
<td>Aberdeenshire Kincardine</td>
<td>NO714716</td>
<td></td>
</tr>
<tr>
<td>L6 270</td>
<td>post &amp; rail</td>
<td>Maud Mart</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ925479</td>
<td></td>
</tr>
<tr>
<td>L7 271</td>
<td>post &amp; rail</td>
<td>Maud, Former Pig Sales Ring</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ924478</td>
<td></td>
</tr>
<tr>
<td>L5 469</td>
<td>post &amp; rail</td>
<td>Maud, Hairdressing Shop, Market Street</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ925479</td>
<td></td>
</tr>
<tr>
<td>A6 354</td>
<td>post &amp; rail</td>
<td>Nairn County Football Stand</td>
<td>Highland Nairn</td>
<td>NH881558</td>
<td></td>
</tr>
<tr>
<td>C20 479</td>
<td>post &amp; rail</td>
<td>Nethybridge, Stables at Forest Lodge</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ019160</td>
<td></td>
</tr>
<tr>
<td>K2 460</td>
<td>post &amp; rail</td>
<td>New Byth, Morrison's Garage</td>
<td>Aberdeenshire Formartine</td>
<td>NJ823543</td>
<td></td>
</tr>
<tr>
<td>N2a 255</td>
<td>post &amp; rail</td>
<td>Peterhead, Engine Shed Harbour of Refuge</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>F26 486</td>
<td>post &amp; rail</td>
<td>Strathdon, Steading at Home Farm, Roughpark</td>
<td>Aberdeenshire Marr</td>
<td>NJ344121</td>
<td></td>
</tr>
<tr>
<td>I 21 454</td>
<td>post &amp; rail</td>
<td>Torphins, Garage Workshop, Station Road</td>
<td>Aberdeenshire Marr</td>
<td>NJ625017</td>
<td></td>
</tr>
<tr>
<td>H19 213</td>
<td>post &amp; rail &amp; stud</td>
<td>Huntly Station, Down Platform Building</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ535396</td>
<td></td>
</tr>
<tr>
<td>H32a 267</td>
<td>possible post &amp; rail</td>
<td>Aboyne Mart</td>
<td>Aberdeenshire Marr</td>
<td>NJ529984</td>
<td></td>
</tr>
<tr>
<td>A14 146</td>
<td>possible post &amp; rail</td>
<td>Aviemore, Highland Railway Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH895123</td>
<td></td>
</tr>
<tr>
<td>H34 391</td>
<td>possible post &amp; rail</td>
<td>Ballogie Hall</td>
<td>Aberdeenshire Marr</td>
<td>NO592945</td>
<td></td>
</tr>
<tr>
<td>H36 333</td>
<td>possible post &amp; rail</td>
<td>Birse, Sawmill Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NO591917</td>
<td></td>
</tr>
<tr>
<td>B15 151</td>
<td>possible post &amp; rail</td>
<td>Boat of Garten Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH943187</td>
<td></td>
</tr>
<tr>
<td>G10a 489</td>
<td>possible post &amp; rail</td>
<td>Buckie Harbour, Lifeboat Shed</td>
<td>Moray</td>
<td>NJ428659</td>
<td></td>
</tr>
<tr>
<td>G15 441</td>
<td>possible post &amp; rail</td>
<td>Buckie, Denholm Fish Selling Ltd.</td>
<td>Moray</td>
<td>NJ430659</td>
<td></td>
</tr>
<tr>
<td>B6 357</td>
<td>possible post &amp; rail</td>
<td>Carrbridge Golf Club</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH907232</td>
<td></td>
</tr>
<tr>
<td>B7 148</td>
<td>possible post &amp; rail</td>
<td>Carrbridge Railway Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH899225</td>
<td></td>
</tr>
<tr>
<td>B9 284</td>
<td>possible post &amp; rail</td>
<td>Carrbridge, Broom Cottages, Beananach</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH895224</td>
<td></td>
</tr>
<tr>
<td>B5 283</td>
<td>possible post &amp; rail</td>
<td>Carrbridge, Lochanully Cottage</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH917235</td>
<td></td>
</tr>
<tr>
<td>E25 313</td>
<td>possible post &amp; rail</td>
<td>Corgarff, The Bungalow</td>
<td>Aberdeenshire Marr</td>
<td>NJ279082</td>
<td></td>
</tr>
<tr>
<td>E18a 264</td>
<td>possible post &amp; rail</td>
<td>Craigellachie Auction Mart</td>
<td>Moray</td>
<td>NJ294454</td>
<td></td>
</tr>
<tr>
<td>H27 388</td>
<td>possible post &amp; rail</td>
<td>Craigievar Public Hall</td>
<td>Aberdeenshire Marr</td>
<td>NJ568118</td>
<td></td>
</tr>
<tr>
<td>H1a 446</td>
<td>possible post &amp; rail</td>
<td>Cullen Harbour, The Farm</td>
<td>Moray</td>
<td>NJ510673</td>
<td></td>
</tr>
<tr>
<td>C10 155</td>
<td>possible post &amp; rail</td>
<td>Dava Station</td>
<td>Moray</td>
<td>NJ008389</td>
<td></td>
</tr>
<tr>
<td>C8 154</td>
<td>possible post &amp; rail</td>
<td>Dunphail Station</td>
<td>Moray</td>
<td>NJ015482</td>
<td></td>
</tr>
<tr>
<td>Code</td>
<td>Length</td>
<td>Description</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>------------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E10a</td>
<td>263</td>
<td>possible post &amp; rail Elgin, Auction Mart, New Elgin Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C1a</td>
<td>152</td>
<td>possible post &amp; rail Findhorn Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G3</td>
<td>488</td>
<td>possible post &amp; rail Findochy, Former Fishermens' Store</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td>153</td>
<td>possible post &amp; rail Forres Station, Signal Box</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L2</td>
<td>407</td>
<td>possible post &amp; rail Fraserburgh, Bowling Club</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H22</td>
<td>387</td>
<td>possible post &amp; rail Gartly Public Hall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B2</td>
<td>356</td>
<td>possible post &amp; rail Glenfarness House, Squash Court</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H21a</td>
<td>447</td>
<td>possible post &amp; rail Huntly Storage Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F19</td>
<td>373</td>
<td>possible post &amp; rail Inchberry Hall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I8</td>
<td>450</td>
<td>possible post &amp; rail Insch, Studio &amp; Workshop</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H14</td>
<td>329</td>
<td>possible post &amp; rail Knock, Cottage at Knock Depot</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J1a</td>
<td>455</td>
<td>possible post &amp; rail Macduff Harbour, Transit Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L40</td>
<td>413</td>
<td>possible post &amp; rail Maryculter, Ardmore Village Hall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K7</td>
<td>495</td>
<td>possible post &amp; rail Methlick, Haddo House, Meat Larder</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A5</td>
<td>142</td>
<td>possible post &amp; rail Nairn Station, Goods Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B13a</td>
<td>150</td>
<td>possible post &amp; rail Nethybridge, Broomhill Station, Goods Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C19</td>
<td>290</td>
<td>possible post &amp; rail Nethybridge, Cottage at Forest Lodge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K9</td>
<td>464</td>
<td>possible post &amp; rail Oldmeldrum, Joinery Workshop</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F7</td>
<td>316</td>
<td>possible post &amp; rail Spey Bay, House at 22 Bogmuir</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K20a</td>
<td>466</td>
<td>possible post &amp; rail Stonehaven, Sandy Clark's Boatshed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G34</td>
<td>445</td>
<td>possible post &amp; rail Tarland, Offices Unit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A11a</td>
<td>144</td>
<td>possible post &amp; rail Tomatin Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A10a</td>
<td>143</td>
<td>possible post &amp; rail Tomatin Station, Goods Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J9</td>
<td>457</td>
<td>possible post &amp; rail Wartle, 'Blackshop', Roseseat</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A15</td>
<td>279</td>
<td>possible railway sleepers Aviemore, 'Youth Club', Main St.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A16</td>
<td>280</td>
<td>possible railway sleepers Aviemore, Rathven Cottage, Main Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B11</td>
<td>287</td>
<td>possible railway sleepers Carbridge, Cottage at Braeval, Main Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E5</td>
<td>432</td>
<td>steel portal frame Aberdeen, Dee Bridge Service Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L38</td>
<td>473</td>
<td>stud Aberdeen, Dee Bridge Service Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L32</td>
<td>411</td>
<td>stud Aberdeen, Duthie Park Bowling Pavilion</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L25a</td>
<td>497</td>
<td>stud Aberdeen, Open Air Ward, Childrens Hospital</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Code</td>
<td>Code</td>
<td>Name</td>
<td>Location</td>
<td>Description</td>
<td>Grid Ref</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>-------------------------------------</td>
<td>----------------</td>
<td>-----------------</td>
<td>----------</td>
</tr>
<tr>
<td>E19</td>
<td>434</td>
<td>Aberlour Station, Goods Shed</td>
<td>Moray</td>
<td></td>
<td>NJ265430</td>
</tr>
<tr>
<td>F12</td>
<td>320</td>
<td>Bellie, Swiss Cottage</td>
<td>Moray</td>
<td></td>
<td>NJ369596</td>
</tr>
<tr>
<td>K16</td>
<td>343</td>
<td>Bieldside, House at Former Murtle Station</td>
<td>City of Aberdeen</td>
<td></td>
<td>NJ873018</td>
</tr>
<tr>
<td>D6</td>
<td>163</td>
<td>Blackstock Station, Goods Shed</td>
<td>Moray</td>
<td></td>
<td>NJ183389</td>
</tr>
<tr>
<td>D17</td>
<td>429</td>
<td>Braemar, Airlie Fashions, Auchendryne Square</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO108690</td>
</tr>
<tr>
<td>D11</td>
<td>295</td>
<td>Braemar, Cottage at Allanaquoch</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NJ123915</td>
</tr>
<tr>
<td>D28</td>
<td>306</td>
<td>Braemar, Granary Cottage</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO151913</td>
</tr>
<tr>
<td>D34</td>
<td>310</td>
<td>Braemar, Keeper's Cottage, Corriemulzie</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO108893</td>
</tr>
<tr>
<td>D24</td>
<td>301</td>
<td>Braemar, The Cottage, 9 Broombank Terr</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO147912</td>
</tr>
<tr>
<td>D31</td>
<td>481</td>
<td>Braemar, Venison Larder, Mar Lodge Estate</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO099901</td>
</tr>
<tr>
<td>D30</td>
<td>308</td>
<td>Braemar, 'wee house' Lui Cottage, 35 Chapel Brae</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO144912</td>
</tr>
<tr>
<td>D22</td>
<td>299</td>
<td>Braemar, 'wee house', Greenfield, Lin o Dee Road</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO141913</td>
</tr>
<tr>
<td>D14</td>
<td>297</td>
<td>Braemar, 'wee house', Rose Cottage</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO103202</td>
</tr>
<tr>
<td>D27</td>
<td>305</td>
<td>Braemar, 'wee house', Woodbine Cottage, Mar Road</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO149914</td>
</tr>
<tr>
<td>I23</td>
<td>396</td>
<td>Bridge of Canny, Public Hall, Incharlo</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO654971</td>
</tr>
<tr>
<td>G19</td>
<td>328</td>
<td>Buckie, Houses Blairdaff St.</td>
<td>Moray</td>
<td></td>
<td>NJ491701</td>
</tr>
<tr>
<td>B10</td>
<td>286</td>
<td>Carrbridge, Woodside Cottage (Pink Palace)</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td></td>
<td>NH939430</td>
</tr>
<tr>
<td>H9</td>
<td>207</td>
<td>Cornhill Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td></td>
<td>NJ561589</td>
</tr>
<tr>
<td>J16</td>
<td>398</td>
<td>Crathes Public Hall</td>
<td>Aberdeenshire Kincardine</td>
<td></td>
<td>NO747964</td>
</tr>
<tr>
<td>K12</td>
<td>465</td>
<td>Cults, Joinery Workshop, Station Road</td>
<td>City of Aberdeen</td>
<td></td>
<td>NJ898029</td>
</tr>
<tr>
<td>C9</td>
<td>360</td>
<td>Darnaway, Glenenery House, Squash Court</td>
<td>Moray</td>
<td></td>
<td>NJ012466</td>
</tr>
<tr>
<td>C7</td>
<td>359</td>
<td>Dunphail, Edinkillie Public Hall</td>
<td>Moray</td>
<td></td>
<td>NJ015483</td>
</tr>
<tr>
<td>E7</td>
<td>366</td>
<td>Elgin Tennis Club, Duff Avenue</td>
<td>Moray</td>
<td></td>
<td>NJ221625</td>
</tr>
<tr>
<td>F17</td>
<td>323</td>
<td>Fochabers, Lennoxlea, Lennox Crescent</td>
<td>Moray</td>
<td></td>
<td>NJ349585</td>
</tr>
<tr>
<td>F14</td>
<td>322</td>
<td>Fochabers, Pine Cottage, West Street</td>
<td>Moray</td>
<td></td>
<td>NJ344588</td>
</tr>
<tr>
<td>I22</td>
<td>395</td>
<td>Glassel, The Milne Hall</td>
<td>Aberdeenshire Marr</td>
<td></td>
<td>NO652992</td>
</tr>
<tr>
<td>H20</td>
<td>214</td>
<td>Huntly Station, Up Platform Building</td>
<td>Aberdeenshire Strathbogie</td>
<td></td>
<td>NJ353596</td>
</tr>
<tr>
<td>H24</td>
<td>216</td>
<td>Kennethmont Signal Box</td>
<td>Aberdeenshire Strathbogie</td>
<td></td>
<td>NJ553284</td>
</tr>
<tr>
<td>H23</td>
<td>215</td>
<td>Kennethmont Station</td>
<td>Aberdeenshire Strathbogie</td>
<td></td>
<td>NJ553293</td>
</tr>
<tr>
<td>H30</td>
<td>389</td>
<td>Kincardine o’ Neil Bowling Pavillon</td>
<td>Aberdeenshire Kincardine</td>
<td></td>
<td>NO590997</td>
</tr>
<tr>
<td>H29</td>
<td>331</td>
<td>Kincardine o’Neil, Inellan, Pitmurchie Road</td>
<td>Aberdeenshire Kincardine</td>
<td></td>
<td>NO589997</td>
</tr>
<tr>
<td>Code</td>
<td>Railway Station</td>
<td>Description</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>----------------</td>
<td>-------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K11</td>
<td>342 stud</td>
<td>Kingswells, Cottage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D5</td>
<td>162 stud</td>
<td>Knockandhu Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E12</td>
<td>169 stud</td>
<td>Longmorn Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A4</td>
<td>141 stud</td>
<td>Nairn Station, South Waiting Room</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L4</td>
<td>344 stud</td>
<td>Old Deer, Cottage at Pitfour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K8</td>
<td>463 stud</td>
<td>Oldmeldrum, Yard Office for OSC Ltd</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>J10</td>
<td>228 stud</td>
<td>Pitcaple Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G13</td>
<td>380 stud</td>
<td>Rathven, SWRI Hall</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H17a</td>
<td>212 stud</td>
<td>Rothiemay Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F4</td>
<td>177 stud</td>
<td>Speybay Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F1</td>
<td>315 stud</td>
<td>Speybay, Larch Cottage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G24</td>
<td>383 stud</td>
<td>Buckie Thistle Football Stand</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D32</td>
<td>309 main stud</td>
<td>Braemar, House at Linn of Corriemulzie</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L39</td>
<td>249 possible stud</td>
<td>Aberdeen, Pitfodells Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>L36</td>
<td>412 possible stud</td>
<td>Aberdeenshire Cricket Clubhouse</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F32a</td>
<td>183 possible stud</td>
<td>Ballater Station, Goods Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K14a</td>
<td>236 possible stud</td>
<td>Bieldside Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K15</td>
<td>403 possible stud</td>
<td>Bieldside, Deeside Golf Club</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N3a</td>
<td>256 possible stud</td>
<td>Boddam Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N4a</td>
<td>257 possible stud</td>
<td>Boddam Station, Goods Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D12</td>
<td>427 possible stud</td>
<td>Braemar Bus Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D18</td>
<td>430 possible stud</td>
<td>Braemar, Butcher's Shop, Invercauld Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D33</td>
<td>482 possible stud</td>
<td>Braemar, Dairy and Game Larder at Keeper's Cottage, Corriemulzie</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D20</td>
<td>364 possible stud</td>
<td>Braemar, Victoria Public Hall, Mar Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>G17a</td>
<td>192 possible stud</td>
<td>Buckie Station, Goods Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H15a</td>
<td>210 possible stud</td>
<td>Cairnie Junction Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E2a</td>
<td>165 possible stud</td>
<td>Calcots Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E17a</td>
<td>174 possible stud</td>
<td>Craiggellachie Station, Goods Shed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H3a</td>
<td>201 possible stud</td>
<td>Cullen Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>K18a</td>
<td>238 possible stud</td>
<td>Culter Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E14a</td>
<td>171 possible stud</td>
<td>Dandaleith Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Aberdeen</td>
<td>Moray</td>
<td>NJ848062 dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moray</td>
<td>NJ191497 railway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moray</td>
<td>NJ235584 railway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highland Nairn</td>
<td>Moray</td>
<td>NH882559 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>Moray</td>
<td>NJ645124 dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire Garioch</td>
<td>Moray</td>
<td>NJ804271 commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire Garioch</td>
<td>Moray</td>
<td>NJ723256 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>Moray</td>
<td>NJ450662 sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>Moray</td>
<td>NJ531460 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ355642 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ355652 dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ424652 sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NO111893 dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ907033 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ917044 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NO368960 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ883023 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ884022 sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NK129423 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NK041651 commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NO152914 commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NO108891 miscellany</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NO147914 sports &amp; halls</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ429655 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>Moray</td>
<td>NJ504497 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>Moray</td>
<td>NJ255642 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ295449 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>Moray</td>
<td>NJ514673 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of Aberdeen</td>
<td>Moray</td>
<td>NJ841004 railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moray</td>
<td>NJ287460 railway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Description</td>
<td>Location</td>
<td>Reference</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>------------------------------------------------------------------------------</td>
<td>---------------------------------</td>
<td>----------------</td>
<td></td>
</tr>
<tr>
<td>J6</td>
<td>119</td>
<td>Timber Portal or Cruck</td>
<td>Meikle Wartle, Former Church Hall</td>
<td>Aberdeenshire Formartine, City of Aberdeen</td>
<td>NJ731331, churches</td>
</tr>
<tr>
<td>L28a</td>
<td>248</td>
<td>Unknown</td>
<td>Aberdeen Station</td>
<td>City of Aberdeen</td>
<td>NJ9531058, railway</td>
</tr>
<tr>
<td>L14a</td>
<td>244</td>
<td>Unknown</td>
<td>Aberdeen, Bankhead Station</td>
<td>City of Aberdeen</td>
<td>NJ84110, railway</td>
</tr>
<tr>
<td>L15a</td>
<td>245</td>
<td>Unknown</td>
<td>Aberdeen, Bucksburn Station</td>
<td>City of Aberdeen</td>
<td>NJ899096, railway</td>
</tr>
<tr>
<td>L27a</td>
<td>125</td>
<td>Unknown</td>
<td>Aberdeen, Holburn United Free Church</td>
<td>City of Aberdeen</td>
<td>NJ933054, churches</td>
</tr>
<tr>
<td>L18a</td>
<td>247</td>
<td>Unknown</td>
<td>Aberdeen, Kittybrewster Station</td>
<td>City of Aberdeen</td>
<td>NJ933077, railway</td>
</tr>
<tr>
<td>L35a</td>
<td>129</td>
<td>Unknown</td>
<td>Aberdeen, Mannofield Church</td>
<td>City of Aberdeen</td>
<td>NJ918045, churches</td>
</tr>
<tr>
<td>L26a</td>
<td>498</td>
<td>Unknown</td>
<td>Aberdeen, Mechanics Institute</td>
<td>City of Aberdeen</td>
<td>unknown, miscellany</td>
</tr>
<tr>
<td>L24a</td>
<td>496</td>
<td>Unknown</td>
<td>Aberdeen, Panorama Building, King Street</td>
<td>City of Aberdeen</td>
<td>unknown, miscellany</td>
</tr>
<tr>
<td>L11a</td>
<td>243</td>
<td>Unknown</td>
<td>Aberdeen, Persley Station</td>
<td>City of Aberdeen</td>
<td>NJ912092, railway</td>
</tr>
<tr>
<td>L22a</td>
<td>124</td>
<td>Unknown</td>
<td>Aberdeen, St Clements United Free Church</td>
<td>City of Aberdeen</td>
<td>NJ9500063, churches</td>
</tr>
<tr>
<td>L33a</td>
<td>127</td>
<td>Unknown</td>
<td>Aberdeen, St Fittick's Church, Torry</td>
<td>City of Aberdeen</td>
<td>NJ955054, churches</td>
</tr>
<tr>
<td>L17a</td>
<td>122</td>
<td>Unknown</td>
<td>Aberdeen, Temporary Church, Woodside, Torry</td>
<td>City of Aberdeen</td>
<td>0, unknown, miscellaneous</td>
</tr>
<tr>
<td>L34a</td>
<td>128</td>
<td>Unknown</td>
<td>Aberdeen, Torry United Free Church</td>
<td>City of Aberdeen</td>
<td>NJ943083, churches</td>
</tr>
<tr>
<td>L19a</td>
<td>123</td>
<td>Unknown</td>
<td>Aberdeen, United Free Church Oldmachar</td>
<td>City of Aberdeen</td>
<td>NJ921091, railway</td>
</tr>
<tr>
<td>L16a</td>
<td>246</td>
<td>Unknown</td>
<td>Aberdeen, Woodside Station</td>
<td>City of Aberdeen</td>
<td>NJ580886, railway</td>
</tr>
<tr>
<td>H33a</td>
<td>217</td>
<td>Unknown</td>
<td>Aboyne Station (original)</td>
<td>Moray</td>
<td>NJ127346, railway</td>
</tr>
<tr>
<td>D9a</td>
<td>164</td>
<td>Unknown</td>
<td>Advie Station</td>
<td>Moray</td>
<td>NJ415635, sports &amp; halls</td>
</tr>
<tr>
<td>G25a</td>
<td>384</td>
<td>Unknown</td>
<td>Arradoul SWRI Hall</td>
<td>Moray</td>
<td>NJ928470, sports &amp; halls</td>
</tr>
<tr>
<td>L9</td>
<td>409</td>
<td>Unknown</td>
<td>Auchnagatt Public Hall</td>
<td>Moray</td>
<td>NJ401535, railway</td>
</tr>
<tr>
<td>F20a</td>
<td>180</td>
<td>Unknown</td>
<td>Aultmore Station</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NJO368960, railway</td>
</tr>
<tr>
<td>F33a</td>
<td>184</td>
<td>Unknown</td>
<td>Ballater Station, Carriage Shed</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NO266942, sports &amp; halls</td>
</tr>
<tr>
<td>E29</td>
<td>370</td>
<td>Unknown</td>
<td>Balmoral, Public Hall</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NO704955, railway</td>
</tr>
<tr>
<td>J18a</td>
<td>232</td>
<td>Unknown</td>
<td>Banchory Station</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NJ688644e, sports &amp; halls</td>
</tr>
<tr>
<td>I4a</td>
<td>392</td>
<td>Unknown</td>
<td>Banff Bowling Club</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NJ696638, dwellings</td>
</tr>
<tr>
<td>I3</td>
<td>334</td>
<td>Unknown</td>
<td>Banff Bridge, House at Former Station</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NJ688647, railway</td>
</tr>
<tr>
<td>I2a</td>
<td>219</td>
<td>Unknown</td>
<td>Banff Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>unknown, dwellings</td>
</tr>
<tr>
<td>I5a</td>
<td>393</td>
<td>Unknown</td>
<td>Banff, Skating Rink Duff House</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NO591918, sports &amp; halls</td>
</tr>
<tr>
<td>H35</td>
<td>332</td>
<td>Unknown</td>
<td>Birse, Rowan Cottage</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NO148914, commercial</td>
</tr>
<tr>
<td>D16</td>
<td>428</td>
<td>Unknown</td>
<td>Braemar Gallery</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td>NO115913, dwellings</td>
</tr>
<tr>
<td>D13</td>
<td>296</td>
<td>Unknown</td>
<td>Braemar, Keeper's Cottage, Linn of Quoich</td>
<td>Aberdeenshire Banff &amp; Buchan, Moray</td>
<td></td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Authority</td>
<td>Description</td>
<td>Location</td>
<td>Notes</td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>-----------</td>
<td>-------------</td>
<td>----------</td>
<td>-------</td>
</tr>
<tr>
<td>D21</td>
<td>431</td>
<td>Aberdeenshire Marr</td>
<td>Braemar, Royal Highland Society Office</td>
<td>unknown</td>
<td>commercial</td>
</tr>
<tr>
<td>D19</td>
<td>480</td>
<td>Aberdeenshire Marr</td>
<td>Braemar, Tyenabriuch Cottage, Achendryne Square</td>
<td>unknown</td>
<td>miscellany</td>
</tr>
<tr>
<td>G11a</td>
<td>436</td>
<td>Moray</td>
<td>Buckie Harbour, Transit Shed</td>
<td>unknown</td>
<td>commercial</td>
</tr>
<tr>
<td>G18a</td>
<td>381</td>
<td>Moray</td>
<td>Buckie, Bowling Clubhouse</td>
<td>unknown</td>
<td>sports &amp; halls</td>
</tr>
<tr>
<td>G16a</td>
<td>443</td>
<td>Moray</td>
<td>Buckie, Photographers Premises</td>
<td>unknown</td>
<td>commercial</td>
</tr>
<tr>
<td>M2a</td>
<td>250</td>
<td>unknown</td>
<td>Cairnbulg Station</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>E20a</td>
<td>175</td>
<td>Moray</td>
<td>Carron Station, Goods Shed</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>A7</td>
<td>355</td>
<td>unknown</td>
<td>Cawdor, Village Hall</td>
<td>unknown</td>
<td>miscellany</td>
</tr>
<tr>
<td>I19a</td>
<td>453</td>
<td>unknown</td>
<td>Cluny, GNSR Bus Garage</td>
<td>unknown</td>
<td>commercial</td>
</tr>
<tr>
<td>E23</td>
<td>483</td>
<td>unknown</td>
<td>Corgarff, Garage, Allargue House</td>
<td>unknown</td>
<td>sports &amp; halls</td>
</tr>
<tr>
<td>E24</td>
<td>368</td>
<td>unknown</td>
<td>Corgarff, Public Hall</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>H12a</td>
<td>386</td>
<td>unknown</td>
<td>Cornhill Bowling Club</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>E15a</td>
<td>172</td>
<td>unknown</td>
<td>Craigellachie Station, Engine Shed</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>E16a</td>
<td>173</td>
<td>unknown</td>
<td>Craigellachie Station, Offices</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>C11a</td>
<td>156</td>
<td>unknown</td>
<td>Cromdale Station, Goods Shed</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>M6a</td>
<td>254</td>
<td>unknown</td>
<td>Cruden Bay Station</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>H2a</td>
<td>200</td>
<td>unknown</td>
<td>Cullen Station, Goods Shed</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>K13a</td>
<td>235</td>
<td>City of Aberdeen</td>
<td>Cults (West) Station</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>erm</td>
<td>401</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>Cumminestown, Bowling Club</td>
<td>unknown</td>
<td>sports &amp; halls</td>
</tr>
<tr>
<td>F24a</td>
<td>374</td>
<td>Moray</td>
<td>Dufftown Golf Club</td>
<td>unknown</td>
<td>sports &amp; halls</td>
</tr>
<tr>
<td>K10a</td>
<td>234</td>
<td>City of Aberdeen</td>
<td>Dyce Station</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>L10a</td>
<td>242</td>
<td>unknown</td>
<td>Ellon Station</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>G26a</td>
<td>195</td>
<td>Moray</td>
<td>Enzie Station</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>F16a</td>
<td>116</td>
<td>Moray</td>
<td>Fochabers, 'Disruption' Church</td>
<td>unknown</td>
<td>unknown</td>
</tr>
<tr>
<td>F15a</td>
<td>372</td>
<td>Moray</td>
<td>Fochabers, Drill Hall</td>
<td>unknown</td>
<td>churches</td>
</tr>
<tr>
<td>F13</td>
<td>321</td>
<td>Moray</td>
<td>Fochabers,The Myrtles, Osprey Street</td>
<td>unknown</td>
<td>sports &amp; halls</td>
</tr>
<tr>
<td>C3a</td>
<td>420</td>
<td>Moray</td>
<td>Forres, Chemical Works</td>
<td>unknown</td>
<td>dwellings</td>
</tr>
<tr>
<td>C5a</td>
<td>358</td>
<td>Moray</td>
<td>Forres, YMCA Hall, Cumming Street</td>
<td>unknown</td>
<td>commercial</td>
</tr>
<tr>
<td>L3a</td>
<td>240</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>Fraserburgh Station</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>L1a</td>
<td>468</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>Fraserburgh, Herring Market</td>
<td>unknown</td>
<td>commercial</td>
</tr>
<tr>
<td>G27a</td>
<td>196</td>
<td>Moray</td>
<td>Grange Station, Goods Shed</td>
<td>unknown</td>
<td>railway</td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Category</td>
<td>Location</td>
<td>Railway</td>
<td>Code</td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>--------------</td>
<td>-----------------------------------------</td>
<td>------------</td>
<td>------</td>
</tr>
<tr>
<td>C15a</td>
<td>157</td>
<td>unknown</td>
<td>Grantown Station, Goods Shed</td>
<td></td>
<td>N70</td>
</tr>
<tr>
<td>M4a</td>
<td>252</td>
<td>unknown</td>
<td>Hatton Station</td>
<td></td>
<td>N95</td>
</tr>
<tr>
<td>D1</td>
<td>159</td>
<td>unknown</td>
<td>Hopeman Station</td>
<td></td>
<td>N14</td>
</tr>
<tr>
<td>K25a</td>
<td>239</td>
<td>unknown</td>
<td>Invergordon Station</td>
<td></td>
<td>NO8</td>
</tr>
<tr>
<td>J12a</td>
<td>229</td>
<td>unknown</td>
<td>Inverurie Station (original)</td>
<td></td>
<td>NJ7</td>
</tr>
<tr>
<td>G31a</td>
<td>385</td>
<td>unknown</td>
<td>Keith, Bowling Club</td>
<td></td>
<td>NJ4</td>
</tr>
<tr>
<td>J15a</td>
<td>231</td>
<td>unknown</td>
<td>Kemnay Station</td>
<td></td>
<td>NO7</td>
</tr>
<tr>
<td>J22a</td>
<td>399</td>
<td>unknown</td>
<td>Laurencekirk Bowling Club</td>
<td></td>
<td></td>
</tr>
<tr>
<td>L8a</td>
<td>241</td>
<td>unknown</td>
<td>Maud Station, Goods Shed</td>
<td></td>
<td>NJ9</td>
</tr>
<tr>
<td>K4</td>
<td>341</td>
<td>unknown</td>
<td>Methlick, Polesburn Cottages</td>
<td></td>
<td>NJ8</td>
</tr>
<tr>
<td>A1a</td>
<td>352</td>
<td>unknown</td>
<td>Nairn Golf Club, Seabank Road</td>
<td></td>
<td>NH8</td>
</tr>
<tr>
<td>A2a</td>
<td>353</td>
<td>unknown</td>
<td>Nairn, Dunbar Golf Club,</td>
<td></td>
<td>NH8</td>
</tr>
<tr>
<td>C18</td>
<td>289</td>
<td>unknown</td>
<td>Nethybridge Rail Crossing, Keeper's Cottage</td>
<td></td>
<td>NH9</td>
</tr>
<tr>
<td>C16a</td>
<td>158</td>
<td>unknown</td>
<td>Nethybridge Station, Goods Shed</td>
<td></td>
<td>NJJ</td>
</tr>
<tr>
<td>B12a</td>
<td>149</td>
<td>unknown</td>
<td>Nethybridge, Broomhill Station</td>
<td></td>
<td>NJ6</td>
</tr>
<tr>
<td>C17</td>
<td>422</td>
<td>unknown</td>
<td>Nethybridge, House and Shop, Station Road</td>
<td></td>
<td>NJ5</td>
</tr>
<tr>
<td>K3</td>
<td>461</td>
<td>unknown</td>
<td>New Deer, Shops, Main Street</td>
<td></td>
<td>NJ5</td>
</tr>
<tr>
<td>N1a</td>
<td>414</td>
<td>unknown</td>
<td>Peterhead Golf Clubhouse</td>
<td></td>
<td>NJK</td>
</tr>
<tr>
<td>H4a</td>
<td>202</td>
<td>unknown</td>
<td>Portsoy Station, Goods Shed</td>
<td></td>
<td>NJ5</td>
</tr>
<tr>
<td>G21a</td>
<td>491</td>
<td>unknown</td>
<td>Rathven Parish Hospital</td>
<td></td>
<td>NJ9</td>
</tr>
<tr>
<td>H25a</td>
<td>118</td>
<td>unknown</td>
<td>Rhynie, 'Disruption' Church</td>
<td></td>
<td>NJ9</td>
</tr>
<tr>
<td>H16a</td>
<td>211</td>
<td>unknown</td>
<td>Rothiemay Station Goods Shed</td>
<td></td>
<td>NK0</td>
</tr>
<tr>
<td>J5a</td>
<td>227</td>
<td>unknown</td>
<td>Rothesian Station, Goods Shed</td>
<td></td>
<td>NK0</td>
</tr>
<tr>
<td>M3a</td>
<td>251</td>
<td>unknown</td>
<td>St Combs Station</td>
<td></td>
<td>NO8</td>
</tr>
<tr>
<td>K21a</td>
<td>404</td>
<td>unknown</td>
<td>Stonehaven, Golf Clubhouse 1</td>
<td></td>
<td>NO8</td>
</tr>
<tr>
<td>K22</td>
<td>405</td>
<td>unknown</td>
<td>Stonehaven, Golf Clubhouse 2</td>
<td></td>
<td>NO8</td>
</tr>
<tr>
<td>K23</td>
<td>406</td>
<td>unknown</td>
<td>Stonehaven, Sports Pavilion, The Promenade</td>
<td></td>
<td>NO8</td>
</tr>
<tr>
<td>F31</td>
<td>345</td>
<td>various</td>
<td>Strathdon Cottage at Gurchy</td>
<td></td>
<td>NGJ</td>
</tr>
<tr>
<td>F25</td>
<td>375</td>
<td>unknown</td>
<td>Strathdon, Lonach Community Centre</td>
<td></td>
<td>NGJ</td>
</tr>
<tr>
<td>F28</td>
<td>325</td>
<td>unknown</td>
<td>Strathdon, Sawmillers' Cottage</td>
<td></td>
<td>NGJ</td>
</tr>
<tr>
<td>H8a</td>
<td>206</td>
<td>unknown</td>
<td>Tillynaught Station</td>
<td></td>
<td>NGJ</td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Type</td>
<td>Location and Details</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>--------</td>
<td>--------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D10a</td>
<td>294</td>
<td>unknown</td>
<td>Tomintoul, 'solo lum'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>J4a</td>
<td>226</td>
<td>unknown</td>
<td>Turriff Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A13</td>
<td>145</td>
<td>various</td>
<td>Aviemore Station, Signal Box</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E6</td>
<td>433</td>
<td>various</td>
<td>Elgin, Elliot Office Supplies, 20 Abbey Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G28a</td>
<td>197</td>
<td>erratum</td>
<td>Keith Joint Station, Goods Shed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>K5</td>
<td>462</td>
<td>erratum</td>
<td>Methlick, Precast Concrete Factory</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Moray</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Aberdeenshire Formartine</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Highland Badenoch &amp; Strathspey</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Moray</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Moray</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Aberdeenshire Formartine</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ103202</td>
<td></td>
<td>dwellings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ724493</td>
<td></td>
<td>railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NH134897</td>
<td></td>
<td>railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ218627</td>
<td></td>
<td>commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ491710</td>
<td></td>
<td>railway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>date error</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
A record of timberframe construction in North East Scotland

1999

The fieldwork and data presentation have been undertaken using the Ordnance Survey 1:10,560 Local Plan System, and at the University of Aberdeen, using the University of Aberdeen's local plan system based on the Ordnance Survey 1:10,560 Local Plan System. The fieldwork was undertaken by the author, with the assistance of colleagues from the University of Aberdeen. The data was collected and processed using the University of Aberdeen's local plan system, and the data was then transferred to a computer for analysis. The analysis was conducted using the University of Aberdeen's local plan system, and the results were then transferred to a computer for presentation.

The map has been prepared by Ian Bruce as part of a fieldwork project at the University of Aberdeen. The map was subsequently published by The Robert Gordon University.
<table>
<thead>
<tr>
<th>ref</th>
<th>page no.</th>
<th>address</th>
<th>local authority district</th>
<th>grid ref</th>
<th>frame type</th>
<th>listed</th>
</tr>
</thead>
<tbody>
<tr>
<td>L27a</td>
<td>125</td>
<td>Aberdeen, Holburn United Free Church</td>
<td>City of Aberdeen</td>
<td>NJ933054</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L35a</td>
<td>129</td>
<td>Aberdeen, Mannofield Church</td>
<td>City of Aberdeen</td>
<td>NJ918045</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L29</td>
<td>126</td>
<td>Aberdeen, Mission Hall, South Esplanade West</td>
<td>City of Aberdeen</td>
<td>NJ956054</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
<tr>
<td>L22a</td>
<td>124</td>
<td>Aberdeen, St Ceilments United Free Church</td>
<td>City of Aberdeen</td>
<td>NJ9500063</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L33a</td>
<td>127</td>
<td>Aberdeen, St Fitzwick's, Torry</td>
<td>City of Aberdeen</td>
<td>NJ955054</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L17a</td>
<td>122</td>
<td>Aberdeen, Temporary Church, Woodside,</td>
<td>City of Aberdeen</td>
<td>0</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L34a</td>
<td>128</td>
<td>Aberdeen, Torry United Free Church</td>
<td>City of Aberdeen</td>
<td>unknown</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L19a</td>
<td>123</td>
<td>Aberdeen, United Free Church Oldmachar</td>
<td>City of Aberdeen</td>
<td>NJ943083</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>B4</td>
<td>114</td>
<td>Durnain, Former Church</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH996248</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
<tr>
<td>F16a</td>
<td>116</td>
<td>Fochabers, 'Disruption' Church</td>
<td>Moray</td>
<td>unknown</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>J7</td>
<td>120</td>
<td>Follarulie, Former Church Hall</td>
<td>Aberdeenshire Garioch</td>
<td>NJ724311</td>
<td>post &amp; rail or derivative</td>
<td>C(S)</td>
</tr>
<tr>
<td>C6</td>
<td>115</td>
<td>Forres, Altyre Church</td>
<td>Moray</td>
<td>NJ026551</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
<tr>
<td>I7</td>
<td>118</td>
<td>Insch, Church Hall</td>
<td>Aberdeenshire Garioch</td>
<td>NJ631281</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
<tr>
<td>J6</td>
<td>119</td>
<td>Meikle Wartle, Former Church Hall</td>
<td>Aberdeenshire Formartine</td>
<td>NJ731331</td>
<td>timber portal or cruck</td>
<td>-</td>
</tr>
<tr>
<td>K19</td>
<td>121</td>
<td>Peterculter, St Peter's Church</td>
<td>City of Aberdeen</td>
<td>NJ841004</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
<tr>
<td>H25a</td>
<td>117</td>
<td>Rhynie, 'Disruption' Church</td>
<td>Aberdeenshire Strathbogie</td>
<td>unknown</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>A12</td>
<td>113</td>
<td>Tomatin Church</td>
<td>Highland Moy</td>
<td>NH802828</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
</tbody>
</table>
A record of timber frame construction in North East Scotland

| number | A 12 |
| district | Highland Moy |
| map reference | NH 802828 |
| frame type | post & rail or derivative |
| listed status | not listed |
| constructed | circa 1890 |

**Church at Tomatin**

| Description: | single storey, 36'6" x 18'9" rectangular plan with lean-to extension to south. |
| height to eaves | 9'6" |
| height to ridge | 19'est. |

**Roof:** rectangular corrugated iron gabled roof painted red with 2 proprietary ridge vents, corrugated iron ridge flashing; lower monopitch to south; gabled roof to north porch; 9" x 1" composite planted bargeboard; 3" cope plates; gutter brackets

**Frame:** post and rail or post and dwang system on ventilated sandstone coursed rubble plinth

**Cladding:** vertical corrugated iron sheeting painted green; sheet size 8' x 26" wide cladding fixed at sill plate 25": 39": eaves variable fixings 1 - 9" horizontally

**North elevation:** corrugated cladding only

**East elevation:** 3 bay 3 no. 4 pane top hopper vent arched timber windows, 2½" architraves painted white; close boarded entrance door with fanlight in porch to north, timber projecting timber sill at dpc level; evidence of new fixings below sill

**South elevation:** off centre lean-to extension with central 4 pane 4 pane top hopper vent arched timber windows, 2½" architraves painted white;

**West elevation:** 3 bay 3 no. 4 pane top hopper vent arched timber windows, 2" architraves painted white; close boarded entrance door with fanlight in porch to north, timber projecting timber sill at dpc level evidence of new fixings below sill

**Pvc rainwater goods**

existing at date of record
Former Church, Dulnain Bridge

Description: single storey, 41'8" x 23'3" rectangular plan with advanced 8'3" x 7'6" gabled porch to front and 13'6" x 21'8" piended extension to south comprising former church.

height to eaves: 10'3"
height to ridge: 18'3" est

Roof: rectangular corrugated iron gabled roof painted red with bell tower at north end; proprietary central ridge vent; corrugated iron flashing; gabled roof at lower level to entrance porch with finial and piended roof to southerly extension also at lower level; 8" composite barge board projecting 12"; gutter plate to 12" projecting exposed rafter ends.

Frame: post & rail or post & dwang on mortared rubble plinth.

Cladding: vertical corrugated iron painted grey; sheet size 26" x 10'3"; fixings 7" above plinth: 3'2"; 3'4"; eaves variable 9 - 12" horizontally.

North elevation: 4 bay bipartite timber window, decorative arched framing to top hopper vent, 4 pane fixed light below; 4" moulded architraves.
East elevation: 4 bay bipartite timber window, decorative arched framing to top hopper vent, 4 pane fixed light below; 4" moulded architraves; single window same pattern in extension; advanced gabled porch with double leaf panelled entrance door, flanking bipartite arched 4 pane fixed lights and diagonally boarded infill to gable.
South elevation: central bipartite timber window, decorative arched framing to top hopper vent, 4 pane fixed light below; 4" moulded architraves.
West elevation: 4 bay bipartite window, decorative arched framing to top hopper vent, 4 pane fixed light below; 4" moulded architraves; single window same pattern in extension.

Cast iron rainwater goods.

The church is now used for community purposes.

existing at date of record.
A record of timber frame construction in North East Scotland

number C6

district Moray

map reference NJ 026551

frame type post & rail or derivative

listed status not listed

constructed circa 1910

Church, Altyre Estate near Forres

Description: single storey cross plan 61' x 21'3" overall comprising estate church

height to eaves 11'

height to ridge 20' est.

Roof: rectangular gabled slated roof to main building, gambrel roof to transept; lead ridge; proprietary vent in mid position in main ridge; wooden finial west end; 8" x 2" composite barge board projecting 8"; exposed rafter ends at 18" centres

Frame: post and rail or post and dwang on concrete base

Cladding: 67/8" board and 2" rounded battens painted claret

3" v-jointed linings internally

North elevation: 3 bays to main building plus transept

East elevation: central double leaf panelled entrance door with venetian window in gable above, bell tower complete with bell; top hopper vent to fixed lights and diamond pattern glazing in transept

South elevation: 3 bays to main building plus transept with top hopper vents to fixed lights and diamond pattern glazing; fixed lights in transept

West elevation: board and batten cladding only to north gable and transept; bipartite panelled door

Cast iron rainwater goods with half round gutters

existing at date of record
Disruption Church, Fochabers

Notes: “The town-hall of Fochabers was put at the disposal of the congregation and occupied for two Sabbaths but so many had to remain outside for want of room, that it was resolved to erect a wooden church to contain 400 to 500 hearers. On Tuesday June 9th, the parishioners commenced the work; and on Saturday a band of fifty carpenters having come up from Garmouth and volunteered their services, the whole was finished that night. The materials were carted to the ground and the work carried on and completed free of any charge”.

Ref: Reverend T Brown Annals of the Disruption p 220
A record of timber frame construction in North East Scotland

| number  | H 25a                  |
| district | Moray                 |
| map reference | unknown              |
| frame type  | unknown               |
| listed status | not applicable    |
| constructed | 1843                 |

Disruption Church, Rhynie

Notes: “...that those who were opposed had not the slightest idea of what was going on. It was on a Saturday morning, if I recollect aright, that the congregation and some of their friends from a distance, assembled at a very early hour. The necessary materials were brought in carts from a little distance to a small plot of ground out of the village where it was believed they would not be interfered with; and such was the activity displayed, that before the shades of evening fell, they had a plain but substantial wooden church erected, in which they worshipped the following day. There were no railways in those days, and no telegraphic communication, so that there was not time to send to Aberdeen for an interdict, had any attempt been made to obtain it”.

Ref: Reverend T. Brown *Annals of the Disruption* p 220
see also Witness 28th June 1843
A record of timber frame construction in North East Scotland

number 17

district Garioch Aberdeenshire

map reference NJ 631281

frame type post & rail or derivative

listed status not listed

constructed unknown

Church hall, St Drostan's Episcopal Church, Insch

Description: single storey, 30'10" x 19'1" rectangular plan with entrance porch on east elevation and lean-to extension to south

height to eaves 8'8"
height to ridge 17'6" est.

Roof: rectangular of corrugated iron gable roof with central ridge ventilator missing; composite 9" x 1" barge board projecting 4"; finial posts both ends

Frame: post and rail or post and dwang on ventilated stone and lime plinth

Cladding: vertical corrugated iron fixed at 2'6" and 6'3" vertical intervals painted brown

North elevation: tripartite timber window with 4" x 4" mullions boarded up
East elevation: 3 bays offset gabled entrance porch with close boarded access door 2 steps up from ground level and bipartite fan light, 2 no. 5'3" high x 4' wide 4 pane top hopper timber windows with 4" architraves
South elevation: cladding only
West elevation: 3 bay with 3 no. 5'3" high x 4' wide 4 pane top hopper timber windows with 4" architraves

Cast iron rainwater goods

The building is weatherproof but unused.
A record of timber frame construction in North East Scotland

number J6

district Formartine Aberdeenshire

map reference NJ 724311

frame type timber portal or cruck

listed status not listed

constructed 1888

Former church hall, Meikle Wartle, Aberdeenshire

Description: double volume rectangular plan 35'6" x 17'6" with offset rear extension and recent portacabins.

height to eaves 8' 3"

height to ridge 15' 4"

Roof: rectangular gable roof of corrugated iron sheeting stack with cast iron finial and ventilator in centre of ridge

Frame: following the demolition it was discovered that the frame consisted of 8 no. portal frames comprising 8" x 2 ½" uprights and 5 x 2½" rafters in the style of a modern cruck with the uprights half checked into the rafter elements

Cladding: vertical corrugated iron painted grey

North elevation: corrugated iron cladding only

East elevation: lower offset (to south) gabled extension; timber ventilator in upper gable; offset (to north) 4 pane narrow sash and case timber window with 4" facings

South elevation: miscellaneous lean-to kitchen and toilet extensions

West elevation: central bipartite access door

The building was originally built as a church until the early thirties with services every month still in occasional use as a Public Hall.

The building was built by Hendry Brothers, local joiners, of Wartle and was demolished and replaced in 2003.
Description: single storey 34' x 24'6" L shaped plan with projecting entrance porch on north end of west elevation with 2 storey accommodation in east end.

height to eaves: 9'6"
height to ridge: 18' est.

Roof: rectangular corrugated iron gabled roof; corrugated iron ridge flashing; 2 no. ridge ventilators – one missing and brick chimney

Frame: post and rail or post and dwang on stone and concrete plinth

Cladding: vertical corrugated iron cladding painted grey; gutter fixed to 4" fascia board

North elevation: 2 no. 4 pane sash and case windows and 1no. 2 pane casement, corrugated clad extension with double timber access door

East elevation: 1 no. 4 pane sash and case window roughcast panel to former chimney closed at eaves

South elevation: double 2 pane sash and case windows, single top vent to kitchen, 1 no. 4 pane top hopper vent, single access door

West elevation: access door, double 2pane sash and case windows, 1 no. 2 pane sash and case window, 2 pane top hopper vents and 2 fixed lights

Cast iron rainwater goods

existing at date of record
Description: large volume single storey generally rectangular plan 57' x 24' with entrance porch on north elevation and lean-to extensions to south east and south west corners comprising church hall toilets and kitchen

height to eaves: 10' main hall 8'6" entrance porch
height to ridge: 21'3" est.

Roof: rectangular corrugated iron gable roof painted red with bracketed advanced belfry to north (bell missing); central square ridge ventilator; zinc ridge flashing; 11" x 138" composite barge board projecting 6" and 8" x ¾" inner plate against cladding; 6" coping boards

Frame: post & rail or post & dwang on stone and concrete plinth

Cladding: vertical corrugated iron painted grey ex 4” x 2” moulded dado rail at 3'9" from top of plinth; sheet width 32" vent holes drilled in cladding at 6' centres above plinth along long walls; fixings at: 37½" vertically; 6" horizontally

North elevation: high level bracketed belfry, high level 6 pane lancet type window lean-to entrance porch with window of 8 pane fixed lights
East elevation: 4 bay with single 4 pane lancet type windows with curved architraves; roughcast lean-to in central bay
South elevation: central 6 pane lancet type high level gable window, flanking asymmetrical lean-to extensions with hopper vent windows
West elevation: 4 bay with single 4 pane lancet type windows with 4" curved architraves;

Mixed cast iron and pvc rainwater goods

The building was formerly the Episcopal Church at Ballater and now is regularly used for community purposes.
United Free Church, Hilton (Woodside), Aberdeen

Notes: at the Disruption a wooden church was “speedily erected” in a field behind the school and used for 18 months.

see A Gammie Churches of Aberdeen p 139
Notes; "in a short time a wooden church was erected in High Street, which after considerable delay was replaced on the same site by the present stone and lime building".

Ref: A Gammie *Churches of Aberdeen* p 162
St Clements United Free Church, Aberdeen

Notes: Mr Ewen, described as a wright and father of Rev W. Ewen, minister of Fyvie U.F. Church, was contracted to erect the building. According to the agreement the material was to be the property of the contractor after the church was vacated and this reduced the cost of erection to the very moderate sum of £56-4s-10½d. The church was located on the north west corner of Baltic Street and because of a subsequent legal wrangle and to avoid the risk an injunction, construction operated throughout the night and the “erection was almost entirely roofed ere morning”. This was the first Free Church in Aberdeen and one of the first in Scotland having been raised on the 4th June 1843 a few days between the date of the Disruption and the first Sunday afterwards. The congregation moved to a permanent church on 8th October providing an interesting perspective on the truly transient nature of frame construction in this period.

Ref: A Gammie Churches of Aberdeen p 183
A record of timber frame construction in North East Scotland

<table>
<thead>
<tr>
<th>number</th>
<th>L 27a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>City of Aberdeen</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 933054 est.</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>1843</td>
</tr>
</tbody>
</table>

Holburn United Free Church, Aberdeen

Notes: "...and a large wooden church was erected with all possible speed in the hollow between Justice Mills, Union Glen and the Hardgate".

A Gammie Churches of Aberdeen p 143
Mission Hall, South Esplanade West, Aberdeen

Description: single storey 26'3" x 43'3" rectangular plan with storage extension on north elevation.

height to eaves 9'6"
height to ridge 18' est.

Roof: rectangular corrugated asbestos cement gable roof with composite barge board projecting 10"; 6" cope plates

Frame: post and rail or post and dwang

Cladding: corrugated iron sheeting painted grey; sheet size 27 x 91"; fixings at 26", 33", 29" and eaves vertically and variable 6 – 9" horizontally

North: elevation: flanking boarded up windows in single storey lean-to extension

East: elevation: 5 bay; sash and case timber window to toilet; 4 no. timber windows of 3 pane top vents with fixed ply paneling below with 4" x 3/4" facings all painted brown

South: elevation: 3 bay; central double bipartite close boarded entrance door with 4 pane fanlight; flanking 3 pane top vent & 2 pane fixed light timber windows; chamfered plate above fanlight and wooden finial to apex

West: elevation: 5 bay; sash and case timber window to toilet; 4 no. timber windows of 3 pane top vents with fixed ply panelling below with 4" x 3/4" facings all painted brown

Cast iron rainwater goods

The ridge line is straight but there is evidence of outward bowing in both soffits.

existing at date of record
A record of timber frame construction in North East Scotland 1999

number L 33a

district City of Aberdeen

map reference NJ 955054 est.

frame type unknown

listed status not applicable

constructed 1843

St Fittick's Church, Torry, Aberdeen

Notes: mention made of evening services in a wooden hall near the pier head at Torry.

Ref: A Gammie Churches of Aberdeen p 59
Torry United Free Church, Aberdeen

Notes: "It was a wooden structure, built on a site on the river bank between what was known as Pierhead and Bank Street and cost exactly £40 and survived for many years."

Ref: A Gammie Churches of Aberdeen p 211
Mannofield Church, Aberdeen

Notes; "a neat wooden church was erected in the triangular plot of ground in front of the site of the present building and opening services held on 27\textsuperscript{th} February 1881 with the new permanent building opening for worship on 30\textsuperscript{th} July 1882 ".

Ref: A Gammie *Churches of Aberdeen* p 36
The fieldwork and data sheets are referenced using an alpha-numeric system based on the Ordnance Survey 10km transects identified alphabetically from west to east with the individual buildings being numbered sequentially from north to south within that transect. The suffix ‘a’ is used to identify archival material of buildings which have been demolished.

This map has been prepared by Iain Bruce as part of a fieldwork study for a Ph.D. thesis submitted to The Robert Gordon University.
### Railways place name index

<table>
<thead>
<tr>
<th>ref</th>
<th>page no.</th>
<th>address</th>
<th>local authority district</th>
<th>grid ref</th>
<th>frame type</th>
<th>listed</th>
</tr>
</thead>
<tbody>
<tr>
<td>L28a</td>
<td>248</td>
<td>Aberdeen Station</td>
<td>City of Aberdeen</td>
<td>NJ953058</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L14a</td>
<td>244</td>
<td>Aberdeen, Bankhead Station</td>
<td>City of Aberdeen</td>
<td>NJ894110</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L15a</td>
<td>245</td>
<td>Aberdeen, Bucksburn Station</td>
<td>City of Aberdeen</td>
<td>NJ899096</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L18a</td>
<td>247</td>
<td>Aberdeen, Kittybrewster Station</td>
<td>City of Aberdeen</td>
<td>NJ933077</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L11a</td>
<td>243</td>
<td>Aberdeen, Persley Station</td>
<td>City of Aberdeen</td>
<td>NJ912092</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>L39</td>
<td>249</td>
<td>Aberdeen, Pitfoddels Station</td>
<td>City of Aberdeen</td>
<td>NJ907033</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>L16a</td>
<td>246</td>
<td>Aberdeen, Woodside Station</td>
<td>City of Aberdeen</td>
<td>NJ921091</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H33a</td>
<td>217</td>
<td>Aboyne Station (original)</td>
<td>Aberdeenshire Marr</td>
<td>NJ580986</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>D9a</td>
<td>164</td>
<td>Advie Station</td>
<td>Moray</td>
<td>NJ127346</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>F20a</td>
<td>180</td>
<td>Aultmore Station</td>
<td>Moray</td>
<td>NJ401535</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>A13</td>
<td>145</td>
<td>Aviemore Station, Signal Box</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH134897</td>
<td>various</td>
<td>-</td>
</tr>
<tr>
<td>A14</td>
<td>146</td>
<td>Aviemore, Highland Railway Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH895123</td>
<td>possible post &amp; rail</td>
<td>A</td>
</tr>
<tr>
<td>A17</td>
<td>147</td>
<td>Aviemore, Strathspey Railway Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH898129</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
<tr>
<td>F34</td>
<td>185</td>
<td>Ballater Station</td>
<td>Aberdeenshire Marr</td>
<td>NO368960</td>
<td>post hole &amp; stud</td>
<td>-</td>
</tr>
<tr>
<td>F32a</td>
<td>183</td>
<td>Ballater Station, Goods Shed</td>
<td>Aberdeenshire Marr</td>
<td>NO368960</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>F33a</td>
<td>184</td>
<td>Ballater Station, Carriage Shed</td>
<td>Aberdeenshire Marr</td>
<td>NO368960</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>J18a</td>
<td>232</td>
<td>Banchory Station</td>
<td>Aberdeenshire Marr</td>
<td>NO704956</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>I2a</td>
<td>219</td>
<td>Banff Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ688647</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>K14a</td>
<td>236</td>
<td>Bieldside Station</td>
<td>City of Aberdeen</td>
<td>NJ883023</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>D6</td>
<td>163</td>
<td>Blacksboat Station, Goods Shed</td>
<td>Moray</td>
<td>NJ183389</td>
<td>studied</td>
<td>-</td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Station Description</td>
<td>Location</td>
<td>Code</td>
<td>Number</td>
<td>Station Description</td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>--------------------------------------</td>
<td>-------------------</td>
<td>------</td>
<td>--------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>B15</td>
<td>151</td>
<td>Boat of Garten Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH943187</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>N3a</td>
<td>256</td>
<td>Boddam Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK129423</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>N4a</td>
<td>257</td>
<td>Boddam Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK041651</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>G17a</td>
<td>192</td>
<td>Buckie Station, Goods Shed</td>
<td>Moray</td>
<td>NJ429658</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>G20a</td>
<td>193</td>
<td>Buckie Station, Highland Railway Co.</td>
<td>Moray</td>
<td>NJ428653</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
<tr>
<td>D3</td>
<td>160</td>
<td>Burghead Station</td>
<td>Moray</td>
<td>NJ115688</td>
<td>post &amp; dwang</td>
<td>B</td>
</tr>
<tr>
<td>M2a</td>
<td>250</td>
<td>Cairnbulg Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK041651</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H15a</td>
<td>210</td>
<td>Cairnie Junction Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ504497</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>E2a</td>
<td>165</td>
<td>Calcots Station</td>
<td>Moray</td>
<td>NJ255642</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>B7</td>
<td>148</td>
<td>Carrbridge Railway Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH992225</td>
<td>possible post &amp; rail</td>
<td>B</td>
</tr>
<tr>
<td>E20a</td>
<td>175</td>
<td>Carron Station, Goods Shed</td>
<td>Moray</td>
<td>NJ222413</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H9</td>
<td>207</td>
<td>Cornhill Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ581589</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>H10</td>
<td>208</td>
<td>Cornhill Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ580589</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>E15a</td>
<td>172</td>
<td>Craigellachie Station, Engine Shed</td>
<td>Moray</td>
<td>NJ295452</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>E17a</td>
<td>174</td>
<td>Craigellachie Station, Goods Shed</td>
<td>Moray</td>
<td>NJ296449</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>E16a</td>
<td>173</td>
<td>Craigellachie Station, Offices</td>
<td>Moray</td>
<td>NJ294451</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>C11a</td>
<td>156</td>
<td>Cromdale Station, Goods Shed</td>
<td>Moray</td>
<td>NJ183389</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>M8a</td>
<td>254</td>
<td>Crudenale Bay Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK083366</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H3a</td>
<td>201</td>
<td>Cullen Station</td>
<td>Moray</td>
<td>NJ514673</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>H2a</td>
<td>200</td>
<td>Cullen Station, Goods Shed</td>
<td>Moray</td>
<td>NJ515674</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>K18a</td>
<td>238</td>
<td>Culter Station</td>
<td>City of Aberdeen</td>
<td>NJ841004</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>K13a</td>
<td>235</td>
<td>Cults (West) Station</td>
<td>City of Aberdeen</td>
<td>NJ88025</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>E14a</td>
<td>171</td>
<td>Dandaleith Station</td>
<td>Moray</td>
<td>NJ287460</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>E13a</td>
<td>170</td>
<td>Dandaleith Station, Goods Shed</td>
<td>Moray</td>
<td>NJ287459</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>C10</td>
<td>155</td>
<td>Dava Station</td>
<td>Moray</td>
<td>NJ008389</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Location</td>
<td>Region</td>
<td>Code</td>
<td>Number</td>
<td>Location</td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>-----------------------------------------</td>
<td>-------------</td>
<td>------</td>
<td>--------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>F21a</td>
<td>181</td>
<td>Drummuir Station</td>
<td>Moray</td>
<td>NJ191497</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>F22a</td>
<td>182</td>
<td>Dufftown Station, Goods Shed</td>
<td>Moray</td>
<td>NJ322415</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>C8</td>
<td>154</td>
<td>Dunphail Station</td>
<td>Moray</td>
<td>NJ015482</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>K10a</td>
<td>234</td>
<td>Dyce Station</td>
<td>City of Aberdeen</td>
<td>NJ884128</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>E8a</td>
<td>167</td>
<td>Elgin Station, Goods Shed</td>
<td>Moray</td>
<td>NJ222624</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>E9</td>
<td>168</td>
<td>Elgin Station, Signal Box</td>
<td>Moray</td>
<td>NJ221622</td>
<td>balloon frame</td>
<td>-</td>
</tr>
<tr>
<td>L10a</td>
<td>242</td>
<td>Ellon Station</td>
<td>Aberdeenshire Formartine</td>
<td>NJ949308</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>G26a</td>
<td>195</td>
<td>Enzie Station</td>
<td>Moray</td>
<td>NJ491708</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>C1a</td>
<td>152</td>
<td>Findhorn Station</td>
<td>Moray</td>
<td>NJ041642</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>G5a</td>
<td>189</td>
<td>Findochty Station</td>
<td>Moray</td>
<td>NJ466678</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>C2</td>
<td>153</td>
<td>Forres Station, Signal Box</td>
<td>Moray</td>
<td>NJ033593</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>L3a</td>
<td>240</td>
<td>Fraserburgh Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ998667</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>F6a</td>
<td>179</td>
<td>Garmouth Station</td>
<td>Moray</td>
<td>NJ335640</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>H6a</td>
<td>204</td>
<td>Glassaugh Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ559654</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>G27a</td>
<td>196</td>
<td>Grange Station, Goods Shed</td>
<td>Moray</td>
<td>NJ491709</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>C15a</td>
<td>157</td>
<td>Grantown Station, Goods Shed</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ073284</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>M4a</td>
<td>252</td>
<td>Hatton Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK053368</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>M5</td>
<td>253</td>
<td>Hatton Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK058368</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>D1</td>
<td>159</td>
<td>Hopeman Station</td>
<td>Moray</td>
<td>NJ145697</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H19</td>
<td>213</td>
<td>Huntly Station, Down Platform Building</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ535396</td>
<td>post &amp; rail &amp; stud</td>
<td>-</td>
</tr>
<tr>
<td>H20</td>
<td>214</td>
<td>Huntly Station, Up Platform Building</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ535396</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>K25a</td>
<td>239</td>
<td>Inverbervie Station</td>
<td>Aberdeenshire Kincardine</td>
<td>NO833723</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>J12a</td>
<td>229</td>
<td>Inverurie Station (original)</td>
<td>Aberdeenshire Garioch</td>
<td>NJ778212</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>J13a</td>
<td>230</td>
<td>Inverurie Station, Goods Shed</td>
<td>Aberdeenshire Garioch</td>
<td>NJ776218</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>G28a</td>
<td>197</td>
<td>Keith Joint Station, Goods Shed</td>
<td>Moray</td>
<td>NJ491710</td>
<td>erratum</td>
<td>-</td>
</tr>
<tr>
<td>Code</td>
<td>Number</td>
<td>Station Name</td>
<td>Location</td>
<td>Reference</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>------</td>
<td>--------</td>
<td>--------------------------------------</td>
<td>-----------------------------</td>
<td>------------</td>
<td>------------------------</td>
<td></td>
</tr>
<tr>
<td>G29a</td>
<td>198</td>
<td>Keith Town Station</td>
<td>Moray</td>
<td>NJ491711</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>J15a</td>
<td>231</td>
<td>Kemnay Station</td>
<td>Aberdeenshire Garioch</td>
<td>NJ730158</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>H24</td>
<td>216</td>
<td>Kennentmont Signal Box</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ553284</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>H23</td>
<td>215</td>
<td>Kennentmont Station</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ553293</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>H13a</td>
<td>209</td>
<td>Knock Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ546530</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>D5</td>
<td>162</td>
<td>Knockandhu Station</td>
<td>Moray</td>
<td>NJ191497</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>D4a</td>
<td>161</td>
<td>Knockandhu Station, Goods Shed</td>
<td>Moray</td>
<td>NJ191500</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>I1a</td>
<td>218</td>
<td>Ladysbridge Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ651636</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>J19</td>
<td>233</td>
<td>Laurencetkirk Station, Goods Shed</td>
<td>Aberdeenshire Kincardine</td>
<td>NO717718</td>
<td>post &amp; beam with infill</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>stud panels</td>
<td></td>
</tr>
<tr>
<td>E12</td>
<td>169</td>
<td>Longmorn Station</td>
<td>Moray</td>
<td>NJ235584</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>J2a</td>
<td>224</td>
<td>Macduff, King Edward Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ718579</td>
<td>post &amp; rail or derivative</td>
<td></td>
</tr>
<tr>
<td>L8a</td>
<td>241</td>
<td>Maud Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ926478</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>K17a</td>
<td>237</td>
<td>Milltimber Station</td>
<td>City of Aberdeen</td>
<td>NJ858012</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>I16a</td>
<td>222</td>
<td>Mornymusk Station</td>
<td>Aberdeenshire Garioch</td>
<td>NJ686142</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>A5</td>
<td>142</td>
<td>Nairn Station, Goods Shed</td>
<td>Highland Nairn</td>
<td>NH882550</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>A3</td>
<td>140</td>
<td>Nairn Station, Lamp House</td>
<td>Highland Nairn</td>
<td>NH882560</td>
<td>possible stud C(S)</td>
<td></td>
</tr>
<tr>
<td>A4</td>
<td>141</td>
<td>Nairn Station, South Waiting Room</td>
<td>Highland Nairn</td>
<td>NH882559</td>
<td>stud C(S)</td>
<td></td>
</tr>
<tr>
<td>C16a</td>
<td>158</td>
<td>Nethybridge Station, Goods Shed</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ008389</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>B12a</td>
<td>149</td>
<td>Nethybridge, Broomhill Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH995226</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>B13a</td>
<td>150</td>
<td>Nethybridge, Broomhill Station, GoodsShed</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH994226</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>I14a</td>
<td>221</td>
<td>Oyne Station</td>
<td>Aberdeenshire Garioch</td>
<td>NJ618152</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>N2a</td>
<td>255</td>
<td>Peterhead, Engine Shed Harbour of Refuge</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>unknown</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>J10</td>
<td>228</td>
<td>Pitcaple Station</td>
<td>Aberdeenshire Garioch</td>
<td>NJ723256</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>G8a</td>
<td>191</td>
<td>Portessie Station</td>
<td>Moray</td>
<td>NJ447667</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>-----</td>
<td>-----</td>
<td>------------------</td>
<td>-------</td>
<td>----------</td>
<td>--------------</td>
<td>---</td>
</tr>
<tr>
<td>G7a</td>
<td>190</td>
<td>Portessie Station, Goods Shed</td>
<td>Moray</td>
<td>NJ448669</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>F3a</td>
<td>176</td>
<td>Portgordon Station</td>
<td>Moray</td>
<td>NJ394642</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>G2a</td>
<td>188</td>
<td>Portknockie Station</td>
<td>Moray</td>
<td>NJ486684</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>H5a</td>
<td>203</td>
<td>Portsoy Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ589657</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>H4a</td>
<td>202</td>
<td>Portsoy Station, Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ590658</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>G22a</td>
<td>194</td>
<td>Rathven Station</td>
<td>Moray</td>
<td>NJ491704</td>
<td>post &amp; rail or derivative</td>
<td>-</td>
</tr>
<tr>
<td>H17a</td>
<td>212</td>
<td>Rothiemay Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ531460</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>H16a</td>
<td>211</td>
<td>Rothiemay Station Goods Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ523657</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>J5a</td>
<td>227</td>
<td>Rothienorman Station, Goods Shed</td>
<td>Aberdeenshire Garioch</td>
<td>NJ723356</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>F4</td>
<td>177</td>
<td>Speybay Station</td>
<td>Moray</td>
<td>NJ355642</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>F5a</td>
<td>178</td>
<td>Speybay, Goods Shed</td>
<td>Moray</td>
<td>NJ355652</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>M3a</td>
<td>251</td>
<td>St Combs Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK053630</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H8a</td>
<td>206</td>
<td>Tillynaught Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ601618</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H7a</td>
<td>205</td>
<td>Tochineal Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ523657</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>A11a</td>
<td>144</td>
<td>Tomatin Station</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH881553</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>A10a</td>
<td>143</td>
<td>Tomatin Station, Goods Shed</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH882560</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>J4a</td>
<td>226</td>
<td>Turriff Station</td>
<td>Aberdeenshire Formartine</td>
<td>NJ724493</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>J3a</td>
<td>225</td>
<td>Turriff Station, Goods Shed</td>
<td>Aberdeenshire Formartine</td>
<td>NJ725494</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>E4a</td>
<td>166</td>
<td>Urquhart Station</td>
<td>Moray</td>
<td>NJ287631</td>
<td>possible stud</td>
<td>-</td>
</tr>
<tr>
<td>I17a</td>
<td>223</td>
<td>Whitehouse Station</td>
<td>Aberdeenshire Marr</td>
<td>NJ618152</td>
<td>possible stud</td>
<td>-</td>
</tr>
</tbody>
</table>
Introduction and background

This section examines the contribution of the numerous railway companies that operated in the area of the study. Some one hundred and thirty years after the event, it is interesting to consider that any student of Thatcherite Britain would feel on familiar territory with no less than 14 companies vying for business in the relative confines of North East Scotland with a population in 1865 in the order of 275,000 people.

There was the Morayshire Railway, which in 1852 was the first operating railway in the North East between Lossiemouth and Elgin, the Inverness and Aberdeen Junction Railway, the Banff, Portsoy and Strathisla Railway, the Aboyne and Braemar Railway, all of which by the 1866 Consolidation Act were subsumed by the Great North of Scotland Railway.¹

The literature on the railway companies is considerable but the history of the railway estate has yet to be written and as a consequence this study has confined itself to demonstrating the contribution made by the railway industry to the collective total of timber buildings within the study area.

Having had the earlier impression that the use of timber for all types of railway buildings, whilst predominant, was not universal, close analysis of the data reveals that out of a total of some 135 Great North of Scotland Railway Company station buildings (excluding platform shelters) only 71 or 53% were of timber construction.

There is no apparent rationale for the use of timber as opposed to stone. On the main Aberdeen to Huntly line of 1854, timber and stone buildings are intermixed along the route. Successive stations are the original Inverurie station of timber, Inveramsey of stone, Pitcaple timber, Insch stone, Wardhouse stone, Kennethmont timber, Gartly stone, Huntly, the original terminus, of timber. There was little distinction in size between any of these intermediate stations.

Eleven years later, the Ellon to Fraserburgh line used predominantly stone stations with the exception of St Combs, whilst in 1886 the Moray Firth Coast line, built to exploit the nascent fishing industry, used predominantly timber stations of a standard type.

The survey has identified some 12 extant former railway station buildings of timber, namely, Knockandhu, Longmorn, Spey Bay, Cornhill, Kennethmont, Oldmeldrum, Culter, Pitfodels and Murtle in the Great North system and Nairn, Carrbridge and Nethybridge in the former

¹121 HA Vallance The Great North of Scotland Railway p65:
By 1865 the position of the GNS company had become anomalous in that the lines of its subsidiary undertakings together with the Banffshire an Morayshire Railways, made up more than three quarters of the system. Indeed, the only section owned solely by the company was the main line from Aberdeen to Keith. The subsidiary companies had been promoted with a view to eventual amalgamation but all had retained their nominal independence. ... 1866.
The Amalgamation Act became effective in the summer of 1866.
Highland network. Whilst Hopeman, Dava and Dunphail are recorded as extant station buildings these have been clad in brick or blockwork and considerably altered from their original appearance.

It is important to highlight that these buildings are classified in the survey under their current or last use and do not necessarily appear in the section dealing with railway buildings.

Dating particular buildings has proved problematic as there is clear evidence of earlier stone buildings being replaced with timber ones and the Great North of Scotland Railway Association rely simply on the terms *earlier* and *later*. Cornhill station represents the earlier design and whilst there is no evidence of an earlier station building, it would be remarkable if the present building was in fact the original when the line opened in 1859.

Certainly this earlier design was used up to the opening of the Moray coastal line in 1886. After that date, whilst the pavilions had the same form, the detailing was considerably more elaborate with decorative ridge tiling, eaves bracketing and the characteristic Great North fenestration details of the upper fixed lights.
Following close study of the photographic evidence a revised classification is proposed:

Type 1  elementary standard design: minimal width with integrated toilet facilities
Type 2  standard design 1: flush fronted; external flat roofed toilet blocks
Type 3  standard design 2: recessed front; external flat roofed toilet blocks
Type 4  later elaborated standard design: larger flush fronted; external flat roofed toilet blocks
Type 5  non standard custom design
Type 6  Aberdeen suburban design 1:
Type 7  Aberdeen suburban design 2:

With the following distribution:

<table>
<thead>
<tr>
<th>Type 1</th>
<th>Type 2</th>
<th>Type 3</th>
<th>Type 4</th>
<th>Type 5</th>
<th>Type 6</th>
<th>Type 7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ladysbridge</td>
<td>Calcoats</td>
<td>Oyne</td>
<td>Knockandhu</td>
<td>Turriff</td>
<td>Peterculter</td>
<td>Woodside</td>
</tr>
<tr>
<td>Urquhart</td>
<td>Portgordon</td>
<td>Longmorn</td>
<td>Banchory</td>
<td>Cults</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Garmouth</td>
<td>Comhill</td>
<td>Spey Bay</td>
<td>King Edward</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portessie</td>
<td>Kennithmont</td>
<td>Drummuir</td>
<td>Cullen</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portknockie</td>
<td>Keith Town</td>
<td>Portsoy</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Findochty</td>
<td>Knock</td>
<td>Advie</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Glasshaugh</td>
<td>Rothiemay</td>
<td>Ballater</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tchineal</td>
<td>Whitehouse</td>
<td>Tillynaught</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>variant</td>
<td>Pitfodels</td>
<td>Banff Bridge</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cairnbolg</td>
<td>Milltimber</td>
<td>Kemnay</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St Combs</td>
<td>Hatton</td>
<td>Banchory 1st</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>variant</td>
<td>Buckburn</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>variant</td>
<td>Ellon</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>variant</td>
<td>Persley</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>variant</td>
<td>Kittbrewster</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>variant</td>
<td>Boddam</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This simple classification exercise demonstrates that the idea of standardisation is a superficial notion as there are more custom designs than any of the particular standard categories. Like station buildings, goods sheds too appear to be superficially of a standard type but there is a wide distribution of weatherboarding, board and batten and corrugated iron cladding and a mixture of both piended and gabled roofs.

Whilst there is no irrefutable evidence of prefabrication in the design of the buildings, they are clearly based on modular design principles with the ‘standard’ shed increasing to an estimated 100ft. long at both Inverurie and Elgin.²

² The 3 pane 2 bay fixed light clerestory being the distinctive modular feature e.g. Inverurie, Ballater, Elgin
Sectional drawing of a typical board and batten clad standard rail goods shed as used by the Highland Railway Company.
Description: single storey rectangular 22'10" x 14' cross plan former lamp house with flat roofed extension to east

height to eaves  8'7"
height to ridge  15' est.

Roof: rectangular, piended, bell cast slated roof with lead ridge and batten hip flashings; central proprietary zinc ridge ventilator; composite chamfered 12" gutter plate and 15" projecting eaves

Frame: possible stud frame system on chamfered stone plinth with exposed decorative corner posts

Cladding: 6 1/2" shiplap boarding with 4" x 4" decorative chamfered corner posts painted white and featured 6" x 1 1/4" reeded plates and cornice painted black

North elevation: advanced central bay with bipartite timber windows blocked up and offset double leaf bipartite panelled entrance door all painted black
East elevation: shiplap boarding and decorative plates only
South elevation: 4 no. single bipartite windows blanked off and bipartite panelled door to east extension
West elevation: shiplap boarding and decorative plates only

Cast iron rainwater goods with ogee gutter

In excellent condition due to recent refurbishment at time of survey.
A record of timber frame construction in North East Scotland 1999

number A 4
district Nairn Highland
map reference NH 882559
frame type stud
listed status C(S)
constructed circa 1890

South Waiting Room, Nairn Station

Description: single storey generally rectangular 49'9" x 18'6" (overall) plan comprising waiting room and toilets

height to eaves 9'2"
hight to ridge 18' est.

Roof: rectangular piended bell cast slated roof with lead ridge and battened hip flashings; 2 no. dressed stone stacks each with 2 fireclay cans and decorative copes; copper flat roofed extensions to west, east and south; composite chamfered 12" gutter plate and 15" projecting eaves

Frame: possible stud frame system on chamfered stone plinth with exposed decorative corner posts

Cladding: 6" shiplap boarding with 4" x 4" decorative chamfered corner posts painted white and featured 6" x 1" reeded plates and cornice painted black; reeded architrave below soffit at window head

North elevation: advanced central bay with bipartite panelled door, fanlight blanked off and flanking array of 4 no. timber windows with decorative mullions; 2 pane lower swept head central pivot; flanking tripartite window element with 4 pane fixed light and double swept head fixed light; single leaf panelled door to east and west entrances.

East elevation: shiplap cladding to entrance porch; single 3 pane window in south; double 6 pane window to north only

South elevation: shiplap and decorative plates only

West elevation: shiplap cladding to entrance porch; single 3 pane window in south; double 6 pane window to north only

Cast iron rainwater goods with ogee gutter

existing at date of record
A record of timber frame construction in North East Scotland 1999

| number | A 5 |
|district | Nairn Highland |
|map reference | NH 882560 |
|frame type | possible post & rail |
|listed status | not listed |
|constructed | circa 1880 |

Description: single storey high volume rectangular 55'4" x 31' plan with adjoining single storey office

height to eaves 13'6"
height to ridge 24' est.

Roof: rectangular corrugated iron gabled roof with lower roof to office; external brick stack to east end with single plain fireclay pot; composite 8" barge board, 4" projecting eaves

Frame: possible post and rail system on dressed stone base on concrete foundation

Cladding: 1½" x ¾" half round battens on 6½ – 7" boards; fixings at various centres

North elevation: boarded up window in office extension; boarded up openings in main shed
East elevation: exposed brick stack to office; close boarded sliding cargo door to trackside
South elevation: central bipartite t&g boarded cargo door; flanking 12 pane fixed lights damaged and boarded up east; personnel door; tripartite 6 pane 2 pane top-vent windows to office
West elevation: close boarded sliding cargo door to trackside

Cast iron rainwater goods with ogee gutter

eexisting at date of record
A record of timber frame construction in North East Scotland

Tomatin Goods Shed

Notes: an existing photograph indicates a rectangular gabled shed with what appears to be board and batten cladding indicating a possible post and rail frame in the style of the Nairn shed [A5]
number: A 11a
District: Highland
Map Reference: NH 881553
Frame Type: Possible post & rail
Listed Status: Not applicable
Constructed: Circa 1890

Notes: Illustration shows single storey C plan with gambrel roofs to extreme advanced bays. Cladding is typical Highland Company board and half round batten but on a brick dado.
Signal Box at Aviemore

Description: 2 storey rectangular 46' x 11' 8" plan, standard, large Highland Railway signal box

height to eaves 18'
hight to ridge 24'

Roof: rectangular corrugated iron gable roof with zinc ridge flashing and decorative wooden finials each end; 4" x 1" cope plates; composite 12" curved barge board projecting 10"; 8" fascia board painted black

Frame: post and rail frame system on west wall; custom frame on east wall consisting of 9" sq. post on 12" x 6" high base plate spanning between and bracketed off flanking base plates; substantial 6" x 3" diagonal bracing between 2 central window bays and half checked into 4" x 4" posts at variably 45 - 47" intermediate posts; 9" x 4" ledger plate at floor level; 3 no. 3" x 2" dwangs between base and ledger plate

Cladding: 6" boards and 15/8" half round battens painted white with 9" x 9" exposed decorative corner posts painted black

North elevation: 2 bays; 9 pane fixed lights to 1st floor; brick under building to 1st floor level
East elevation: 10 bays; 9 pane fixed lights to 1st floor; 4 no. 9 pane fixed lights to lower floor
South elevation: flush panel access door with fixed light; flanking 6 pane fixed light; advanced monopitch toilet extension with top vent timber window; aluminium access stair
West elevation: board and batten only

Pvc rainwater goods

The building was designed by McKenzie & Holland Signalling Contractors

existing at date of record
A record of timber frame construction in North East Scotland

number A 14
district Badenoch & Strathspey
Highland
map reference NH 895123
frame type possible post & rail
listed status A
constructed circa 1892

The Station, Aviemore

Description: single storey 128'6" x 16'6" rectangular plan comprising railway station and subsequent shop units

height to eaves 10'9"
height to ridge 17'6"

Roof: rectangular slated gabled roof; lead ridge and valley flashings and decorative wooden finials each end; 6 no. proprietary ridge vents; 2 no. dressed stone ridge stacks; 3 pane fixed lay light light south end; exposed rafter ends; projecting awning and separate canopy to east elevation

Frame: possible stud frame on dressed stone base

Cladding: 6" shiplap boarding painted cream

North elevation: adjoining existing building
East elevation: range of large 2 and 3 fixed lights with 3 and 6 pane lower lights and multi pane upper lights; elevation dominated by gabled canopy supported on cast iron columns with decorative brackets
South elevation: central trefoil gable timber louvre; flanking tripartite fixed lights and 9 pane top hopper vents; 6" moulded facing painted burgundy
West elevation: projecting off-centre square porch with flanking 2 sided canted window; range of large 2 and 3 fixed light windows with 3 and 6 pane lower lights and multi pane upper lights

Decorative cast iron rainwater goods

existing at date of record
Station at Aviemore for The Strathspey Railway

Description: single storey generally L shaped plan 41' x 38'3" and 10'6" wide comprising former railway station

height to eaves 7'7"
height to ridge 15' est.

Roof: rectangular slated gabled roof with rectangular piended bellcast slated pavilion in junction of wings; zinc ridge and hip flashings; 2'6" overhanging eaves on pavilion, 4" elsewhere; gutter fixed to decorative fascia board

Frame: post and rail or post and dwang

Cladding: 6" boards and 15/8" x ¾" half round battens painted cream

North elevation: advanced pavilion with later panelled entrance door; flanking 2 no. top vent timber windows and 1 boarded up to west
East elevation: board and batten cladding only
South elevation: board and batten cladding only
West elevation: 4 bays; panelled door; bipartite window blocked up other opening blocked up; bipartite 3 pane top vent timber window, panelled door and boarded up window

Pvc rainwater goods

This building was originally the Highland Railway station at Dalnaspidal and was relocated to its present position in circa 1990.
Number B 7

district Badenoch & Strathspey
Highland

map reference NH 899225

frame type possible post & rail

listed status B

constructed 1892

Carrbridge Station

Description: single storey C shaped plan 56' x 20' comprising waiting rooms, toilets and offices of operational main line station

height to eaves 9'

height to ridge 18' est.

Roof: rectangular slated gable roof with 3 no. brick chimney stacks with 2 fireclay pots at centre and northern end, pot missing to south; zinc ridge flashing; purlins project 15" at gables with 10" composite fascia board; 8" overhanging rafters at eaves

Frame: post and rail or post and dwang on partly vented unknown base

Cladding: 6" x 7/8" board and 1 3/4" x 3/4" half round battens painted white

North elevation: central flush brick stack; boarded up tripartite window to north; 2 no. glazed panels to later bay window on west elevation; board and batten cladding to south

East elevation: advanced gables in extreme bays with 3 no. 3 pane top vent windows to south and bipartite 3 pane top vent windows to north; 3 no. 3 pane top vent windows; tripartite 2 pane fixed pane timber windows; 2 pane fixed timber window with Vent-Axia fan over in central bay; bipartite close boarded door; louvred panels in extreme gables

South elevation: central advanced lower piended roof to former entrance porch with boarded up former window opening; 6 pane fixed light to north;

West elevation: advanced gables in extreme bays; later piended rectangular bay window to north with 4 pane tripartite timber screen above brick dado; piended slatted roof to rectangular original bay window to south with tripartite 3 pane timber windows; 5 bay cast iron columns to canopy with various 2 pane tripartite 2 pane window at north end various board and batten doors

Cast iron rainwater goods

existing at date of record
Broomhill Station by Nethybridge

Notes: the illustration is of a single storey, rectangular plan with gabled slated roof and not of the standard Highland Railway company design and similar to the original Boat of Garten [B15] building. The characteristic board and batten cladding is evident.

The station was on the old main Highland Railway line between Aviemore and Forres which opened in and this may be the original building.
A record of timber frame construction in North East Scotland 1999

<table>
<thead>
<tr>
<th>number</th>
<th>B 13a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Badenoch &amp; Strathspey Highland</td>
</tr>
<tr>
<td>map reference</td>
<td>NH 995226</td>
</tr>
<tr>
<td>frame type</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1875</td>
</tr>
</tbody>
</table>

**Goods Shed, Broomhill Station**

Notes: illustration shows a large volume, single storey, rectangular plan with piended slated roof of standard design and similar to Boat of Garten [B14a] The building is very similar in proportions to the standard illustration shed but with a lower height to eaves. The cladding appears to be board and batten with creosote finish as at Nairn [A5]

The station was on the old main Highland Railway line between Aviemore and Forres which opened in 1863 and this may be the original building.
Boat of Garten Station

Notes: the illustration is of a single storey, rectangular plan with piended slated roof to south and gabled at north end, similar to the Broomhill building [B12a] but not of the standard Highland Railway company design. This is a replacement building built after a fire in 1903 and has the uncharacteristic weatherboard cladding; illustrations of the original building show evidence of the characteristic board and batten cladding.

The station was on the old main Highland Railway line between Aviemore and Forres which opened in 1863.
<table>
<thead>
<tr>
<th>number</th>
<th>C 1a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 041642</td>
</tr>
<tr>
<td>frame type</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1860</td>
</tr>
</tbody>
</table>

Notes: early scenic views and photographs of Findhorn and surrounding area show a large volume, piended roofed shed with the probability of board and batten cladding.

The line opened in April 1860 and closed February 1869

see photographic collection Elgin Library
Forres Signal Box

Description: 2 storey rectangular 24' x 11'1" plan and 6' x 6' toilet on separate frame standard large Highland railway signal box

height to eaves 16'9"
height to ridge 21'

Roof: rectangular corrugated gabled roof with corrugated iron ridge flashing and decorative wooden finials at each end 10" composite barge board projecting 10" wooden finials east and west ends; filleted 3" x 1" cope plates shallow monopitch bituminous felt roof to toilet extension; 6" gutter board painted black

Frame: post and rail or post and dwang on brick basecourse

Cladding: 7" board and 1\(\frac{3}{4}\)" x 3\(\frac{1}{4}\)" half round battens painted white with 8" square corner posts painted black

North elevation: board and batten cladding only
East elevation: 3 bays 4 pane replacement upvc fixed lights
South elevation: no. 4 pane replacement upvc single window at 1st floor
West elevation: central access door with top hopper vent in toilet 2 bays 4 pane replacement upvc fixed lights fixed lights; 2 pane fixed timber light at apex of gable

Cast iron rainwater goods

existing at date of record
<table>
<thead>
<tr>
<th><strong>number</strong></th>
<th>C 8</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>district</strong></td>
<td>Forres</td>
</tr>
<tr>
<td><strong>map reference</strong></td>
<td>NJ 015482</td>
</tr>
<tr>
<td><strong>frame type</strong></td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td><strong>listed status</strong></td>
<td>not listed</td>
</tr>
<tr>
<td><strong>constructed</strong></td>
<td>circa 1865</td>
</tr>
</tbody>
</table>

Notes: the illustration is of a single storey, rectangular plan with gabled slated roof and not of the standard Highland Railway company design. The gabled stone structure in the foreground is the station master’s house. The characteristic board and batten cladding is evident.

The station was on the old main Highland Railway line between Aviemore and Forres which opened in 1863 and this may be the original building.

The building has been converted and considerably altered to form a dwelling house.
Notes: the illustration is of a single storey, L shaped plan with piended slated roof to south and gabled to north and not of the standard Highland Railway company design. The gabled stone structure in the foreground is the Station Master’s house. The characteristic board and batten cladding is evident.

The station was on the old main Highland Railway line between Aviemore and Forres which opened in 1863 and this may be the original building.

The building has been converted and considerably altered to form a dwelling house.
A record of timber frame construction in North East Scotland

<table>
<thead>
<tr>
<th>number</th>
<th>C 11a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 183389</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1890</td>
</tr>
</tbody>
</table>

Notes: illustration shows a large volume, single storey, rectangular plan with gable roof of standard design and board and batten cladding and similar to the illustration of the standard 1 shed as at Nairn [A5]. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station was on the Strathspey section and opened for goods traffic in 1863 but this is likely to be a later building.
Goods Shed, Grantown Station

Notes: the 2nd edition Ordnance Survey shows a shed of rectangular plan similar in dimensions to that at Cromdale station.
number C 16a

district Badenoch & Strathspey Highland

map reference NJ 008389

frame type unknown

listed status not applicable

constructed unknown

Notes: illustration shows a large volume, single storey, rectangular plan with gable roof of standard design and board and batten cladding and similar to the illustration of the standard 1 shed as at Nairn [A5]. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station was on the Strathspey section and opened for goods traffic in 1863 but this is likely to be a later building.
Hopeman Station

Notes: illustration shows what is regarded as a standard Highland Railway station single storey L shaped plan with slated gable roof and decorative finials. See Rathven [G22a] It differs from Burghead and the Buckie station (Strathlene Golf Club) in that the 5 bay canopy is not integral with the dual pitch roof. The cladding is characteristic board and batten.

The building has been much altered to form a dwelling house.
Description: single storey, L-shaped rectangular plan 80'3" x 14'6" comprising offices, waiting rooms and toilets as former railway station

height to eaves  9'
height to ridge  16'6" est

Roof: rectangular slated gabled roofs with sandstone ashlar stacks with plain pots; cast iron columns to platform canopy, 8'6" overhang; 16" projecting eaves and 6¾" x 15/8", chamfered, decorative pierced and scalloped bargeboards; zinc ridge flashing and lead covered copes to timber coping plates

Frame: post and dwang system on stone plinth

Cladding: 6¼" x 17/8" x 7/8" board and D - section battens painted grey

nail fixings: indeterminate; v-jointed linings internally

North elevation: 10 bays gabled bay to outer left; bipartite timber window at ground; single louvred set in gablehead. 2 leaf door to right of gable with 2 bipartite windows flanking to right; single timber windows in remaining bays.

East elevation: tooled ashlar sandstone gabled chimney breast to right; skewputts; corniced stack; bipartite window to left.

South elevation: 6 polygonal cast-iron columns with brackets supporting canopy; bipartite close boarded access door and 5 no. sash & case windows set behind. Advanced gabled bay to outer right; tripartite window boarded-up at ground, louvred venetian opening set in gablehead.

West elevation: 2 no. bipartite timber windows set in lower gabled wing advanced to right; round arched louvred opening set in gablehead; similar paired louvred openings set in main gable behind; brackets to canopy projecting to outer right.

Cast iron rainwater goods; ogees gutter to platform canopy

The building is barely watertight and in vulnerable condition

The building was destroyed by fire in March 2003
Notes: illustration shows a single storey, large volume, rectangular shed with piended slated roof of standard design 2. It would appear to be the same size as the Blacksboat shed [D6] and has characteristic GNSR weatherboard cladding.

The station was on the Strathspey section originally known as Tamdhu siding and opened for goods traffic in 1896 and is likely to be the original building.
A record of timber frame construction in North East Scotland

| number | D 5 |
| district | Moray |
| map reference | NJ 191497 |
| frame type | stud |
| listed status | not listed |
| constructed | 1899 |

**Knockandhu Station**

Description: single storey, rectangular plan 67'5" x 14' overall as former station and tourist information office

- height to eaves: 11'10"
- height to ridge: 18' est.

Roof: rectangular piended slated roof with decorative fireclay ridge complete with finials both ends; zinc hip flashings; bitumen covered flat roof to toilet extensions at both ends; 12" eaves projection all round with decorative wooden brackets at 34" centres

Frame: stud frame on unknown base – no evidence of ventilation; 4¼" x 4¼" corner posts

Cladding: ex 6¼" x 1½" horizontal weather boarding timber with featured 10" moulded base plate all painted cream

- North elevation: 5 bays; later glass louvre windows in extreme bays; offset glazed and panelled entrance door with fan light; bipartite fixed light to south; 2 no. fixed lights to north all in typical late GNSR style with leaded panes in top
- East elevation: later glass louvre window to south; 2 fixed lights
- South elevation: 6 bays; central recessed bay with central bipartite glazed & panelled door and flanking tripartite fixed lights; flanking bays with tripartite fixed lights, central blank panel to west and all with typical late GNSR style leaded panes in top top hopper vent in west extreme bay and louvre window in east
- West elevation: 2 bays; top hopper fixed light to south, modern glass louvre to north

Cast iron and pvc rain water goods; ogee guttering on moulded fascia plate to south

Existing at date of record
Goods Shed, Blacksboat Station

Description: large volume single storey 14 bay rectangular 39'8" x 26'9" plan comprising former transit shed currently used as agricultural store

height to eaves 14' 9"
height to ridge 25' (est.)

Roof: rectangular piended slated roof on trussed rafters with 8" projecting eaves and lead ridge and batten hips

Frame: stud frame system on 14" wide ashlar stone plinth of 6 3/4" x 3" studs at 2' 9" centres with 5" x 2" elbow bracing from 6 3/4" x 6 3/4" corner posts; 5" x 2" dwangs checked to the studs at approx 4' centres and the studs are NOT spiked to the bottom plate which is bolted to stone plinth at approx 4' centres with 3/4" cast iron bolt.

Cladding: 6" x 3/4" checked horizontal weather boarding painted white

North elevation: 10'6" x 12'6" close boarded through cargo door rail side with 5'3" square opening hatch at 3' from ground.
East elevation: 2 no. 3 bay clerestorey fixed lights between studs demonstrates the modularity of this design of shed.
South elevation: 10'6" x 12'6" close boarded through cargo door rail side
West elevation: 10'6" x 12'6" close boarded cargo door on land side

Cast iron rainwater goods; ogee cast iron gutter fixed to 8" fascia board painted black

eexisting at date of record
A record of timber frame construction in North East Scotland 1999

number D 9a

district Badenoch & Strathspey

Highland

map reference NJ 127346

frame type unknown

listed status not applicable

constructed 1896

Notes: illustration is of the second station at Advie and of a bespoke design in view of the importance of the occasional Royal visitors to the nearby Tulchan Lodge owned by the Countess of Seafield.

The C shaped plan is a smaller version of the Carrbridge station and has been classified as a type 5 non standard custom design with vertical boarding on a panelled dado very like the Aberdeen suburban station cladding.
number | E 2a  
district | Moray  
map reference | NJ 255642  
frame type | possible stud  
listed status | not applicable  
constructed | 1884  

Calcots Station

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 2 standard design with flush front and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and has considerably less fenestration than the later type 4 standard designs.

The station was on the coast line from Aberdeen to Elgin and opened in 1884. It is likely that this was the original station building.
Notes:

Station: illustration shows single storey, rectangular plan with piended slated roof of a type 2 standard design with flush front and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and has considerably less fenestration than the later type 4 standard designs. Note the return on the ridge line.

The station was on the coast line from Aberdeen to Elgin and opened in 1884. It is likely that this was the original station building.

Transit shed: illustration shows a large volume, single storey, rectangular plan with gable roof of standard design and board and batten cladding and similar to the illustration of the standard 1 shed as at Nairn [A5]. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.
Notes: illustration shows a large volume, single storey, rectangular plan with pended slated roof of standard type 2 shed and is considered to be one of two of the largest sheds in the Great North estate. On the basis of the fenestration it would appear to be more than twice the length of the Blacksboat shed at 100' long. This has been confirmed by scaling the Ordnance Survey sheet. The building has characteristic weatherboarding.

The station opened originally for goods traffic in 1852 but this is of a later standard design and similar to the one at Inverurie [J13a]
Signal Box, Elgin Station

Description: 2 storey rectangular 31' x 10'9" plan with projecting entrance porch and toilet to west at first floor level comprising standard large Great North Railway signal box

height to eaves 14'3"
height to ridge 19'9"

Roof: rectangular slated gable roof with zinc ridge flashing; single brick coped upper flue to central stone stack and single plain fireclay pot; 4" coping boards; 6" boxed eaves and 8" plain barge board

Frame: balloon frame system with 6" x 3" studs at 3' centres on 6" x 4½" bottom plate on 9" x 9" coarse concrete block basecourse; 73/8" x 7½" corner posts; floor of 6½" x 2½" joists at variable 18½" centres on 6¼" x 2½" stringers on north and south elevations; 10¾" x 7¾" summer beam on 9" x 3" end beams fixed to corner posts

Cladding: 6½" x 1½" checked weather boarding

North elevation: 10 bay 6 pane vertical timber fixed lights at upper level 3 bay double 2 pane horizontal timber windows; 3 bays with bipartite fixed lights at lower level

East elevation: 3 bay 2 pane fixed lights

South elevation: weather boarding and sandstone stack only

West elevation: 2 bays with access porch offset and single 6 pane timber fixed light

Cast iron rainwater goods

The substantial summer beam appears to be in support of the signalling apparatus existing at date of record
Longmorn Station near Elgin

Description: single storey rectangular 54'8" x 13'5" plan with 6'10" x 13' 5" toilet block to north and south; main building consisted of waiting rooms and ticket office

height to eaves 10'9"
height to ridge 17' est.

Roof: rectangular, piended, slated, roof with decorative fireclay tile ridge tiles and zinc hip flashings; 3 no. coped ashlar granite stacks; flat bitumen covered roof to toilet extensions at both ends; ogee guttering on moulded bargeboard; eaves project 15" all round

Frame: stud frame on concrete scarcement; corner posts 4¼" x 4¼"

Cladding: 6½" x 1½" checked and chamfered weather boarding with featured 9" x 2½" pencil round bottom rail painted cream and brown 3½" v-jointed linings internally

North elevation: boarded up access door and offset 2 pane top vent toilet window
East elevation: 5 bays; with central panel access door and fan light with flanking double 4 pane fixed lights with decorative lay lights over and weatherboarding to outer toilet bays
South elevation: central 4 pane sash and case timber window recessed in weather board cladding
West elevation: central recessed bay with 2 no. blanked out boarded up windows; flanking outer bays with 2 no. boarded up windows; boarded up single window in extreme toilet bays; 4' coursed rubble under building at change of level to adjacent former goods yard

Cast iron rain water goods

existing at date of record
Notes: illustration shows a single storey, large volume, rectangular shed with piended slated roof of standard design 2. It would appear to be the same size as the Blacksboat shed [D6] and has characteristic GNSR weatherboard cladding.

The station opened for goods traffic in 1858 but this is of a later standard design
Dandaleith Station

Notes: illustration shows a terrace of railway workers cottages with the station building being at the extreme right hand end. The buildings are clad in characteristic weatherboarding.

This line opened in 1858 but the buildings are of a later date.
Notes: the illustration is of a narrow, tall timber engine shed of early vintage and unlike any other in this collection. It would appear to be of board and batten cladding.

Opened in 1863 Craigellachie was an important junction between the Strathspey Railway (1861) from Dufftown to Nethybridge the Dufftown and Keith Railway (1857). Despite the rural nature of the area a it had a turntable and extensive goods area as the whisky industry business was paramount.
Notes: illustration shows single storey rectangular plan with gable slated roof. This building was the inspectors' office and represents one of a variety of styles of building in this station where the Great North and Highland Railways operations came together. The building is clad in board and batten cladding uncharacteristic of the Great North system.

Opened in 1863 Craigellachie was an important junction between the Strathspey Railway (1861) from Dufftown to Nethybridge the Dufftown and Keith Railway (1857). Despite the rural nature of the area it had a turntable and extensive goods area as the whisky industry business was paramount.
<table>
<thead>
<tr>
<th>Number</th>
<th>E 17a</th>
</tr>
</thead>
<tbody>
<tr>
<td>District</td>
<td>Moray</td>
</tr>
<tr>
<td>Map Reference</td>
<td>NJ 295449</td>
</tr>
<tr>
<td>Frame Type</td>
<td>Possible Stud</td>
</tr>
<tr>
<td>Listed Status</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Constructed</td>
<td>Circa 1880</td>
</tr>
</tbody>
</table>

**Goods Shed Craigellachie Station**

Notes: illustration shows a single storey, large volume, rectangular shed with piended slated roof of standard type 2. It would appear to be the same size as the Blacksboat shed and has characteristic GNSR weatherboard cladding.

The station opened originally for goods traffic in 1863 but this is of a later standard design.
Goods Shed, Carron Station

Notes: illustration shows a large volume, single storey, rectangular plan with gable roof of standard design and board and batten cladding and similar to the illustration of the standard type 1 shed as at Nairn [A5]. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station opened originally for goods traffic in 1863 but this is of a later standard design.
Portgordon Station

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 3 standard design with recessed front and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and is identical to the extant Cornhill [H9] and Kennethmont stations [H23].

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
Spey Bay Station

Description: single storey, rectangular C plan 67' 10" long (main building) with 7'6" toilet at east end x 21'3" wide comprising pigeon loft and domestic store

height to eaves 10' 8"
height to ridge 18' est.

Roof: rectangular slated piended roof with 3 dressed coping sandstone stone flues with plain fluted pots to east and central stack; plain to west; zinc ridge and hip flashings

Frame: 6" stud frame on concrete scarcement

Cladding: ex 6½" x 1½" checked weather boarding; featured 9" x 2½" bottom rail; remains of 3½" v-jointed linings internally

North elevation: 6 no. boarded up window openings to east; 2 no. original 6 pane timber windows; 2 no. recent up and over garage doors
East elevation: much altered former toilet block with Perspex clad openings and missing access door
South elevation: central single leaf access door in recess with flanking 2 no. derelict 4 pane fixed lights with top hopper vents to west and similar to east
West elevation: timber weatherboarding only

Remains of original cast iron rainwater goods

The building is in a derelict condition.

Platform side was originally open as Portgordon Station

existing at date of record
number F 5a

district Moray

map reference NJ 355652

frame type probable stud

listed status not applicable

constructed circa 1886

Goods Shed, Spey Bay Station

Notes: illustration shows a large volume, single storey, rectangular plan with gable roof of standard design and board and batten cladding and similar to the illustration of the standard type 1 shed as at Nairn [A5]. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station opened for goods traffic in 1886. It is likely that this was the original building.
A record of timber frame construction in North East Scotland 1999

number F 6a
district Moray
map reference NJ 335640
frame type possible stud
listed status not applicable
constructed circa 1886

Garmouth Station

Notes: illustration shows single storey rectangular plan with piended slated roof. of a type 2 standard design with flush fronted and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and has considerably less fenestration than the later type 4 standard designs.

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
A record of timber frame construction in North East Scotland

| number | F 20a |
| district | Moray |
| map reference | NJ 401535 |
| frame type | unknown |
| listed status | not applicable |
| constructed | circa 1899 |

Notes: according to Burgess & Kinghorn in *Moray Coast Railways*, Aultmore was a standard Highland Railway station as at Rathven [G22a]
Drummuir Station

Notes: Illustration shows single storey, rectangular plan with piended slated roof of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn stations [E12] and is classified as a Type 4 later elaborated standard design with larger flush fronted screen and external flat roofed toilet blocks.

The station was on the Aberdeen to Elgin line which was opened in 1862. This building is of later design.
<table>
<thead>
<tr>
<th>number</th>
<th>F 22a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 322415</td>
</tr>
<tr>
<td>frame type</td>
<td>probable stud</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>unknown</td>
</tr>
</tbody>
</table>

**Goods Shed, Dufftown Station**

Notes: illustration shows a single storey large volume rectangular shed with piended slated roof. On the basis of the fenestration it would appear to be larger than the Blacksboat shed and estimated at 60' long. The building has characteristic weatherboarding.

The station opened for goods traffic in 1862 but this is of a later standard design.
Notes: illustration shows a single storey, large volume, rectangular shed with piended slated roof. On the basis of the fenestration it would appear to be larger than the Blacksboat shed and estimated at 60' long. The building has characteristic weatherboarding.

The station opened for goods traffic in 1886 and may be part of the original buildings.
A record of timber frame construction in North East Scotland

number: F 33a
district: Marr Aberdeenshire
map reference: NO 368960
frame type: unknown
listed status: not applicable
constructed: unknown

Notes: other than this part photograph there is no firm evidence of the construction of this shed which is shown on the OS station plan to be extensive and the illustration of the carriage shed at Banchory (below) is provided as possible clarification. However the Banchory shed may be an early Atcost concrete frame.
Ballater Station

Description: single storey irregular rectilinear plan 186' long overall x variable width of 21' 6" east end and 40' west end – later extension consisting of waiting room, offices and toilets various offices for Local Authority and commercial premises, restaurant and tourist shop

height to eaves 9' east end 12' 6" west end
height to ridge generally 18' but 22' 9" maximum

Roof: rectangular slated gabled roof roof with 3 dressed brick flues with fluted chimney pots zinc ridge flashings; composite barge board projecting 1'2" overhanging eaves to verandah with exposed rafter ends

Frame: post hole frame of generally 6" x 6½" posts at variable centres with intermediate studs on interrupted sills on stone rubble and lime scarcement; 4" x 2" stud frame at later west end extension on brick scarcement braced frame on sole plate ;corner posts 4¾" x 4¼" variable on gable and flank walls

Cladding: generally 6" x ¾" boarding and 11/8" x ½" half round battens to north elevation and 6" x ¼" to 1" checked weatherboarding south elevation painted white

North elevation: 1 no. 4' x 3' sash and case window and 2 no. 2' x 4' casement windows
East elevation: 1 no. 4' x 3' sash and case window 3' x 4' roughcast panel to former chimney closed at eaves
South elevation: blank gable
West elevation: central single leaf access door, 4 no. 3' x 4' 4 pane fixed lights with top hopper vent

Pvc rainwater goods

The building was extended in 1896

existing at date of record
Illustration of inside north wall (east) indicating repairs to post hole frame

Ballater Station sheet 2

Illustration of inside north wall (east) indicating repairs to post hole frame

Illustration of inside north wall (west) indicating repairs to stud frame of later extension
Ballater Station sheet 3

Illustration of post hole prior to repair

Illustration of bottom rail of stud frame laid directly on rough stone scarcement
A record of timber frame construction in North East Scotland 1999

<table>
<thead>
<tr>
<th>number</th>
<th>G 2a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 486684</td>
</tr>
<tr>
<td>frame type</td>
<td>probable stud</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1886</td>
</tr>
</tbody>
</table>

Portknockie Station

Notes: illustration shows single storey, rectangular plan with piended slated roof. of a type 2 standard design with flush front and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and has considerably less fenestration than the later type 4 standard designs.

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
Findochty Station

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 2 standard design with flush fronted; external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and has considerably less fenestration than the later type 4 standard designs.

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
Notes: the Ordnance Survey plan of the station illustrates a rectangular shed similar in size to Spey Bay [F5a] and personal memories recall a gabled weatherboard clad building.
Portessie Station

Notes: illustration shows single storey rectangular plan with piended slated roof of a type 2 standard design with flush fronted; external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and has considerably less fenestration than the later type 4 standard designs.

The station was on the Moray coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.

The original building had an open front to the platform and similar to J12a, the original Inverurie Station.
number: G 17a

district: Moray

map reference: NJ 429658

frame type: probable stud

listed status: not applicable

constructed: circa 1886

Goods Shed, Buckie Station

Notes: illustration shows a single storey, large volume, rectangular shed with piended slated roof. On the basis of the fenestration it would appear to be twice the length of the Blacksboat shed at 80' long and maybe the same size as the Elgin shed [E8a]. The building has characteristic weatherboarding. Additional research with the Ordnance Survey maps indicate that the shed is 90' long compared with the Elgin shed at 100'

The station opened originally for goods traffic in 1886 and this may be the original building.
### Buckie Station, Highland Railway

| number | G 20a |
| district | Moray |
| map reference | NJ 428653 (original location) |
| frame type | post & rail or derivative |
| listed status | not applicable |
| constructed | circa 1884 |

Notes: illustration shows single storey rectangular C plan with gabled slated roof in the extreme bays. This was the largest station on the Highland line. The board and batten cladding suggests a post and rail or post and dwang frame see Burghead station [D3a]

The station was originally sited in the centre of town on the Buckie branch of the Keith to Inverness line which opened in 1884 and is likely to be the date of this building.

As can be seen from the illustration the building was subsequently moved and used by the Strathlene Golf club from the 1920s but has since been demolished.
<table>
<thead>
<tr>
<th>number</th>
<th>G 22a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 440645</td>
</tr>
<tr>
<td>frame type</td>
<td>possible post &amp; rail or derivative</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1884</td>
</tr>
</tbody>
</table>

Rathven Station, Highland Railway

Notes: illustration shows what is regarded as a standard Highland Railway station of single storey L shaped plan with slated gable roof and decorative finials but differs from Burghead [D3a] and the Buckie station (Strathlene Golf Club) [G20a] in that the 5 bay canopy is not integral with the dual pitch roof. The cladding is characteristic board and batten.

The station was on Buckie branch of the Keith to Inverness line which opened in 1884 and is likely to be the date of this building.
<table>
<thead>
<tr>
<th>number</th>
<th>G 26a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 410609</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1884</td>
</tr>
</tbody>
</table>

### Enzie Station

Notes: illustration shows what is regarded as a standard Highland Railway station single storey L shaped plan with slated gable roof and is similar to Rathven [G 22a] in that the 5 bay canopy is not integral with the dual pitch roof. The cladding is characteristic board and batten.

The station was on the Buckie branch of the Keith to Inverness line which opened in 1884 and is likely to be the date of this building.
number | G 27a
-- | --
district | Moray
map reference | NJ 466678
frame type | unknown
listed status | not applicable
constructed | unknown

Notes: illustration shows a large volume, single storey, rectangular plan with gable roof and similar to the illustration of the standard 1 shed as at Nairn [A5]. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station was on the main Aberdeen to Elgin line but the date of the opening for goods traffic is not known.
<table>
<thead>
<tr>
<th>number</th>
<th>G 28a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 430516</td>
</tr>
<tr>
<td>frame type</td>
<td>stone building</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>unknown</td>
</tr>
</tbody>
</table>

**Goods Shed, Keith Joint Station**

Notes: this was erroneously identified as a framed building at an early stage of the survey but subsequently proved to be a stone building.
number: G 29a

district: Moray

map reference: NJ 429508

frame type: probable stud frame

listed status: not applicable

constructed: circa 1890

Town Station, Keith

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 4 later elaborated standard design with larger flush entrance glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn Stations [E12]

The station was on the Aberdeen to Elgin line which was opened in 1862. This building is of later design

During the period of the survey a replica of the upper building has been erected but is of concrete block construction with weatherboard cladding.
<table>
<thead>
<tr>
<th>number</th>
<th>G 35a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Marr Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 776218</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1866</td>
</tr>
</tbody>
</table>

**Goods Shed, Dinnet Station**

Notes: illustration shows a large volume, single storey, rectangular plan with gable. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station opened for goods traffic in 1866 but it is unlikely that this is the original building.
number H 2a
district Moray
map reference NJ 514673
frame type unknown
listed status not applicable
constructed circa 1886

Goods Shed, Cullen Station

Notes: illustration shows a large volume, single storey, rectangular plan with gable roof. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
number          H 3a

district        Moray

map reference   NJ 514673

frame type      probable stud frame

listed status   not applicable

constructed    circa 1886

Cullen Station

Notes: illustration shows single storey, rectangular plan with gabled and transverse gabled slated roof of a type 5 non standard custom design and similar to Portsoy station [H4a]. The cladding is characteristic weatherboarding and the design lacks the elaboration of the later type 4 design.

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
number: H 4a

district: Moray

map reference: NJ 590658

frame type: unknown

listed status: not applicable

constructed: circa 1886

Goods Shed, Portsoy Station

Notes: illustration shows a large volume, single storey, rectangular plan with gable roof. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
Portsoy Station

Notes: illustration shows single storey, rectangular plan with gabled and transverse gabled slated roof of a type 5 non standard custom design and similar to Cullen Station [H3a]. The cladding is characteristic weatherboarding and the design lacks the elaboration of the later type 4 design.

The station was the second location on the coast line from Aberdeen to Elgin and opened in 1886.

The building is presently used as a Scout hut.
Glassaugh Station

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 2 standard design with flush front and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and has considerably less fenestration than the later type 4 standard designs. Note the return on the ridge line.

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 2 standard design with flush front as Portessie but without the external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and has considerably less fenestration than the later type 4 standard designs. Note the return on the ridge line and the later solid infill panel at the entrance.

The station was on the coast line from Aberdeen to Elgin and opened in 1886. It is likely that this was the original station building.
Notes: illustration shows single storey, large volume, rectangular plan with 5 parallel gable slated roofs with projecting eaves and is classified as a type 5 non standard custom design. The cladding is vertical t&g boarding above a weatherboarding dado.

The station was on the Moray coast line between Aberdeen and Elgin which opened in 1859 but this building is of a later design.
Cornhill Station

Description: single storey rectangular C plan 50'4 1/2" x 16' 6" with 12' x 7'6" toilet block to north; main building consisted of waiting rooms and ticket office under reconstruction as dwelling house at time of survey

height to eaves 11'
height to ridge 15'

Roof: rectangular slated piended roof with 3 dressed brick stone flues with plain chimney pots; 5' x 2" trussed rafters at 2'6" centres; lead ridge & hip flashings

Frame: stud frame on stone scarcement, 4 1/2" x 2" posts at 2'6" centres with dwangs at 1' 9 1/4" centres; studs nailed to 4 1/2" x 3 1/2" bottom plate and 4" x 3 1/2" head plate. Corner posts 4 1/4" x 4 1/4", variable on gable and flank walls

Cladding: ex 6 1/2" x 1 1/2" checked horizontal weatherboarding timber with featured 9" x 2 1/2" bottom rail; 3 1/2" v-jointed linings internally

North elevation: 1 no. 4' x 3' sash and case window and 2 no. 2' x 4' casement
East elevation: 1 no. 4' x 3' sash and case window; roughcast panel to former chimney closed at eaves
South elevation: blank gable
West elevation: central single leaf access door, 4 no. 3' x 4' 4 pane fixed lights with top hopper vent

Pvc rainwater goods

The building is a type 3 standard design and is presently being converted to a private house

Particularly interesting holding down details of trapezoidal 9" x 5 1/4" block under bottom rail and concreted into stone base course

existing at date of record
<table>
<thead>
<tr>
<th>number</th>
<th>H 10</th>
</tr>
</thead>
</table>
| district | Banff & Buchan  
Aberdeenshire |
| map reference | NJ 580589 |
| frame type | post & rail |
| listed status | not listed |
| constructed | circa 1860 |

Cornhill Goods Shed

Description: single storey rectangular plan consisting of office and 2 stores 40'6" x 22'4" with floor level at 2' above ground level

- height to eaves: 8' 10"
- height to ridge: 16'

Roof: rectangular slated gabled roof with brick chimney with stone cope at west gable 8" x 6" projecting barge boards at west and east gables; roof trusses comprise 6" x 2½" collar with 6" sarking boards Note 2" x ½" reinds planted between sarking boards

Frame: post and rails fixed to brick scantment posts 4" x 2½" at 20 -21" variable centres 6" x 3" top rail

Cladding: vertical corrugated iron sheeting painted green

North elevation: 2 no. 4 pane sash and case windows and 1 no. 2 pane casement, corrugated clad extension with double timber access door
East elevation: 1 no. 4 pane sash and case window roughcast panel to former chimney closed at eaves
South elevation: double 2 pane sash and case windows, single top vent to kitchen, 1 no. 4 pane top hopper vent, single access door
West elevation: access door, double 2 pane sash and case windows, 1 no. 2 pane sash and case window, 2 pane top hopper vents and 2 fixed lights

Pvc rainwater goods

existing at date of record
Knock Station

<table>
<thead>
<tr>
<th>number</th>
<th>H 13a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Banff &amp; Buchan Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 546530</td>
</tr>
<tr>
<td>frame type</td>
<td>probable stud</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1890</td>
</tr>
</tbody>
</table>

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn Stations [E12]

The station was on the Aberdeen to Elgin line which was opened in 1862. This building is of later design.
<table>
<thead>
<tr>
<th>number</th>
<th>H 15a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Banff &amp; Buchan Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 504497</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1898</td>
</tr>
</tbody>
</table>

Notes: illustration shows single storey narrow rectangular plan with extensive canopy roof and is classified as a type 5 non standard custom design and similar to Ellon station [L10a]. The cladding is vertical t&g boarding above a weatherboarding dado.

The station was on the junction of the Aberdeen to Elgin line and the Moray Coast line and opened in 1898 and this is likely to be the original building.
Goods Shed, Rothiemay Station

Notes: illustration shows a single storey, large volume, rectangular shed with piended slated roof. It would appear to be the same size as the Blacksboat shed. The building has characteristic weatherboarding.

The station was on the main Aberdeen to Elgin line and originally opened for goods traffic in 1856 but this building is of a later design.
A record of timber frame construction in North East Scotland

number  H 17a

district  Banff & Buchan
     Aberdeenshire

map reference  NJ 531460

frame type  stud

listed status  not applicable

constructed  circa 1890

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn Stations [E12]

The station was on the main Aberdeen to Elgin line and originally opened in 1856 but this building is of a later design.
Notes: illustration shows single storey rectangular plan with piended slated roof, timber finials at both ends and central dressed rubble stack. The building has the characteristic weatherboarding cladding but with a different fenestration pattern from the standard design and sits on a noticeably substantial dressed rubble base.

The station is on the main line from Aberdeen to Elgin and was the original terminus in 1854. The illustration is of a later building and is characterised as a type 5 non standard custom design.

Huntly station was completely redeveloped between the time of taking the initial photographs and scheduling the survey.
A record of timber frame construction in North East Scotland

number  H 20

district  Marr Aberdeenshire

map reference  NJ 535396

frame type  probable stud

listed status  not listed

constructed  unknown

Notes: illustration shows single storey rectangular plan with piended slated roof, without timber finials and central stack. The building has the characteristic weatherboarding cladding although the shelter panel in forefront is of board and batten cladding. A dual pitch profile metal 6 bay canopy on substantial timber columns protects the platform. The station is classified as a type 5 non standard custom design.

Huntly station was completely redeveloped between the time of taking the initial photographs and scheduling the survey.

The station is on the coast line from Aberdeen to Elgin and was the original terminus from Aberdeen in 1854.

existing at date of record
Kennethmont Station

Description: single storey rectangular C plan 50' 7" x 16' with 16' x 10' toilet block to north; main building consisted of waiting rooms and ticket office under reconstruction as dwelling house at time of survey

height to eaves 11'
hight to ridge 15'

Roof: rectangular slated piended roof with 3 dressed stone flues with damaged chimney pots 5" x 2" trussed rafters at 2'6" centres lead/zinc ridge & hip flashings

Frame: stud frame on stone scarcement, 4½" x 2" posts at 2'6" centres with dwangs at 1'9½" centres; studs nailed to 4½" x 3½" bottom plate and 4" x 3½" head plate; corner posts 4½" x 4½" variable on gable and flank walls

Cladding: ex 6½" x 1½" horizontal weatherboarding with featured 9" x 2½" bottom rail; 3½" v-jointed linings internally

North elevation: central bipartite glazed and panelled entrance door and flanking bipartite 3 pane windows in recess; 2 no. 3 pane single windows partially boarded in each of advanced bays
East elevation: central close boarded access door and boarded up window to former toilet block
South elevation: 6 no. boarded up windows
West elevation: central close boarded access door and boarded up window to former toilet block

Cast iron rainwater goods; ogee guttering

Particularly interesting holding down details of trapezoidal 9" x 5¾" block concreted into scarcement as Cornhill [H9]

The station is a type 3 standard design.
Description: two storey, 14'3" x 12'2" rectangular plan comprising standard Great North of Scotland Railway Company signal box to a Railway Signalling Company design

height to eaves 12'6"
height to ridge 22' est.

Roof: rectangular slated piended roof with zinc hip and ridge flashings; 8" projecting barge boards all round

Frame: 6" x 2" stud frame at variable centres with diagonal bracing full height to upper level window sill

Cladding: 6½" x 1½" checked weatherboarding

North elevation: weatherboard cladding only
East elevation: weatherboard cladding only with 2 bay, 4 pane sliding and fixed lights to 1st floor
South elevation: 6 bays at 1st floor level; 4 pane sliding and fixed lights to 1st floor; central 4 pane fixed lights to lower floor
West elevation: 2 bays; central advanced flat roof access porch with timber staircase; 2 bay 4 pane timber fixed lights to south; central close boarded access door at ground floor

Cast iron rainwater goods

The box has been extended and re-clad during 2002.
A record of timber frame construction in North East Scotland 1999

number H 33a
district Marr Aberdeenshire
map reference NJ 530986
frame type unknown
listed status not applicable
constructed circa 1860

Aboyne Station (Original)

Notes: this poor illustration shows the original Aboyne station with the overall canopy as at Aberdeen Guild Street, Fraserburgh and not unlike the later Macduff design.

The station was built by the Deeside Railway Company, opened in 1859 and subsequently replaced with an elaborate stone structure which is still in existence.
<table>
<thead>
<tr>
<th>number</th>
<th>11a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Banff &amp; Buchan Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 651636</td>
</tr>
<tr>
<td>frame type</td>
<td>probable stud</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1880</td>
</tr>
</tbody>
</table>

Notes: illustration shows single storey rectangular plan with piended slated roof. The building is the narrowest of the standard designs and is classified as a type 1. As can be seen from the photograph it has neither protected recess and only a simple metal flue pipe. The cladding is characteristic weatherboarding.

The station was on the Banff branch line Aberdeen to Elgin line and originally opened in 1859 but this building is of a later design.
Goods Shed, Banff

Notes: illustration shows a large volume, single storey, rectangular plan with piended slated roof of standard design with board and batten cladding. The lightness of colour would tend to indicate that it had a paint rather than creosoted finish as the Broomhill shed.

The station was on the Banff branch line from Tillynaught to Banff harbour and opened in 1860. It is unlikely that this was the original building.
<table>
<thead>
<tr>
<th>number</th>
<th>13</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Banff &amp; Buchan Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 696638</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not listed</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1875</td>
</tr>
</tbody>
</table>

**Notes:** illustration shows single storey, cross plan with gabled slated roof of a type 5 non standard custom design. The building has the un-characteristic board and batten cladding (see below) and without the decorative elements of the later type 4.

The station was on the Macduff section of the Aberdeen to Elgin line which was opened in 1872. It is possible that this is the original building.

The building has been converted to a dwelling house and is much altered.

South elevation showing details of the board and batten cladding

---

existing at date of record
Oyne Station

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 3 standard design with recessed front and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and is identical to the extant Cornhill [H9] and Kennethmont stations [H23]

The station was on the main Aberdeen to Elgin line and originally opened in 1854. Oyne was the initial starting point of construction for the Great North of Scotland Railway system. This building is of later design.
A record of timber frame construction in North East Scotland

number I 16a

district Garioch Aberdeenshire

map reference NJ 686142

frame type probable stud

listed status not applicable

constructed unknown

Monymusk Station

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 3 standard design with recessed front and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding and is identical to the extant Cornhill [H9] and Kennethmont stations [H23]

The station was on the Kintore to Alford branch line and originally opened in 1859. This building is of later design.
A record of timber frame construction in North East Scotland 1999

Whitehouse Station

<table>
<thead>
<tr>
<th>number</th>
<th>I 17a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Marr Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 618152</td>
</tr>
<tr>
<td>frame type</td>
<td>probable stud</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1890</td>
</tr>
</tbody>
</table>

Notes: illustration shows single storey, rectangular plan with piended slated roof of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn Stations [E12]

The station was on the Aberdeen to Alford line which was opened in 1859 but this building is of later design.
A record of timber frame construction in North East Scotland

number J 2a
district Banff & Buchan
Aberdeenshire
map reference NJ 718579
frame type post & rail or derivative
listed status not applicable
constructed not known

King Edward Station by Macduff

Notes: illustration shows single storey rectangular plan with gable slated roof and partially open shelter with flanking arched windows to the platform. The building is a type 5 non standard custom design and appears unique in the GNSR. The building has the un-characteristic board and batten cladding.

The station was on the Aberdeen to Macduff line and the station opened for passenger traffic in 1860. The date of the building is uncertain.
Goods Shed, Turriff Station

Notes: illustration shows a large volume, single storey, rectangular plan with piended slated roof of standard type 2 shed. On the basis of the length of ridge it would appear to be of the size of the Lossiemouth shed [E1a] estimated at 80' long. The building has characteristic weatherboard cladding.

The station opened for goods traffic in 1857 but this is of a later standard design.
A record of timber frame construction in North East Scotland

number J 4a
district Formartine Aberdeenshire
map reference NJ 724493
frame type unknown
listed status not applicable
constructed not known

Turriff Station

Notes: illustration shows 2 narrow rectangular plan buildings either side of the track with elaborate awnings supported on timber columns and which were originally linked across the tracks to provide protection for a level crossing (see photo below). One is of brick construction and the other displays board and rectangular batten cladding and is classified as a type 5 non standard custom design.

The station was on the Aberdeen to Macduff line and originally opened in 1857 but the date of these buildings is uncertain.
Goods Shed, Rothienorman Station

Notes: illustration shows a large volume, single storey, rectangular plan with piended roof of standard type 1 shed. The cladding has a vertical emphasis but it is not possible to be definitive about a board and batten cladding or corrugated iron sheeting.

The station was on the main Aberdeen to Elgin line and opened for goods traffic in 1856. It is unlikely that this was the original building.
number J 10
district Garioch Aberdeenshire
map reference NJ 723256
frame type stud
listed status not listed
constructed unknown

Former Pitcaple Station

Description: single storey rectangular 49' x 12' plan with toilet block to west comprising craft studio and shop

height to eaves 11' east 8' west
height to ridge monopitch roof

Roof: rectangular monopitch batten lead roof with brick chimney stack with fluted pot at west end; 12" composite eaves

Frame: stud frame on smooth cement render plinth; 4" x 4" exposed corner posts

Cladding: 6½" x ¾" rectangular lapped weatherboarding painted green; fixings variable 12 - 15" horizontally, 1 nail per board vertically; v-jointed linings internally

North elevation: central bipartite 6 pane timber window with 4" facings
East elevation: central bipartite panelled access door with fanlight; flanking tripartite 3 pane timber fixed lights with 4" reeded and moulded facings
South elevation: bipartite door in glazed screen between dado and eaves
West elevation: exposed brick stack; central close boarded access door in later light framed porch; 2 pane fixed light; 2 pane window to toilet with 4" facings painted white

Cast iron rainwater goods including ogee gutter

This is a former railway station classified as a type 5 non standard custom design.

existing at date of record
Inverurie Station (Original)

Notes: illustration is of a single storey monopitch shelter of characteristic weatherboard cladding but with a gabled roof board and batten clad building to the rear.

The station was on the original section of the Kittybrewster to Huntly line opened in 1854 and is likely to be the original building.
Notes: illustration shows a single storey large volume rectangular shed with piended slated roof and is considered to be one of two of the largest sheds in the Great North estate. According to the 1/2500 scale station plan, the building appears to be 100' x 27'. The building has characteristic weatherboarding.

The station opened originally for goods traffic in 1854 but this is of a later standard design and similar to the one at Elgin [E8a] and Buckie [G17a]

The illustration is of the building in a parlous condition and prior to its demolition.
Kemnay Station

Notes: illustration shows a rectangular plan with flanking gables and the unusual use of decorative timber pilasters at the jambs of the glazing. The later signature upper glazing panel is evident. Cladding appears to be vertical boarding on a panelled dado with diagonal boarding on the gables. Whilst not unlike Advie [D9a] this building is particularly unusual in the use of glazing panels being returned from the main to flanking elevation and is classified as a type 5 non standard custom design.

The station was on the Kintore to Alford branch line which opened in 1859 but this is clearly of a later design.
number: J 18a

district: Marr Aberdeenshire

map reference: NO 704956

frame type: unknown

listed status: not applicable

constructed: circa 1860

---

Notes: illustration shows a unique design featuring a one and a half storey central gabled pavilion with flanking barrel gable extensions. The cladding appears to be vertical boarding.

The station was on the Aberdeen to Aboyne line built in 1853 by the Deeside Railway Company and was demolished in 1902 to be replaced by a stone building to the west.
Description: single storey large volume rectangular plan 81'2" long x 31' wide built on 4' high brick/concrete plinth to provide loading height with through and through loading doors on track side. Small office in north west corner.

height to eaves 14'
height to ridge 25'8"

Roof: rectangular slated gabled roof of purlins and composite king post trusses with composite (shoulder) bracing; projecting canopy over 5 bays to west over loading area; timber glazed lights at ridge; zinc ridge flashing; projecting eaves and gable with 10" boards

Frame: post and beam with infill stud frames. The posts are 7" x 5¾" with 5¼" x 2" studs at approx 2' centres and the frame is braced with 5" x 2¾" diagonal cross bracing; dwangs at half panel height; posts and framing fixed to 7" x 3" sole plate fixed concrete scarcement track side, brick scarcement land side.

Cladding: 5¾" x 3/8" horizontal checked weatherboarding on braced frame; unlike Stonehaven the cladding panels are NOT checked into posts.

North elevation: 13'6" x 12' v-jointed single sliding timber freight door on rail side and 2'3" personnel door external steps missing

East elevation: horizontal cladding only

South elevation: 13'6" x 12' v-jointed single sliding timber freight door on rail side and 2'3" personnel door external steps missing

West elevation: 2 no. double 9'9" x 10' braced and ledged v-jointed sliding cargo doors under canopy projecting 8'6" over 6 bays.

The building was built by the Aberdeen Railway company or successors.

existing at date of record
number: K 10a

district: City of Aberdeen

map reference: NJ 884128

frame type: unknown

listed status: not applicable

constructed: circa 1890

Notes: illustration shows extreme right building as a single storey, rectangular plan with slated piended roof of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn stations [E12].

The station is on the main Aberdeen to Inverness line and originally opened in 1861. The central stone building is the original station.

Illustration of later building
West Cults Station

Notes: this station was opened in 1894 at the same time as Pitfodels [L38] but it is not clear which design was used.
A record of timber frame construction in North East Scotland

number K 14a

district City of Aberdeen

map reference NJ 883023

frame type probable stud

listed status not applicable

constructed circa 1897

Notes: illustration shows single storey, rectangular plan with slated piended roof of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, and finials but zinc ridge flashing rather than decorative ridge tiles.

The building was on the original Deeside Railway from Aberdeen to Aboyne which opened in 1853 but this is of a later design.
number | K 17a  
district | City of Aberdeen  
map reference | NJ 858012  
frame type | probable stud  
listed status | not applicable  
constructed | circa 1890  

Milltimber Station

Notes: illustration shows single storey, rectangular plan with slated piended roof of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, and finials but zinc ridge flashing rather than decorative ridge tiles.

The building was on the original Deeside Railway from Aberdeen to Aboyne which opened in 1853 but this is of a later design.
<table>
<thead>
<tr>
<th>number</th>
<th>K 18a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>City of Aberdeen</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 841004</td>
</tr>
<tr>
<td>frame type</td>
<td>probable stud</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1890</td>
</tr>
</tbody>
</table>

Notes: illustration shows single storey, C plan with slated piended roof and with the recessed glazed screen is a larger version of Cornhill station [H9] and as such is classified as a type 3.1. The cladding is the characteristic GNSR weatherboarding which suggests a stud frame. See also the former Cults station [L37] in commercial buildings.

The building was on the original Deeside Railway from Aberdeen to Aboyne which opened in 1853 but this is of a later design.
Inverbervie Station

Notes: illustration shows a standard single storey, large volume, piended roofed transit shed (on the left). The covered gabled structure is the passenger station not unlike Aboyne, Fraserburgh and Aberdeen Guild Street.

The station was on the Caledonian Railway system which opened in 1850 and may be the original building.
number | L 3a
---|---
district | Banff & Buchan Aberdeenshire
map reference | NJ 889144
frame type | unknown
listed status | not applicable
constructed | circa 1865

Notes: illustration shows the original Fraserburgh station and shows the overall canopy as at Aboyne, Aberdeen and not unlike the later Macduff design with piended goods shed behind and to the right. The twin track brick engine shed is in the front left of the photograph.

The station was the terminus on the Aberdeen to Fraserburgh line and opened in 1865.
Goods Shed, Maud

Notes: illustration shows a large volume single storey rectangular plan with piended roof of standard design. The central bipartite sliding door is a variation from the standard design. The cladding appears to be vertical board and batten.

The station was on the Aberdeen to Fraserburgh line which opened in 1861 and this may be the original building.
number L 10a

district Formartine
Aberdeenshire

map reference NJ 949308

frame type unknown

listed status not applicable

constructed circa 1897

Notes: illustration shows single storey narrow rectangular plan with extensive canopy roof and is classified as a type 5 non standard custom design. The cladding is vertical t&g boarding above a weatherboarded dado.

The station was on the main Aberdeen to Fraserburgh line and built when branch opened in 1897.
Persley Station

Notes: illustration shows single storey rectangular plan with slated gabled roof complete with decorative gable frame and bracketed canopy and classified as type 5 non standard custom design. The cladding appears to be vertical boarding with considerable decorative detail.

The station was on the main line between Aberdeen and Elgin and opened in 1903, it is likely this is the original building.
number | L14a
---|---
district | City of Aberdeen
map reference | NJ 894110
frame type | unknown
listed status | not applicable
constructed | circa 1887

Notes: illustration shows single storey rectangular plan with slated piended roof. The building is the narrowest of the standard designs and is classified as a variation of type 1 with a gable rather than piended roof. As can be seen from the photograph it has no protected recess. The cladding is uncharacteristic board and batten.

The station was on the main Aberdeen to Elgin line and originally opened in 1887 and is likely to be the original building.
number L 15a

district City of Aberdeen

map reference NJ 899096

frame type unknown

listed status not applicable

constructed circa 1890

Bucksburn Station

Notes: illustration shows an elaborate, single storey, double cross, rectangular plan with transverse pended slated roof classified as a type 5 non standard custom design. However it is similar to Boddam and apart from the roof structure it not unlike Cullen and Portsoy stations. The cladding is vertical boarding on a panelled dado to the platform side and weatherboarding on the gable end.

The station was on the Aberdeen to Elgin Line and opened in 1854. The building illustrated is of a later design.
Notes: illustration shows single storey rectangular plan with piended slated roof. It is classified as a type 4.1 on the basis of its similarity to the later elaborate standard design although with an offset entrance door but complete with standard features of decorative ridge tiles and finials of the later design. Vertical t&g boarding and decorative dado panel as in Cairnie Junction. Note the elaborated glazing details on the north elevation is the same as Knockandhu [D5]

The station was on the main line between Aberdeen and Elgin and although the station was originally opened in 1858 this is a later building.
Kittybrewster Station

Notes: illustration shows a single storey, narrow, gabled roofed pavilion with elaborate 9 bay canopy and is classified as a type 5 non standard custom design. The cladding appears to be the vertical t&g boarding above a weatherboarding dado as was the standard on the Aberdeen suburban line and similar to Ellon [L10a]

The station was on the main Aberdeen to Elgin line and, although Kittybrewster was the starting point in 1854 prior to the construction of the Aberdeen Joint station, this is of a later design.
A record of timber frame construction in North East Scotland

number | L 28a
---|---
district | City of Aberdeen
map reference | NJ 953058
frame type | unknown
listed status | not applicable
constructed | circa 1867

Aberdeen Station 1856-60

Notes: illustration shows the original Aberdeen Guild Street Station and shows the overall canopy as at Aboyne, Fraserburgh and not unlike the later Macduff design.
Pitfodels Station, Aberdeen

Notes: illustration shows single storey, rectangular plan with slated pinded roof of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn Stations [E12]

The station was on the Aberdeen to Ballater line which was opened in 1894 and is likely to be the original building.

The owners declined to give permission for a full detailed survey.
number: M2a

district: Banff & Buchan Aberdeenshire

map reference: NK 041651

frame type: unknown

listed status: not applicable

constructed: circa 1903

Cairnbulg Station

Notes: illustration shows single storey rectangular plan with slated piended roof of a type 2 standard design with flush fronted and external flat roofed toilet blocks. The building has the uncharacteristic board and batten cladding and has considerably less fenestration than the later type 4 standard designs.

The station was on the St Combs branch on the Aberdeen to Fraserburgh line which was opened in 1903.
A record of timber frame construction in North East Scotland

<table>
<thead>
<tr>
<th>number</th>
<th>M 3a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Banff &amp; Buchan</td>
</tr>
<tr>
<td></td>
<td>Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NK 053630</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1903</td>
</tr>
</tbody>
</table>

St Combs Station

Notes: illustration shows single storey rectangular plan with piended slated roof of a type 2 standard design with flush fronted and external flat roofed toilet blocks. The building has uncharacteristic board and batten cladding and has considerably less fenestration than the later type 4 standard designs.

The station was on the St Combs branch on the Aberdeen to Fraserburgh line which was opened in 1903.
<table>
<thead>
<tr>
<th>number</th>
<th>M 4a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Banff &amp; Buchan Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NK 053368</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>1897</td>
</tr>
</tbody>
</table>

**Hatton Station**

Notes: illustration shows a single storey, narrow, piended roofed pavilion with elaborate 7 bay canopy and is classified as a type 5 non standard custom design. The cladding appears to be the vertical t&g boarding above a weatherboarding dado as was the standard on the Aberdeen suburban line and similar to Ellon [L10a]

The station was on the main Aberdeen to Elgin line and although Kittybrewester was the starting point in 1854 and prior to the construction of the Aberdeen Joint station, this is of a later design.

The station was on the Cruden branch of the Aberdeen to Fraserburgh line which was opened in 1897
number M 5

district Banff & Buchan Aberdeenshire

map reference NK 058368

frame type probable stud

listed status not applicable

constructed 1897

Goods Shed, Hatton

Notes: illustration shows single storey, rectangular plan with slated piended roof. of a type 4 later elaborated standard design with larger flush fronted glazed screen and external flat roofed toilet blocks. The building has the characteristic weatherboard cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn Stations [E12]

The station was on the Cruden branch of the Aberdeen to Fraserburgh line which was opened in 1897.
A record of timber frame construction in North East Scotland

number  M 5

district  Banff & Buchan
Aberdeenshire

map reference  NK 083366

frame type  unknown

listed status  not listed

constructed  circa 1897

Cruden Bay Station

Description: single storey, large volume, 40' x 29'10" rectangular plan transit shed

height to eaves  14' 6"
height to ridge  25' (est.)

Roof: rectangular slated piended roof; fireclay ridge and hip tiles; 6" projecting eaves:

Frame: stud frame of 7" x 3" studs at generally 34" centres on 11" concrete scarcement

Cladding:  6" x 3/4" chamfered & checked weatherboarding painted green

North elevation: 2 no. close boarded sliding cargo doors; east most door hung externally, west door hung internally
East elevation: 3 no. bipartite top vent timber windows; full height, bipartite close boarded door to later extension
South elevation: later shiplap and vertically clad monopitch extension
West elevation: central close boarded cargo door; top vent timber window to toilet and flush ply access door at north end

Cast iron rainwater goods

The building is currently used for storage

existing at date of record
Engine Shed at Harbour of Refuge Peterhead

Notes: illustration is of a single storey 61' x 29' large volume engine shed

height to eaves 14'
height to ridge 23'6"

The gable roof is formed with 8 steel rod King post trusses which are supported on the 6" x 4" top rail and align with the 5" x 6" posts supported on 2' wide x 1'6" high shaped concrete footings with 1" diameter anchor bolts; 9" x 9" corner posts

The 6" x 2" horizontal rails are at 3'6"; 4'6" and eaves vertically

The above is a poor reproduction of the original drawing which is of exceptional draughtsmanship.

National Archive ref RHP 24352
number N 7a

district Banff & Buchan Aberdeenshire

map reference NK 129423

frame type probable stud

listed status not applicable

constructed circa 1897

Notes: illustration shows an elaborate, single storey, double cross, rectangular plan with transverse slated piended roof classified as a type 5 non standard custom design. However it is similar to Bucksburn and apart from the roof structure it not unlike Cullen [3a] and Portsoy [5a] stations. The cladding is vertical boarding on a panelled dado to the platform side and weatherboarding elsewhere.

The station was on the Cruden branch of the Aberdeen to Fraserburgh line and was opened in 1897.
Notes: illustration shows a single storey, large volume, rectangular shed with piended slated roof. On the basis of the fenestration it would appear to be some twice the length of the Blacksboat shed [D6] at 80' long. The building has characteristic weatherboarding.
Agricultural buildings
A record of timberframe construction in North East Scotland 1999

The fieldwork and data sheets are referenced using an alpha-numeric system. Buildings are identified alphabetically from west to east, the individual building being numbered sequentially from north to south from this point. The suffix 'a' is used to identify material of buildings that have been demolished.

This map has been prepared by Ian Bruce as part of the fieldwork activity led by Tim Parnell, Department of Architectural History, University of Northumbria.
Agricultural Marts place name index

<table>
<thead>
<tr>
<th>ref</th>
<th>page no.</th>
<th>address</th>
<th>local authority district</th>
<th>grid ref</th>
<th>frame type</th>
<th>listed</th>
</tr>
</thead>
<tbody>
<tr>
<td>L20a</td>
<td>272</td>
<td>Aberdeen, Kittybrewster Mart</td>
<td>City of Aberdeen</td>
<td>NJ930077</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>H32a</td>
<td>267</td>
<td>Aboyne Mart</td>
<td>Aberdeenshire Marr</td>
<td>NJ529984</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>H26</td>
<td>266</td>
<td>Alford Mart</td>
<td>Aberdeenshire Marr</td>
<td>NJ578158</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>D7</td>
<td>262</td>
<td>Ballindalloch Mart</td>
<td>Moray</td>
<td>NJ167366</td>
<td>post hole &amp; post and dwang</td>
<td>-</td>
</tr>
<tr>
<td>H11</td>
<td>265</td>
<td>Cornhill Mart</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ581588</td>
<td>post &amp; beam &amp; post &amp; dwang</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>infill panels</td>
<td></td>
</tr>
<tr>
<td>E18a</td>
<td>264</td>
<td>Craigellachie Auction Mart</td>
<td>Moray</td>
<td>NJ294454</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>E10a</td>
<td>263</td>
<td>Elgin, Auction Mart, New Elgin Road</td>
<td>Moray</td>
<td>NJ220620</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>I12a</td>
<td>268</td>
<td>Insch Mart</td>
<td>Aberdeenshire Garioch</td>
<td>NJ632275</td>
<td>generally post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>J20</td>
<td>269</td>
<td>Laurencekirk, Sheep Sales Ring</td>
<td>Aberdeenshire Kincardine</td>
<td>NO714716</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>L6</td>
<td>270</td>
<td>Maud Mart</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ925479</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>L7</td>
<td>271</td>
<td>Maud, Former Pig Sales Ring</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ924478</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
</tbody>
</table>
The history of the agricultural marts has yet to be written and there is a surprising paucity of material on what was one of the significant economic generators in the rural areas throughout the North-East.

The characteristic strong geometric pyramid roof of the sales ring have all but disappeared and what follows is an attempt at a minimal record of these remarkable buildings.
A record of timber frame construction in North East Scotland 1999

number D7
district Moray
map reference NJ 167366
frame type post hole & post & dwang
listed status not listed
constructed unknown

The Mart, Ballindalloch

Description: single storey, large volume 31' x 35' D plan with lower generally 7'8" wide lean-to spectator gallery on west elevation irregular plan dominated by large volume 48'9" (internal dimensions) square sales

height to eaves 12' 3" main frame
height to ridge 22' est.

Roof: irregular shaped piended bituminous felt roof with large pvc clad, timber ridge vent; roof structure consists of 2 no. 6'' x 2'' bolted composite Warren trusses with 5'' x 2'' chord and 3 no. hipped rafters

Frame: 5'' x 5'' earth fast posts with felt skirt up to 2' above ground level to sales ring; 43/8'' x 2'' posts at 71'' centres and 4'' x 2'' dwangs housed into posts frame to lower lean-to gallery

Cladding: 7'' boards and 2 x ¾'' battens to lower gallery

North elevation: board and batten cladding to lower level lean-to gallery with unglazed opening; level changed in north west corner
East elevation: 2 bay open ended sales ring with single storey stand alone corrugated iron auctioneer's office in north east corner
South elevation: dilapidated lower level lean-to gallery
West elevation: board and batten cladding to lower level lean-to gallery with miscellaneous unglazed openings

Pvc rainwater goods

existing at date of record
**Auction Mart, New Elgin Road, Elgin**

<table>
<thead>
<tr>
<th>number</th>
<th>E 10a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 222620</td>
</tr>
<tr>
<td>frame type</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>listed status</td>
<td>not listed</td>
</tr>
<tr>
<td>constructed</td>
<td>1890</td>
</tr>
</tbody>
</table>

Notes: illustration shows an irregular plan building with piended slated roofs and the appearance of board and batten cladding which has been much altered and subsequently clad with masonry.

The illustration below is of an earlier and more elegant but un-built design dated 1888 from a collection of drawings in Elgin Library.

[Diagram of the earlier design]

existing at date of record
Notes: illustration shows a large volume, single storey, octagonal plan sales ring with louvred vent or apex bell tower and attached gabled shed. The building is similar to the style of Kittybrewster [L20a] and Elgin [E10a] marts.

Although indistinguishable from the photograph local knowledge confirms board and batten cladding which suggests a post and rail frame.
Cornhill Mart

Description: single storey, large volume, 43' x 50' rectangular plan sales ring with surrounding miscellaneous support accommodation

- height to eaves: 13'4"
- height to ridge: 23' est.

Roof: rectangular slated mansard roof with piended slated louvred ridge lantern with plain fireclay ridge tiles and finials both ends; zinc hip flashings; corrugated Perspex roof lighting at base of upstand lantern; corrugated asbestos sheeting to west pitch; tension rod roof trusses

Frame: 8" x 8" post and beam to sales ring with post & dwang infill panels

Cladding: corrugated iron sheets painted green; sheet size 26" x 75"; fixings at 3' vertically and eaves

North elevation: corrugated cladding to lean-to ancillary accommodation

East elevation: 8 bay single storey office accommodation with 6 no. 4 pane sash and case timber windows and 4" face plates all painted white and corrugated iron cladding

South elevation: timber louvre at high level in mansard timber gable; corrugated cladding and close boarded access door at lower level

West elevation: adjoining single storey holding pens

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number H 26

district Marr Aberdeenshire

map reference NJ 578158

frame type post & rail

listed status not listed

constructed circa 1890

Alford Mart, Mart Street, Alford

Description: single storey, 3 part rectangular plan 109' x 54'9' overall (17'3" monopitch) consisting of former sales ring and associated accommodation. Now used as agricultural museum.

height to eaves 10'9"; 7'3"
height to ridge 24' max

Roof: rectangular slated gabled roof of different levels with monopitch to east; roughcast stack with plain fireclay pot; 12" x 2" composite moulded and chamfered barge board projecting 6"; 8" cope boards; central decorative central ridge vent in higher level roof; variously fixed roof glazing and opening skylights.

Frame: possible post and rail on smooth cement basecourse

Cladding: 7 - 7½ " board and 2 x ¾ " battens painted green

v-jointed linings internally

North elevation: central 6 pane sash and case timber window in upper gable; central single pane top hopper vent; 3 pane fixed light offset to west at lower level; board and batten cladding painted brown

East elevation: 6 bay bipartite 2 pane sash and case timber windows; 1 no. 2 pane sash and case and flush ply access door all painted white; later advanced entrance porch with bipartite close boarded entrance door at north end

South elevation: board and batten cladding and corrugated iron sliding access door; offset flush plywood personnel door

West elevation: adjoining single storey ancillary accommodation

Cast iron rainwater goods

existing at date of record
The Mart, Aboyne

Notes: illustration shows a variety of single storey, rectangular gabled buildings with corrugated iron roofing and cladding behind the stone and slate offices in the foreground. The sales ring with its gabled ridge lantern is similar to that at Cornhill mart [H11]. The building was demolished before a survey could be carried out.
Notes: illustration shows a variety of single storey, rectangular gabled buildings with corrugated iron roofing and cladding. The original sales ring was a rectangular plan which had been considerably altered and lined internally with concrete blockwork and was demolished before a survey could be carried out but the remaining buildings were of post and rail construction.
Sheep Sales Ring, Laurencekirk Mart

Description: single storey large volume 39'6" x 39'6" square plan comprising sales room

height to eaves 12'
height to ridge 18' est.

Roof: rectangular corrugated iron piended roof with zinc ridge and hip flashings

Frame: post and rail system on concrete upstand; 6" x 4" main columns with infill panels of 6" x 2" posts and 6" x 2" rails checked at generally 3' centres

Cladding: 6 "x ¾ " boards and 1½ " x ¾ " rectangular battens with creosote finish

North elevation: 4 pane timber fixed light under eaves offset single close boarded sliding access door.
East elevation: adjoining building
South elevation: 3 pane top hung vent at upper level; close boarded access door at lower level; zinc sheeting to dado level
West elevation: 4 pane timber fixed light at under eaves access doors flanking auctioneer's podium single personnel close boarded access door north end; partial zinc sheeting to dado level

Rainwater goods missing

existing at date of record
Description: single storey irregular plan dominated by large volume 48'9" (internal dimensions) square sales ring

height to eaves 11' 6"
height to ridge 20'

Roof: pyramidal piended corrugated iron roof with zinc flashings to hips, central former belfry tower and ventilator complete with weathervane; corrugated iron clad gable roofs to associated accommodation

Frame: post and rail frame system

Cladding: 6" board and 2" x 5/8" battens painted dark grey

North elevation: 3 no. skylights to sales ring roof timber cladding to lean-to accommodation
East elevation: 4 no. skylights to sales ring roof timber cladding to lean-to accommodation
South elevation: 2 no. composite triangular fixed glazed light on rectangular louvre panel 2'4" x 5'6" overall
West elevation: 3 no. composite triangular fixed glazed light on rectangular louvre panel 2'4" x 5'6" overall

Asbestos cement rainwater goods
A record of timber frame construction in North East Scotland

number L7

district Banff & Buchan
Aberdeenshire

map reference NJ 924478

frame type post & rail

listed status not listed

constructed circa 1900

Former Pig Sales Ring, The Mart, Maud

Description: single storey large volume rectangular plan 33'10" wide 44' long with single storey lean-to accommodation on east and north elevations on concrete plinth

height to eaves 11' 10"

height to ridge 23' est

Roof: rectangular gabled slated roof with fire clay ridge tiles with 3 dormers on south elevation 3" barge plate no overhanging eaves

Frame: post & rail

Cladding: 6½" x ¾" boards and 2½" x ¾" battens painted dark grey

North elevation: 3 no. 4'2" x 3' 8 pane timber dormer windows with monopitch roof 2'3" x 1'6" fixed louvres under

East elevation: timber boarded gable above single storey corrugated iron clad ground floor offices; shallow monopitch roof with 1'4" overhanging eaves; 2 no. v-boarded access doors with fan lights over and 2 no. 6' x 4'6" fixed 3 pane timber windows.

South elevation: 3 no. 4'2" x 3' 2 pane timber dormer windows with monopitch roof 2'3" x 1'6" fixed louvres under corrugated cladding to lean-to accommodation

West elevation: high level internal swept head timber window

Cast iron rain water goods with gutter brackets

existing at date of record
A record of timber frame construction in North-East Scotland 1999

number L 20a

district City of Aberdeen

map reference NJ 930077

frame type post & rail

listed status not applicable

constructed circa 1890

Agricultural Mart, Kittybrewster, Aberdeen

Notes; illustration is of a single storey, large volume complex consisting of 2 main sales rings, one 56ft. square and a smaller one of 41ft. square with ancillary office spaces. The Ordnance Survey sheet shows a large rectangular shape of 165ft. wide x 290ft. along the length of Ashgrove Road but this includes extensive holding-pen areas.

height to eaves: main ring 16'9"
small ring 14'6"

Roof: pyramid slated roof with zinc flashings with central ventilation cupola feature

Frame: post and rail beam frame of 7½" x 7¾" columns on 3¾" x 8¾" bottom plate with tie rod trusses aligned to column heads; full height 5" x 5¼" diagonal bracing in each bay, brace flush with outside face of columns

Cladding: 8 x ¾" boards with half round battens on 6" x 2" rails at 3'3" centres vertically; 4" x ¾" v-jointed linings internally

The building was demolished in 2000
The fieldwork and data sheets are referenced using an alpha-numeric system based on the Ordnance Survey 10km tracts identified alphabetically from west to east with the individual buildings being numbered sequentially from north to south within that tract. The suffix 'a' is used to identify archival material of buildings which have been demolished.

This map has been prepared by Iain Bruce as part of a fieldwork study for a Ph.D. thesis submitted to The Robert Gordon University.
<table>
<thead>
<tr>
<th>ref</th>
<th>page no.</th>
<th>address</th>
<th>local authority district</th>
<th>grid ref</th>
<th>frame type</th>
<th>listed</th>
</tr>
</thead>
<tbody>
<tr>
<td>A15</td>
<td>279</td>
<td>Aviemore, ‘Youth Club’, Main St.</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH897128</td>
<td>possible railway sleepers</td>
<td>-</td>
</tr>
<tr>
<td>A16</td>
<td>280</td>
<td>Aviemore, Rathven Cottage, Main Street</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH897127</td>
<td>possible railway sleepers</td>
<td>-</td>
</tr>
<tr>
<td>D8</td>
<td>293</td>
<td>Ballindalloch School House</td>
<td>Moray</td>
<td>NJ171367</td>
<td>possible post &amp; dwng</td>
<td>-</td>
</tr>
<tr>
<td>E27</td>
<td>314</td>
<td>Balmoral, Auchtavan Bothy</td>
<td>Aberdeenshire Marr</td>
<td>NO203995</td>
<td>cruck</td>
<td>-</td>
</tr>
<tr>
<td>J17</td>
<td>340</td>
<td>Banchory, Elizabeth Cottage, Woodside Road</td>
<td>Aberdeenshire Marr</td>
<td>NO792963</td>
<td>post &amp; dwng</td>
<td>B</td>
</tr>
<tr>
<td>L3</td>
<td>334</td>
<td>Banff Bridge, House at Former Station</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ696638</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>F12</td>
<td>320</td>
<td>Bellie, Swiss Cottage</td>
<td>Moray</td>
<td>NJ369596</td>
<td>stud</td>
<td>A</td>
</tr>
<tr>
<td>K16</td>
<td>343</td>
<td>Bieldside, House at Former Murtle Station</td>
<td>City of Aberdeen</td>
<td>NJ873018</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>H35</td>
<td>332</td>
<td>Birse, Rowan Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NO591918</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H36</td>
<td>333</td>
<td>Birse, Sawmill Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NO591917</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>D11</td>
<td>295</td>
<td>Braemar, Cottage at Allanaquoich</td>
<td>Aberdeenshire Marr</td>
<td>NJ123915</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>D26</td>
<td>303</td>
<td>Braemar, Downfield Cottage, Broombank Terr</td>
<td>Aberdeenshire Marr</td>
<td>NO148914</td>
<td>balloon</td>
<td>C(S)</td>
</tr>
<tr>
<td>D28</td>
<td>306</td>
<td>Braemar, Granary Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NO151913</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>D29</td>
<td>307</td>
<td>Braemar, house at 33 Broombank Terr</td>
<td>Aberdeenshire Marr</td>
<td>NO147911</td>
<td>possible stud or balloon</td>
<td>-</td>
</tr>
<tr>
<td>D32</td>
<td>309</td>
<td>Braemar, House at Linn of Corriemulzie</td>
<td>Aberdeenshire Marr</td>
<td>NO111893</td>
<td>mainly stud</td>
<td>-</td>
</tr>
<tr>
<td>D34</td>
<td>310</td>
<td>Braemar, Keeper's Cottage, Corriemulzie</td>
<td>Aberdeenshire Marr</td>
<td>NO108893</td>
<td>stud</td>
<td>B</td>
</tr>
<tr>
<td>D13</td>
<td>296</td>
<td>Braemar, Keeper's Cottage, Linn of Quoich</td>
<td>Aberdeenshire Marr</td>
<td>NO115913</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>D25</td>
<td>302</td>
<td>Braemar, Mostyn Cottage, Mar Road</td>
<td>Aberdeenshire Marr</td>
<td>NO149914</td>
<td>possible balloon</td>
<td>C(S)</td>
</tr>
<tr>
<td>D24</td>
<td>301</td>
<td>Braemar, The Cottage, 9 Broombank Terr</td>
<td>Aberdeenshire Marr</td>
<td>NO147912</td>
<td>stud</td>
<td>C(S)</td>
</tr>
<tr>
<td>D23</td>
<td>300</td>
<td>Braemar, 'wee house' 7 Broombank Terr</td>
<td>Aberdeenshire Marr</td>
<td>NO149915</td>
<td>balloon</td>
<td>C(S)</td>
</tr>
<tr>
<td>D15</td>
<td>298</td>
<td>Braemar, 'wee house' Crathie Cottage, Mar Rd</td>
<td>Aberdeenshire Marr</td>
<td>NO149915</td>
<td>possible balloon</td>
<td>C(S)</td>
</tr>
<tr>
<td>D30</td>
<td>308</td>
<td>Braemar, 'wee house' Lui Cottage, 35 Chapel Brae</td>
<td>Aberdeenshire Marr</td>
<td>NO144912</td>
<td>stud</td>
<td>C(S)</td>
</tr>
<tr>
<td>D22</td>
<td>299</td>
<td>Braemar, 'wee house', Greenfield, Lin o Dee Road</td>
<td>Aberdeenshire Marr</td>
<td>NO141913</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>No.</td>
<td>Postcode</td>
<td>Address/Description</td>
<td>Location/County</td>
<td>Postcode</td>
<td>Notes</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>----------</td>
<td>---------------------</td>
<td>----------------</td>
<td>----------</td>
<td>-------</td>
<td></td>
</tr>
<tr>
<td>D14</td>
<td>297</td>
<td>Braemar, 'wee house', Rose Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NO103202</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>D27</td>
<td>305</td>
<td>Braemar, 'wee house', Woodbine Cottage, Mar Road</td>
<td>Aberdeenshire Marr</td>
<td>NO149914</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>G19</td>
<td>326</td>
<td>Buckle, Houses Blairaff St.</td>
<td>Moray</td>
<td>NJ491701</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>G36</td>
<td>328</td>
<td>Cambus o' May, House at Former Station</td>
<td>Aberdeenshire Marr</td>
<td>NJ423975</td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>B9</td>
<td>284</td>
<td>Carrbridge, Broom Cottages, Beananach</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH895224</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>B11</td>
<td>287</td>
<td>Carrbridge, Cottage at Braeval, Main Street</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH910224</td>
<td>possible railway sleepers</td>
<td></td>
</tr>
<tr>
<td>B5</td>
<td>283</td>
<td>Carrbridge, Lochanully Cottage</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH917235</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>B10</td>
<td>286</td>
<td>Carrbridge, Woodside Cottage (Pink palace)</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH939430</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>E22</td>
<td>312</td>
<td>Corgarff, Servant's Bothy, Allergue House,</td>
<td>Aberdeenshire Marr</td>
<td>NJ260096</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>E25</td>
<td>313</td>
<td>Corgarff, The Bungalow</td>
<td>Aberdeenshire Marr</td>
<td>NJ279082</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>B1</td>
<td>281</td>
<td>Dyke/Kintessack Cottage</td>
<td>Moray</td>
<td>NH999604</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>F17</td>
<td>323</td>
<td>Fochabers, Lennoxlea, Lennox Crescent</td>
<td>Moray</td>
<td>NJ349585</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>F14</td>
<td>322</td>
<td>Fochabers, Pine Cottage, West Street</td>
<td>Moray</td>
<td>NJ344588</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>F13</td>
<td>321</td>
<td>Fochabers, The Myrtles, Osprey Street</td>
<td>Moray</td>
<td>NJ343587</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>B3</td>
<td>282</td>
<td>Glenfersness House, West Lodge</td>
<td>Highland Nairn</td>
<td>NH937428</td>
<td>post &amp; beam</td>
<td></td>
</tr>
<tr>
<td>C14a</td>
<td>288</td>
<td>Grantown, House at 92 High Street</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ031278</td>
<td>post &amp; beam</td>
<td></td>
</tr>
<tr>
<td>J11</td>
<td>338</td>
<td>Inverurie, Cottage, Firholme Place</td>
<td>Aberdeenshire Garioch</td>
<td>NO766215</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>H28</td>
<td>330</td>
<td>Kincardine o'Neil, Bothy at Drumduan Farm</td>
<td>Aberdeenshire Marr</td>
<td>NJ565012</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>H29</td>
<td>331</td>
<td>Kincardine o'Neil, Inellan, Pitmurchie Road</td>
<td>Aberdeenshire Kincardine</td>
<td>NO589997</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>K11</td>
<td>342</td>
<td>Kingswells, Cottage</td>
<td>City of Aberdeen</td>
<td>NJ848062</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>H14</td>
<td>329</td>
<td>Knock, Cottage at Knock Depot</td>
<td>Moray</td>
<td>NJ552533</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>I26</td>
<td>338</td>
<td>Laurencekirk, Bothy at Oathyll Farm</td>
<td>Aberdeenshire Kincardine</td>
<td>NO697697</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>K4</td>
<td>341</td>
<td>Methlick, Polesburn Cottages</td>
<td>Aberdeenshire Formartine</td>
<td>NJ858377</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>I15</td>
<td>335</td>
<td>Monymusk, Cloies Farmhouse</td>
<td>Aberdeenshire Garioch</td>
<td>NJ683153</td>
<td>half timbered</td>
<td></td>
</tr>
<tr>
<td>F10</td>
<td>319</td>
<td>Mosstodloch, Bothy at Castle Hill Farm</td>
<td>Moray</td>
<td>NJ311605</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>F8</td>
<td>317</td>
<td>Mosstodloch, Hills Farm Bothy</td>
<td>Moray</td>
<td>NJ318618</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>C18</td>
<td>289</td>
<td>Nethybridge Rail Crossing, Keeper's Cottage</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ001207</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>C19</td>
<td>290</td>
<td>Nethybridge, Cottage at Forest Lodge</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ019162</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>C21</td>
<td>291</td>
<td>Nethybridge, Forest Lodge</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ020161</td>
<td>possible post &amp; dwang variant</td>
<td></td>
</tr>
<tr>
<td>L4</td>
<td>344</td>
<td>Old Deer, Cottage at Pitfour</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ645124</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
<tr>
<td>F18</td>
<td>324</td>
<td>Orbiston Bothy</td>
<td>Moray</td>
<td>NJ303582</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>L20</td>
<td>337</td>
<td>Sauchen, House at Millbank</td>
<td>Aberdeenshire Marr</td>
<td>NJ658108</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>F7</td>
<td>316</td>
<td>Spey Bay, House at 22 Bogmuir</td>
<td>Moray</td>
<td>NJ357627</td>
<td>possible post &amp; rail C(S)</td>
<td></td>
</tr>
<tr>
<td>F1</td>
<td>315</td>
<td>Speybay, Larch Cottage</td>
<td>Moray</td>
<td>NJ355652</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>F31</td>
<td>345</td>
<td>Starthdon, Cottage at Garchory</td>
<td>Aberdeenshire Marr</td>
<td>NJ303098</td>
<td>various</td>
<td></td>
</tr>
<tr>
<td>F28</td>
<td>325</td>
<td>Strathdon, Sawmiller's Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NJ374119</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>G35</td>
<td>327</td>
<td>Tarland, Parkview Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NJ482043</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>I18</td>
<td>336</td>
<td>Tillyfourie, Quarry Bothies</td>
<td>Aberdeenshire Marr</td>
<td>NJ645124</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>D10a</td>
<td>294</td>
<td>'Tomintoul, 'solo lum'</td>
<td>Moray</td>
<td>NJ103202</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>F9</td>
<td>318</td>
<td>Tynet, Bothy at Tulloch Moss</td>
<td>Moray</td>
<td>NJ381609</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
</tbody>
</table>
Dwellings and their constructional typologies, unlike the section on Railways buildings, has no body of literature on which to draw for contextual reference.

Dwellings is used as a means of encompassing the range of types which include family houses, Forest Lodge (the magnificent hunting lodge in the Abernethy forest), the single chamber units of the agricultural bothies, and the characteristic holiday ‘wee houses’ of Braemar which were the invention of the Victorian tourist industry.

In many cases the buildings were built by the original tradesmen for their family’s own use and show a particular attention to detail which may have helped in their longevity.

Diversity is certainly the outstanding feature of this section, diversity of form, size and cladding, and constitutes a clearly identifiable source for further study. Of particular note are the wonderfully crafted cottage at Milton [I20] with its 5/16 ins. cover battens in remarkable condition despite being one hundred and nine years old. There is the imposing two storey family home, Lennoxlea [F17], the intriguing use of the balloon frame in some of Braemar’s ‘wee houses’ and the remarkable eccentric Swiss Cottage [F12] which is the oldest extant building of the field study.
A record of timber frame construction in North East Scotland

number        A 15
district      Badenoch & Strathspey Highland
map reference NH 897128
frame type    possible railway sleepers
listed status not listed
constructed   circa 1930

Youth Club, Main Street, Aviemore

Description: single storey 36'4" x 16'3" L shaped plan comprising 4 roomed bungalow

height to eaves  9'3"
height to ridge  16' est.

Roof: rectangular red bituminous felt tiled gabled roof; 6" boxed eaves; 6" bargeboard projecting 6"

Frame: possible railway sleeper construction

Cladding: white painted roughcast

North elevation: roughcast finish only
East elevation: 4 no. 7 pane top vent fixed light timber windows
South elevation: roughcast finish to gable; upvc fixed light; boarded up window opening to entrance porch
West elevation: central lean-to entrance porch with single leaf close boarded door painted blue; flanking tripartite upvc window in gable; 7 pane top vent fixed light to south

Pvc rainwater goods

existing at date of record
Rathven Cottage, Main Street, Aviemore

Description: single storey L plan 41' x 26'3" comprising 3 bedroomed dwelling house

height to eaves 9'3"
height to ridge 16' est.

Roof: rectangular fireclay tiled piended roof with 2 roughcast roughcast stacks with double plain fireclay chimney pots to south pots missing to north missing; zinc ridge and hip flashings painted red

Frame: railway sleeper construction

Cladding: white painted roughcast

North elevation: roughcast finish only
East elevation: offset lean-to porch with corrugated iron roof; central 2 pane fixed light in porch; 2 pane sash and case timber window to south; blanked off window to north
South elevation: central bipartite 4 pane sash and case timber windows in offset piended extension; 4 pane sash and case timber window to west
West elevation: central single leaf panelled entrance door; flanking bipartite sash and case timber windows painted white; 1 no. 4 pane sash and case timber window to extension

Cast iron rainwater goods with half round gutters

The house is no longer habitable

eexisting at date of record
A record of timber frame construction in North East Scotland 1999

number: B1

district: Moray

map reference: NH 999604

frame type: post & dwang

listed status: not listed

constructed: circa 1930

Cottage at Dyke near Forres

Notes: the house was demolished between the date of the photograph and the planned survey visit but the illustration shows a single storey L shaped plan with projecting porch on south elevation.

The house had a piended roof of corrugated iron painted red; vertical corrugated iron cladding painted green; there were exposed roughcast stacks at west and east ends. Damage to the cladding revealed a post and dwang frame.
number B 3

district Nairn Highland

map reference NH 937428

frame type post & beam

listed status A

constructed 1890

West Lodge at Glenferness House

Description: single storey 51' x 25'10" rectangular plan comprising family room to main house

height to eaves 10'10"
height to ridge 17' est.

Roof: rectangular slated gabled roof; decorative 12" composite barge board and highly decorative gable frame

Frame: 5 bays of 6" x 5" composite posts bolted in 4 positions between ground and eaves level beam with King post type trusses on lime mortared rubble base

Cladding: variable 6½ - 8¾" squared logs half checked at corners; the logs appear to run the length of the building on the west elevation; vents in lowest log

North elevation: substantial dressed stone stack in central bay with decorative lean-to
East elevation: 3 bay; central bipartite panelled door with flanking single pane top hung timber windows in 3 bay open verandah with decorative timber arches
South elevation: 6 bay; single pane circular window in extreme west bay; 3 no. bays of tripartite fixed light and top hung single pane vents; open decorative dado rail to open verandah to east
West elevation: adjoining wall to main house

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number B 5

district Badenoch & Strathspey Highland

map reference NH 917235

frame type probable post & rail

listed status not listed

constructed 1919

Lochanully Cottage, Carrbridge

Description: 2 storey, 83' x 15' rectangular plan with lean-to kitchen extension to north, comprising holiday home

height to eaves 11'
height to ridge 23' est

Roof: rectangular gable corrugated zinc roof and ridge flashing; brick stacks at either end with single fireclay pots; central galvanised sky-lights to front and rear; composite 8" x ½" composite barge board projecting 9" at gable; 6" projecting eaves with exposed rafters at 20" centres; gabled roof to dormers and ground floor porch;

Frame: possible post and rail on vented mortared rubble basecourse

Cladding: variably 7 - 7½" boards and 2½ - 2½" rectangular batten creosoted finish; fixings at 23", 24", 23", 29" and eaves doubled nailed with smiddy nails

North elevation: 3 bay single storey lean-to kitchen extension with single 2 pane sash and case timber window;
East elevation: exposed, rubble and brick flue flush with board and batten cladding
South elevation: central advanced gabled porch with 4 pane sash and case timber window, flanking 4 pane sash and case timber windows with 4½" x ¾" facings painted white at ground and 1st floor dormers
West elevation: 4 pane sash and case timber window in lean-to extension; exposed rubble and brick flue flush with board and batten cladding; close boarded entrance door in porch

Pvc rainwater goods

existing at date of record
Broom Cottages, Beananach, Carrbridge

Description: 2 storey 58'9" x 23'6" rectangular plan semi-detached cottages with lean-to extensions to north, east and west

- height to eaves: 8'9"
- height to ridge: 16' est.

Roof: rectangular gable corrugated iron roof with 8" projecting eaves and corrugated ridge flashing; central brick stack with 2 plain fireclay cans; flanking galvanised skylights; composite 6" barge board projecting 8"

Frame: possible post and rail frame system on unknown base

Cladding: variable 8-8½" boards and 25/8"- 3¼" battens creosoted and stained brown; fixings: battens double nailed horizontally and at 24", 28", 27" and eaves vertically

North elevation: monopitch extension with close boarded access door, 2 no. casement windows, double casement and top hung vent all of timber all painted white

East elevation: monopitch kitchen extension with rendered external stack, 2 no. top vent fixed lights, miscellaneous battens at 10½ -11" centres

South elevation: 4 bays, close boarded door, upvc tilt and turn, timber casement with top vent, glazed and flush panelled door, casement with top vent

West elevation: monopitch kitchen extension with square top hung vent timber window and glazed and panelled access door

Pvc rainwater goods

The house was built as two family homes by the present owner's father.

existing at date of record
Description: single storey 36' x 14' rectangular plan with projecting entrance porch and toilet to south, kitchen extension to north elevation.

height to eaves  
8'

height to ridge  
10'6"

Roof: rectangular gabled roof of corrugated iron sheeting with external roughcast stacks with single fireclay pots to both gables

Frame: stud frame system on unvented concrete base

Cladding: generally 7½ - 8" pencil round checked weatherboard painted pink; 3¾" x ¾" corner plates; roughcast toilet extension to south elevation; fixings 24" horizontally, 2 nails per board on unvented concrete base v-jointed linings internally

North elevation: central advanced roughcast stack and pencil round weatherboarding only

East elevation: advanced entrance porch with 6 pane fixed light under canopy; 6 pane fixed light to entrance; top vent fixed light upvc window to south; single pane top hung upvc window to bathroom to north

South elevation: central advanced roughcast stack and square edged weatherboarding only; close boarded single leaf entrance door painted white in porch

West elevation: 3 no. top vent upvc replacement windows; square fixed light 7 top hung window to kitchen lean-to extension; later profiled metal store

Pvc rainwater goods

The house was 1 of 4 bought from the War Department at the end of the First World War.
number B 11

district Badenoch & Strathspey
Highland

map reference NH 910224

frame type possible sleeper construction

listed status not listed

constructed circa 1920

Cottage at 'Braeval', Main Street, Carrbridge

Description: single storey, rectangular plan 34'6" x 22'4" with lean-to kitchen to south comprising 4 roomed antiques showroom

height to eaves 8' 3"

height to ridge 14'3"

Roof: rectangular gabled roof of red bituminous felt tiles; single roughcast chimney stack at each end with fluted chimney pots; composite 8" bargeboard

Frame: it was not possible to verify the construction but it is likely to be of sleeper construction with roughcast finish

Cladding: roughcast on expanded metal lath painted white; painted plaster internally

North elevation: roughcast gable only; close boarded access door to kitchen
East elevation: lean-to kitchen extension with 2 pane sash and case 4 pane fixed light
South elevation: roughcast gable; sash and case timber window to kitchen
West elevation: 3 bay with central 6 pane close boarded entrance door; flanking 4 pane single sash and case timber window to north, bipartite 4 pane sash and case window to south all painted green

Cast iron rainwater goods

existing at date of record
House at 92 High Street, Grantown on Spey

Notes: the illustration shows the analytical demolition of a house claimed to be the only known example of post & beam house in Scotland.

Overall sizes 11m (36'1") x 4.3m (14'2")

The analytical demolition of this building was undertaken in 1995 by Glasgow University Archaeological Research Division and during the process 3 distinct phases of construction were established. The earliest was the post and beam frame itself which was dated at about 1700. However, as this was prior to the founding of Grantown as a 'new town' in 1765, it has been assumed that the frame was brought from elsewhere. Subsequent alterations are identified as being:

- timber roof and timber gables dated to 1868
- a central dividing wall and chimneys at the turn of the 19th century
- the addition of 3 porches, Welsh slate roof and harling finish in the 1930s

It is proposed to rebuild the structure as part of the proposed new heritage centre for the town.

Information taken from Demolishing the past; saving our heritage by Dr. J Atkinson Published in Avenue January 1998
A record of timber frame construction in North East Scotland 1999

number C 18

district Badenoch & Strathspey
Highland

map reference NJ 001207

frame type unknown

listed status not listed

constructed circa 1890

Rail Crossing Keeper's Cottage, Nethybridge

Description: single storey 32' 1" x 26'6" rectangular plan comprising holiday cottage

height to eaves 8'3"
height to ridge 16' est

Roof: rectangular gabled slated roof with lower level gable to east elevation; 2 no. dressed coped stone stacks at either end; fluted pot to north, plain to south; galvanized zinc ridge flashing; 8" plain bargeboard projecting 6" to north, 11" to south

Frame: possible post and rail system on concrete upstand

Cladding: 7½" boards and 3" x 5/8" sq. edged battens painted yellow on vented roughcast and concrete base

North elevation: single pane top hung vent offset to west
East elevation: central gabled panel with 2 no. 6 pane top vent fixed light timber windows; flanking 6 pane top vent fixed light timber windows
South elevation: top hung single pane vent to toilet
West elevation: central dressed rubble and lime panel (remains of former chimney) recent glazed and board and batten entrance porch to north; 6 pane top vent fixed light timber window to south

Cast iron rainwater goods

Evidence of movement in the east and west eaves line

eexisting at date of record
Description: single storey 34' x 18' rectangular plan with storage extension on north elevation.

height to eaves 7'
height to ridge 11' est

Roof: rectangular piended corrugated iron roof with roughcast chimney stack with 2 fireclay pots at west end

Frame: possible post and rail system on concrete upstand

Cladding: 4½" vertical board and ¾" half round battens painted white

North elevation: 2 no. 4 pane sash and case windows and 1 no. 2 pane casement; corrugated clad extension with double timber access door
East elevation: 1 no. 4 pane sash and case window roughcast panel to former chimney closed at eaves
South elevation: bipartite 2 pane sash and case windows; single top vent to kitchen; 1 no. 4 pane top hopper vent; single access door
West elevation: access door; bipartite 2 pane sash and case windows; 1 no. 2 pane sash and case window; 2 pane top hopper vents and 2 fixed lights

Cast iron rainwater goods

existing at date of record
number C21

district Badenoch & Strathspey
Highland

map reference NJ 020161

frame type possible post & dwang variant

listed status B

constructed circa 1880

Forest Lodge by Nethybridge

Description: 2 storey 70' x 70' square plan, originally with a total of 19 bedrooms, 2 public rooms, kitchen and comprising local RSPB offices and domestic accommodation

height to eaves 19'

height to ridge 26'

Roof: hollow square plan roof with double pitch of Welsh slates with advanced gabled end bays to south and north elevations and advanced gabled entrance bay on east elevation with decorative finials; brick coped ridge stacks

Frame: possible post & dwang variant

Cladding: 6" x 5/8" boards and ex 1¾" half round cover battens with 8" projecting stringer courses at sill, head and upper window transom levels advanced gables have projecting pediments with 8" x 5/8" barge boards trimmed with moulding

North elevation: 6 bays; 6 no. single sash and case timber windows at 1st floor; advanced piended roof projection to east; single panelled door and double fan light; tripartite sash and case window timber single sash and case window in advanced monopitch porch at ground level

East elevation: 5 bays; advanced and gabled outer bays; central bipartite timber sash and case windows with 2 and 6 pane glazing

South elevation: 3 bays; central entrance in advanced gable; flanking single bays with bipartite sash and case timber windows to first and ground floor

West elevation: 5 bays; advanced and gabled outer bays; single bipartite timber sash and case windows with 2 and 6 pane glazing

The building underwent extensive renovation in 1998 and the original black and white colour scheme replaced with Burma teak

existing at date of record
A record of timber frame construction in North East Scotland 1999

Forest Lodge by Nethybridge (sheet 2)

illustration showing previous colour scheme

illustration showing floor joists & frame resting on ground plate

illustration showing repairs to frame below dado rail
A record of timber frame construction in North-East Scotland

Number D8

district Moray

map reference NJ 171367

frame type possible post & dwang

listed status not listed

constructed circa 1890

Former School House, Ballindalloch

Description: single storey 21' x 21'2" square plan; 11'8" x 7'5" toilet extension to west comprising 2 roomed holiday cottage

height to eaves 10'10" above 1'10" under building

height to ridge 26'

Roof: corrugated iron gabled roof painted red; corrugated iron ridge flashing; central proprietary ridge vent; lower gabled roof to toilet extension to west; monopitch roof to entrance porch to south; cope boards painted green; plain 12" x 1½" bargeboard projecting 6"

Frame: possible post and dwang on smooth rendered ventilated plinth

Cladding: vertical corrugated iron sheeting painted cream; fixings at 34", 28½", 28½" and eaves vertically, 6 - 6½" horizontally; v-jointed linings internally

North elevation: projecting rendered brick stack; modern upvc picture window

East elevation: top vent fixed light modern upvc window offset to north; featured gabled frame painted green; close boarded entrance door with 4½" x ¾" facings painted green; upvc fanlight over

South elevation: offset monopitch entrance porch with tripartite upvc window; fixed light upvc fixed light

West elevation: central upvc top hopper vent and fixed light to lower toilet extension; fixed top light and opening out vent to kitchen

Pvc rainwater goods

The house is now used as a holiday home.

existing at date of record
A record of timber frame construction in North East Scotland

number: D 10a

district: Moray

map reference: NJ 103202

frame type: unknown

listed status: not applicable

constructed: circa 1890

Notes: single storey, rectangular plan 19'6" x 11'6" est. remains of maintenance bothy

height to eaves: unknown

height to ridge: 13' est.

The footprint of the building measures 19'6" long x 11'6" wide with an estimated height to ridge of 13'. A telltale piece of corrugated iron sheet remains attached to the mortar fillet on the flue and provides the only clue as to its existence as a timber shelter. This example perhaps best illustrates the ephemeral nature of the subject under study in that the granite flue is the only tangible remains of a corrugated clad framed bothy. Known as the 'solo lum', according to the Crown Estate Commissioners, it was used by maintenance crews on the turnpike in and around the Cabrach.

The evidence of the corrugated cladding in the mortar fillet contradicts the idea of this being a temporary shelter.
Description: two storey, 40'3"x16'4" rectangular plan comprising 4 roomed cottage with 6'6" x 5' entrance porch.

height to eaves 9'
height to ridge 18' est.

Roof: rectangular corrugated iron gabled roof painted red with coped granite end stacks with fluted chimney pot on east elevation; 4" plain projecting barge board; 6" over hanging bracketed eaves; zinc ridge flashing to main building and 3 no. galvanized metal skylights; gabled roof to porch; exposed rubble flues to gables;

Frame: stud frame system on rubble plinth, posts at 2'3" centres

Cladding: 6" weather boarding painted white and 3" corner posts painted; fixings shown at 2'3" centres

North elevation: central 4 pane and 2 pane composite timber window painted black
East elevation: rubble stack and weather boarding; 4 pane sash and case timber window to north
South elevation: advanced porch with close boarded door and flanking fixed lights; flanking; 4 pane sash and case timber windows painted black
West elevation: cladding and rubble stack only

Cast iron rainwater goods

existing at date of record
Keeper's Cottage, Linn of Quoich by Braemar

Description: two storey, 33' x 18' 10" rectangular plan with single storey lean-to to west, gabled projecting entrance porch.

height to eaves 9'
height to ridge 18' est.

Roof: rectangular corrugated iron gabled roof painted red with gable roughcast stack, 1 fireclay pot; offset monopitch dormer and skylight to south; 4" plain projecting barge board; 6" projecting eaves painted black; zinc ridge flashing

Frame: unknown

Cladding: white roughcast finish on expanded metal lath

North elevation: 3 windows boarded up
East elevation: roughcast finish only
South elevation: boarded up dormer window; boarded-up offset rectangular window at ground level; boarded-up entrance door to west lean-to
West elevation: roughcast finish only to lean-to; boarded-up entrance door to south projecting porch

Pvc rainwater goods in part

There is clear evidence of board and batten cladding under the roughcast finish but in contradiction, the window reveals are 4".

existing at date of record
Description: 2 storey with part basement to rear, 19'6" x 19'3" rectangular plan comprising 3 roomed holiday cottage

height to eaves 10'
height to ridge 18' est.

Roof: rectangular slated gabled roof with coped granite stack with 2 fluted chimney pots; fireclay ridge; offset piended dormers to north and south at west end, skylight to south east; 10"composite barge projecting 8"

Frame: possible stud frame on granite rubble wall to form basement

Cladding: 5½" rectangular weather boarding fixed 15 -16" horizontally, 1 visible nail per board vertically

North elevation: offset 4 pane sash and case timber widow with 3" x ¾" face plates; 4 pane sash and case timber window to piended dormer

East elevation: single storey lean-to store with corrugated iron roof

South elevation: offset glazed and panelled door, large double casement timber window with 3" x ¾" face plates at ground floor; 4 pane sash and case timber window to piended dormer

West elevation: offset 4 pane sash and case timber window with 3" x ¾" face plates; gable frame at apex;

Cast iron rainwater goods

existing at date of record
number D 15

district Marr Aberdeenshire

map reference NO 149915

frame type possible balloon frame

listed status C(S)

constructed circa 1890

Description: 2 storey 3 bay, 30'2" x 15'2" rectangular plan comprising 4 roomed holiday cottage

height to eaves 9'3"
height to ridge 15'10"

Roof: rectangular slated gabled roof with coped granite end stack with 2 fluted chimney pots and plain 4" barge board, 4" plain gutter board single fireclay 'pipe' flue at north end; 4" plain barge board to 6" gable projection; corrugated iron ridge flashing and 3 skylights; metal flue to east gable

Frame: possible balloon frame on vented rubble basecourse, with ¾" timber wall plate and rubble fill between joists

Cladding: 5½" weatherboarding painted light grey with 3" x 1¼"corner plates; fixings not visible assumed to be nailed in feather

North elevation: central 4 pane sash and case timber window with 3¼" architraves
East elevation: weatherboarding only with exposed metal flue pipe
South elevation: 3 bay, central double leaf close boarded entrance door with flanking 4 pane sash and case timber windows with 3¼" architraves
West elevation: central flush rubble stack with flanking weatherboarding

Cast iron rainwater goods

existing at date of record
number D 22

district Marr Aberdeenshire

map reference NO 141913

frame type stud

listed status not listed

constructed circa 1890

'wee house' at Greenfield, Lin of Dee Road, Braemar

Description: single storey with attic 3 bay, 26'3" x 14'3" rectangular plan comprising 2 roomed holiday cottage with former wash house to east, external toilet in lean-to to west

height to eaves 7'4"

height to ridge 13'6" est.

Roof: rectangular corrugated iron gabled roof with coped brick end stack on west elevation; fluted chimney pot; plain zinc ridge flashing; monopitch corrugated iron roof to westerly lean-to; lower gabled corrugated iron roof to easterly extension; 2¾" x 1½" plain barge board overhanging 4"

Frame: stud system on rubble granite plinth, posts at 18" centres variable on gable walls; double 4" x 2" corner posts

Cladding: 5½" lapped weatherboarding stained green; the weatherboarding on the north elevation is the original; fixings at 18" horizontally and 1 nail per board vertically; v-jointed linings internally

North elevation: weatherboarding only to main cottage; cast iron flue pipe and 4 pane fixed light to wash house extension

East elevation: 4 no. flanking fixed lights in gable

South elevation: 3 bay central bipartite door with glazed panels; flanking 4 pane sash and case windows with 3" face plates painted maroon; close boarded door to western lean-to

West elevation: projecting brick flue and weatherboarding only top hopper vent flanking partially exposed brick flue

No rainwater goods - rainwater to gravel bed

existing at date of record
Description: 2 storey, 27'8" x 14'5" rectangular plan with 16'8" x 11'4" with lean-to extension to rear comprising 4 roomed holiday cottage.

height to eaves 11'6"
height to ridge 18'6"

Roof: rectangular slated gabled roof with coped roughcast stack with single flue terminal; plain fireclay ridge tiles and 2 flanking skylights to front; 4" plain barge board projecting 4"

Frame: balloon frame system on new concrete slab; 6" x 2½" posts at 23" centres; 4" x 1½" stringer

Cladding: 6" x ³⁄₄" rectangular weatherboarding stained brown and recently replaced to match previous; various linings internally.

North elevation: central roughcast stack projecting 1" from weatherboarding.
East elevation: lean-to extension with 9 pane flush panel door and 9 pane sash and case window.
South elevation: weatherboarding only; 9 pane flush panel entrance door and 9 pane sash and case timber window in easterly extension.
West elevation: central single bipartite glazed and panelled access door, flanking 9 pane sash and case timber windows; flanking skylights in roof.

Cast iron rainwater goods

This cottage has been completely restored to its original style over the period of the past 10 years.
Description: single storey with attic, 27'4" x 13'6" rectangular plan with gabled and lean-to extension to rear comprising 3 roomed holiday cottage

height to eaves 7'
height to ridge 14'3"

Roof: rectangular slated gabled roof with fireclay flue pipe mortared to slates at east end; 4" plain barge board projecting 2"; plain fireclay ridge tiles and single central skylight to north; lower corrugated iron gabled roof to easterly extension, monopitch to adjacent lean-to

Frame: possible stud frame on rubble base course

Cladding: 6" x 3/4" rectangular weatherboarding, boards variable 5 - 5 1/2" on south elevation; board and batten on north elevation painted light grey; nail fixings shown at 12", 18", 18", 23" vertically for board and batten variable 14 -18" on south elevation weatherboard; evidence of underlying vertical boarding on west gable

North elevation: central 4 pane sash and case timber window painted brown in variable 7 1/2 - 9" boards and 35/8" x 3/4" battens; part horizontal corrugated iron 'apron'
East elevation: gable extension runs into banking
South elevation: 3 bays with slightly offset gabled entrance porch with weatherboarding and flanking 4 pane sash and case timber windows
West elevation: central 4 pane sash and case timber window at ground level, narrow single pane casement in gable, 2 pane fixed light to entrance porch

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number D 25

district Marr Aberdeenshire

map reference NO 149914

frame type possible balloon

listed status C(S)

constructed circa 1895

Mostyn Cottage, Mar Road, Braemar

Description: 2 storey, 31'7" x 15'3" rectangular plan comprising 4 roomed holiday cottage

height to eaves 10'

height to ridge 17'6" est

Roof: rectangular slated gabled roof with coped ashlar granite end stacks with 2 fluted chimney pots to south and single to north; flanking canted dormers to west with central Velux roof light, flat roofed dormer to east; fireclay ridge tiles; 8" composite bargeboard projecting 8"

Frame: stud or balloon system on granite rubble basecourse part ventilated

Cladding: 6½" x 1" double tongued boards (shiplap) painted grey; 3¾" x ¾" corner plates; v-jointed linings internally

North elevation: exposed ashlar granite stack projecting 2" from adjacent boarding

East elevation: central 2 pane sash and case timber window, monopitch lean-to at lower level; 4 pane sash and case timber window to monopitch dormer

South elevation: exposed ashlar granite stack projecting 2" from adjacent boarding

West elevation: 3 bay, central double leaf glass panelled entrance door with flanking 4 pane sash and case window to north, 3 pane to south with 3¼" x 1¼" architraves; flanking 4 pane sash and case to canted dormers

Cast iron rainwater goods

eexisting at date of record
Description: 2 storey, generally rectangular plan 28'6" x 16'3" with attached derelict gabled 'wee house' to rear comprising 3 bedroomed dwelling

height to eaves 9'3"
height to ridge 17'3"

Roof: rectangular slated gabled roof, central granite ashlar stack with 3 fireclay pots 1 fluted; flanking canted dormers with sash and case windows; fireclay ridge tiles and 9" composite bargeboard projecting 9", 9" gutter board

Frame: balloon system consisting of 6" x 2" studs at variable 19 - 20" centres (16" on main elevation), 6" x 2½" sole plate on rubble plinth, 6" x 6" corner posts; 4" x 2¼" stringer wholly checked into studs

Cladding: 6¼" double checked shiplap boarding to front, 6" weatherboarding to gables painted grey; 4" x ¾" cover plates fixings at 19" centres horizontally on north gable; crude circular vent plate in bottom board north and south gables

North elevation: offset 4 pane sash and case timber window at lower level, 4 pane sash and case central in upper gable

East elevation: derelict gabled 'wee house' attached

South elevation: central 4 pane sash and case timber window both lower and upper levels

West elevation: central bipartite door with plain architrave, 2 flanking bay windows with slated piended roofs canted dormers above all with 3½" x 4½" sash and case timber windows painted green

Rainwater goods missing

Constructed by the present owner's great great grandfather who walked from Dundee to take up employment as a joiner in the village in 1840. Family records indicate the house being built in successive stages.

existing at date of record
This oblique view shows the 'stringer' returning onto the gable wall at the bottom of the cladding. The studs had been fixed into a baseplate laid directly on the ground and which had been removed by the time of this photograph. Unlike the front wall, had no lathing between the weatherboarding and studs.

This is a photograph of the original house from the family collection.
number D 27

district Marr Aberdeenshire

map reference NO 149914

frame type stud

listed status C(S)

constructed circa 1890

‘wee house’ at Woodbine Cottage off Mar Road, Braemar

Description: single storey with attic 3 bay, 24'4" x 13'3" rectangular plan comprising 2 roomed holiday cottage later 1988 extension attached to south

height to eaves 8'4"

height to ridge 13'6"

Roof: rectangular slated gabled roof with coped brick end stack with plain chimney pot on east elevation and 4" plain barge board to 6" gable projection; decorative fireclay ridge and 2 skylights

Frame: stud system on granite rubble plinth,

Cladding: 6¼" t&g shiplap boarding painted white; v-jointed linings internally

North elevation: 3 bay central bipartite door with plain 4¼" architrave, 2 no. flanking 2 pane 2'9" x 4'8" top hung vent upvc replacement windows

East elevation: projecting brick flue and weatherboarding only

South elevation: lean-to extension to kitchen.

West elevation: modern replica extension (1987/88)

Cast iron rainwater goods

existing at date of record
Granary Cottage, Braemar

Description: single storey, 3 bay, 24'8" x 12'8" rectangular plan with later 24'8" x 5'10" kitchen extension to south and comprising holiday cottage.

- height to eaves: 8'9"
- height to ridge: 15' est.

Roof: rectangular corrugated iron metal gabled roof painted black with zinc ridge flashing; lean-to roof to rear extension with roughcast stack with single fluted fireclay can; 10" composite bargeboard projecting 6"

Frame: stud frame on ventilated lime mortar rubble base; 4" x 2" corner posts fixings generally at variably 19 -21"

Cladding: 5" x variably 1/8 - 3/4" rectangular section weatherboarding painted green

North elevation: offset sash and case timber window in weatherboarding
East elevation: later lean-to kitchen; top hung vent; glazed and panelled door
South elevation: weatherboarding only
West elevation: 3 bay; central bipartite door with later advanced porch; flanking 4 pane sash and case timber windows painted white with plain 3½" x 1½" facings

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number D 29
district Marr Aberdeenshire
map reference NO 147911
frame type possible stud or balloon frame
listed status not listed
constructed circa 1927

House 33 Broombank Terrace, Braemar

Description: 2 storey, 3 bay, 38'3" x 18'6" T plan with advanced lean-to porch extension to north comprising family dwelling

height to eaves 11'9"
height to ridge 21' est.

Roof: rectangular slated gabled roof, smooth rendered end stacks with 4 plain red clay cans; flanking canted dormers with modern reversible windows; central piended dormer with modern reversible window; fireclay ridge tiles; 10" composite projecting bargeboard and gable frame with bellcast eaves

Frame: possible stud frame system on ventilated concrete basecourse

Cladding: grey coloured roughcast; owner advises that the cladding was originally ship boarding

North elevation: 3 bay with later central timber and glass porch 2 flanking top vent fixed light timber windows with plain 3" facings
East elevation: offset 4 pane sash and case timber window with 3" facings to ground floor south
South elevation: central gable extension with top vent fixed light gable window
West elevation: offset single pane timber window to 2nd floor extension; top hopper fixed light timber window to ground floor; offset top vent fixed light to south east corner main house; corrugated iron roof to timber store

Mixed cast iron and pvc rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland 1999

number D 30
district Marr Aberdeenshire
map reference NO 144912
frame type stud
listed status C(S)
constructed circa 1905

‘wee house’ at Lui Cottage, 35 Chapel Brae, Braemar

Description: 2 storey 4 bay, 24’4” x 13’3” rectangular plan comprising 4 roomed holiday cottage lean-to store to south

height to eaves 8’4”
height to ridge 15’

Roof: rectangular corrugated iron gabled roof with single fireclay ‘pipe’ flue at north end; 4” plain barge board to 6” gable projection; corrugated iron ridge flashing and 2 sky-lights

Frame: stud frame on rubble plinth

Cladding: 5½” weatherboarding painted light grey with 2” x 3½” corner plates painted red; v-jointed boarding internally through out; fixings variable 12 -16” centres horizontally, double nailed per board vertically

North elevation: weatherboarding and flush rubble stack exposed to eaves height
East elevation: central double leaf boarded door, flanking 4 pane sash and case timber windows with 4½” facings, square fixed light to bathroom, close boarded door to store
South elevation: lean-to store 2 close boarded access doors, 3 pane fixed light in upper gable
West elevation: 3 bay. 2 pane fixed light 4 pane top vent, 3 pane fixed light all without facings

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number D 32
district Marr Aberdeenshire
map reference NO 111893
frame type mainly stud
listed status not listed
constructed circa 1890

House at Linn of Corriemulzie, Braemar

Description: 2 storey 5 bay, 61'8" x 7'6" rectangular plan comprising 4 rooms

height to eaves 10'4"
height to ridge 17' est

Roof: rectangular corrugated iron roof piended to north, gabled to south, painted red; 2 coped granite stacks plain pot to north, fluted pot to south; 4" plain bargeboard to 6" gable projection; corrugated iron ridge flashing and 4 equally spaced skylights to west pitch

Frame: indeterminate frame system on lime washed rubble plinth

Cladding: combination of 5¼" horizontal lapped weatherboarding and 4" x ¾" battens on 8" boards painted red; 3¾" x 1¾" corner plates; 8" bottom plate; nail fixings shown at variable 13"- 19" horizontally, 1 nail per board vertically

North elevation: 4" x ¾" battens on 8" boards only
East elevation: part board and batten, weatherboarding to north end
South elevation: 9 pane high level gable timber window glass missing mixture of horizontal and vertical boarding in derelict condition
West elevation: 5 bay, 3 no. 4 pane sash and case timber windows with 4" architraves light, 4 pane top vent, 3 pane fixed light all without architraves, 4 pane fixed light, double leaf close boarded entrance door with plain fan light over

Cast iron rainwater goods

The property is derelict and is close to the site of Mar Lodge 2.
Keeper's Cottage, Corriemulzie

Description: single storey, 3 bay, 29'11" x 14'3" rectangular plan wide comprising 2 rooms, kitchen and bathroom holiday cottage

height to eaves 7'8"
height to ridge 15' est.

Roof: rectangular piended shingle roof with central coursed granite stack and 2 plain fireclay cans; corrugated iron monopitch roof to lean-to to south

Frame: possible stud frame system on mortared granite rubble plinth, posts at 21" centres

Cladding: 5¾" horizontal lapped weatherboarding painted duck egg green with overlying lightweight diamond decorative trellis frame; fixings generally 21" horizontally and 1 nail per board; 4" x 2" double corner posts painted green

North elevation: 3 bay central advanced porch with shaped top corners and bipartite close boarded entrance door; 2 flanking 4 pane sash and case windows (appear to be original)
East elevation: offset 4 pane sash and case window;
South elevation: central close boarded access door and offset 6 pane top hung vent in lean-to extension
West elevation: weatherboarding only; 2 pane fixed light to lean-to to south

Cast iron rainwater goods gutters fixed with gutter brackets

existing at date of record
A record of timber frame construction in North East Scotland 1999

Notes: this house had erroneously been identified as a timber structure but despite a variety of timber extensions the main building was of stone and lime construction.
A record of timber frame construction in North East Scotland

number: E 22

district: Marr Aberdeenshire

map reference: NJ 620096

frame type: post & dwang

listed status: not listed

constructed: circa 1905

Servant’s Bothy, Allargue House, Corgarff

Description: single storey, 32’3" x 21’4" L plan comprising of 4 rooms to accommodate servants during the summer months

height to eaves: 6’6"
height to ridge: 13’9"

Roof: L plan corrugated iron gabled roof with plain 6" x 13/8" barge board plate projecting 5"; zinc flashing to ridge

Frame: post and rail or post and dwang system on timber plates and concrete block piers

Cladding: variable 8" board and 3 x 5/8" batten stained red; nail fixings shown at 38" vertically both cut and wire nails; 4" v-jointed linings internally

North elevation: flush gable to west; 2 no. 4 pane top hopper vents
East elevation: 4 pane top hopper vent offset to north
South elevation: advanced gable to west; close boarded access door; 2 no. 4 pane top hopper vents
West elevation: 2 no. 4 pane top hopper vents

Cast iron rainwater goods

The property is dilapidated but still weather proof

existing at date of record
number E 25

district Marr Aberdeenshire

map reference NJ 279082

frame type possible post & rail

listed status not listed

constructed 1916

The Bungalow, Corgarff

Description: single storey, 40'6" x 16' rectangular plan comprising 3 room house with kitchen in lean-to extension to north west

height to eaves 9'8"

height to ridge 12'9"

Roof: rectangular corrugated iron gabled roof painted black; coped ashlar granite end stacks with fluted chimney pot to south and plain to north; 23/8" x 6 7/8"; exposed rafters at 2'8" centres projecting 6" at eaves; 9" x 2" composite bargeboard and gable A-frame projecting 6", zinc ridge flashing; gabled roof to porch

Frame: post and rail on ventilated 3' high ventilated ashlar granite basecourse,

Cladding: 6" board and 23/8" x ¾" chamfered batten stained brown; nail fixings shown at 6" horizontally; 26" vertically doubled nailed each edge of batten

North elevation: central flush limed mortared stack, 4 pane timber top hopper vent, 4 pane timber fixed light to lean-to

East elevation: 3 bay advanced central porch with 1 sash and case timber window 6 pane upper sash single pane lower; double flanking 6 pane upper sash single pane lower timber windows

South elevation: board and batten cladding only flush to ashlar granite stack

West elevation: single bay with 6 pane upper sash single pane lower timber window

Pvc rainwater goods

Local knowledge attests that it was built of Canadian timber.

existing at date of record
Bothy at Achtavan by Balmoral

Description: single storey, single chamber 12.95m (42' 6") x 5.25m. (17' 3") overall, rectangular plan comprising former dwelling house *

height to eaves 1.8m (7')
height to ridge 3.7m (14'6")

Roof: rectangular gabled turfed and corrugated iron roof with hinging lum

Frame: cruck frame at variable centres: 1.28m, (4' 2"), 2.78m (9'1"), 2.38m (7' 9"), 2.35m (7' 9"), 2.95m (9' 8") approx. *

Cladding: rubble and lime walling

North elevation: stone cladding only
East elevation: stone cladding only
South elevation: 3 bay; 2 door openings and rectangular window opening to east
West elevation: stone cladding only

No rainwater goods

The bothy is not weatherproof and is unused.

* dimensions taken from a survey by Mr Ed Martin in 1993

existing at date of record
A record of timber frame construction in North East Scotland

number: F 1

district: Moray

map reference: NJ 355652

frame type: stud frame

listed status: not listed

constructed: circa 1925

---

Larch House, Spey Bay

Description: 2 storey, modified L-shaped plan 40'3" frontage x 25'9" with projecting entrance porch to south, extensions to north and west comprising 2 public, 3 bedrooms, laundry and kitchen house.

height to eaves: 7'4"
height to ridge: 18'3" est

Roof: rectangular concrete tiled bell cast piended roof with coped smooth rusticated concrete stacks with twin plain fireclay pots; flanking gable dormers to south with 6" plain projecting barge boards painted white; gable roof to porch; lower gambrel type roof to north extension.

Frame: stud system on 12" concrete upstand; posts at 18" centres; nail fixings shown at 18" horizontally.

Cladding: 6" x ¾" lapped weatherboarding stained black; redwood shiplap linings internally.

North elevation: 8 no. top vent upvc fixed lights to corridor; weatherboarding to dado level and upper gable.

East elevation: offset tripartite 6 pane timber window to house; upvc entrance door and 3 no. upvc fixed lights to corridor; weatherboarding to dado level.

South elevation: 3 bay with central advanced glazed entrance porch; flanking tripartite 8 pane timber windows and gabled dormers with 8 pane casement windows.

West elevation: 2 no. 8 pane casement timber window to rear; tripartite 6 pane timber window to house.

All windows painted white.

Pvc rainwater goods

The house was built by James Jones (timber merchant) for his own use; original shingle roof replaced in 1984.
A record of timber frame construction in North East Scotland

number: F7

district: Moray

map reference: NJ 357627

frame type: probable post & rail

listed status: C(S)

constructed: circa 1925

House at 22 Bogmuir, Spey Bay

Description: single storey, 33'4" x 22' rectangular cross plan comprising lounge, 1 double, 2 single bedrooms kitchen and bathroom house; entrance porch supported on flanking 10" diameter rustic (tree trunk) columns projecting 4' on south elevation

height to eaves: 7'6"
height to ridge: 15' est

Roof: rectangular slated gabled roof with coped brick stacks both ends each with double plain fireclay pots east and single west end; zinc ridge flashing; gable roofs to north kitchen extension and south entrance porch; wavey edged 9" x 1" barge board with reverse finial and projecting 16"; half round gutter attached to projecting 12" matching eaves board

Frame: possible post & rail system on ventilated concrete base course

Cladding: 8" board and 2\(\frac{3}{4}\)" x \(\frac{3}{4}\)" batten painted light grey

North elevation: weatherboarding only

East elevation: offset 2'3" x 4'3" sash and case timber projecting 2"

South elevation: 3 bay with central rustic porch, flush panel glazed door; flanking 3' x 4' top hopper vent timber windows with 4" architrave

West elevation: offset (north) 3' x 4' top hopper vent timber windows with 4" architrave; access door to kitchen

Cast iron rainwater goods

existing at date of record
Hills Farm Bothy, Mosstodloch

| number | F 8       |
| district | Moray   |
| map reference | NJ 318618 |
| frame type | post & dwang |
| listed status | not listed |
| constructed | circa 1870 |

Description: single storey, single chamber 12'10" x 10'10" rectangular plan

- height to eaves: 7'9"
- height to ridge: 14' est

Roof: rectangular corrugated iron gable roof with single brick flue 4" cope and simple fireclay pot

Frame: post and dwang frame on concrete floor 4" x 2½" posts at 3' centres with 4" x 2" dwangs at 2'6", 2'6" and eaves; 3" vertical v-jointed linings internally on walls and ceiling

Cladding: 7" x ¾" board with variable 2¾ - 3" x ½" battens; battens double nailed horizontally

North elevation: board & batten only
East elevation: timber gable only note cladding masks full height brick flue
South elevation: close boarded entrance door and 3 pane top vent and formerly 6 pane fixed light
West elevation: board & batten only

Cast iron guttering down pipes missing

The bothy is presently weatherproof but in poor condition.
A record of timber frame construction in North East Scotland

number: F 9

district: Moray

map reference: NJ 381609

frame type: post & dwang

listed status: not listed

constructed: unknown

Bothy at Tulloch, Moss Tynet

Description: single storey, two chamber 27' x 11'3" T plan with toilet extension to north

height to eaves: 6'6"

height to ridge: 11'3"

Roof: rectangular corrugated iron gable roof with single brick flue pot missing; corrugated iron ridge

Frame: post and rail frame on concrete slab

Cladding: 8" board and 3¾" x ¾" battens stained dark green

North elevation: 3 pane top vent to 6 pane fixed light in lean-to extension; timber cladding

East elevation: entrance door and 1 no. 4 pane sash and case window

South elevation: 2 no. 2'4" x 3' 6 pane sash and case timber windows

West elevation: projecting brick flue and timber cladding

Rainwater goods missing

The bothy is presently weatherproof and in reasonable condition

existing at date of record
A record of timber frame construction in North East Scotland

number: F 10

district: Moray

map reference: NJ 311605

frame type: post & dwang

listed status: not listed

constructed: circa 1855

Bothy, Castlehill Farm, Mosstodloch

Description: single storey, single chamber 14' x 15'4" rectangular plan with entrance lobby

height to eaves: 7' 3"
hight to ridge: 14' 6"

Roof: rectangular slated gable roof with 1" overhanging eaves; single brick flue, fluted fireclay chimney pot; fireclay ridge tiles

Frame: post and dwang frame on concrete floor nailing centres 2', 3'9", eaves 4½ x 2" posts at 2'6" centres with dwangs at 1'9½" centres, studs nailed to 4½" x 3½" bottom plate and 4" x 3½ head plate; corner posts 4½" x 4½", variable on gable and flank walls

Cladding: 6¾" x 1" board and 2¾ x 3/8" batten creosote finish; 3½" v-jointed linings internally

North elevation: board and batten cladding only

East elevation: board and batten cladding only

South elevation: exposed central 2' brick flue and 4'6" chimney breast

West elevation: 2'8" x 6' close boarded door 1 no. 3'6" square fixed light in timber frame - appears recent replacement

Cast iron gutter and downpipe part missing

The bothy is presently weatherproof and in good condition.

existing at date of record
'Swiss' Cottage, Bellie, Fochabers

Description: 2 storey 24'9" x 18'9" rectangular plan of one public and two bedrooms, no bathroom and outside toilet

height to eaves  17'6"
height to ridge   23'9"

Roof: rectangular gabled shingle roof and projecting composite bargeboards to overhanging eaves and decorative rafter ends; dressed coped ridge stack with 2 fireclay pots; decorative fireclay ridge tiles; later corrugated iron lean-to roof to external toilet to west

Frame: stud frame with 5" x 2" studs at 18" centres

Cladding: horizontal 6" x ¾" weatherboarding with board and batten to staircase on north elevation all coloured 'red lead'

North elevation: expressed staircase in board and batten with 2 no. 6 pane fixed lights with 3" facings painted white
East elevation: 8 pane fixed light to entrance porch; offset 8 pane bipartite casement window at ground floor; featured square wooden posts carried up through jettied gable
South elevation: central bipartite 12 pane casement windows with close boarded shutters; board and batten cladding to lean-to toilet extension; recessed close boarded entrance door at east; flat balustraded balcony supported on brackets at 1st floor; featured brackets attached to weatherboarding
West elevation: central advanced board and batten clad toilet with single small fixed light at ground floor; 2 no. 9 pane casement windows with close boarded shutters and billet moulding surround at 1st floor; decorative feature brackets to roof overhang

Cast iron rainwater goods 2" dia. downpipe on east elevation

The miniature box hedging in the garden is of particular interest. The 1841 Census records the occupant as Jean Ansermet a foreign national, occupation park keeper and servant to the Marquis of Huntly.

existing at date of record
Description: single storey, 35' x 22'5" rectangular plan with flat roofed bathroom extension to east and lean-to to sitting room to west; entrance porch supported on flanking 10" diameter rustic (tree trunk) columns projecting 4' on south elevation

height to eaves: 8'
height to ridge: 15' est.

Roof: rectangular slated gabled roof with coped brick stack west end with double plain fireclay pots; fireclay ridge tiles; lean-to roof to west sitting-room extension; slated gabled porch roof; 10" x 1" wavy edged pierced barge board with reverse finial at apex and projecting 16"; plain eaves board projecting 7" with half round gutter attached to projecting 12" matching eaves board;

Frame: unknown on ventilated concrete base course

Cladding: roughcast painted pink

North elevation: advanced central flat roofed bathroom extension, 2 no. top vent upvc picture windows to east, fixed light to west
East elevation: roughcast finish only
South elevation: 3 bay with central projecting rustic porch, modern glazed entrance door; flanking upvc picture windows with top vents, sliding door to lean-to extension
West elevation: 4 bay top hung casement windows

Pvc rainwater goods

existing at date of record
Pine Cottage, West Street, Fochabers

Description: 2 storey, 34' x 28'2" L shaped plan with central entrance porch comprising dwelling house

height to eaves 9'3"
height to ridge 18'6"

Roof: rectangular shingled gabled roof with 2 coped brick stacks with 2 plain fireclay terminal each stack; plain 8" moulded edged barge board projecting 8" with boarded soffits; 8" gutter board exposed purlin ends west and north gables timber roll batten to ridge

Frame: stud system on concrete slab, posts at 18" centres; nail fixings shown at 18" horizontally and twice nailed vertically per board

Cladding: 5½" shiplap boarding as replacement for 6" horizontal checked weatherboarding remaining on south elevation, 2" x 2" radiused full height corner plates; new boards stained black, existing painted cream

North elevation: advanced gable with bipartite 6 pane timber casement window to first floor, tripartite 8 pane timber casement window to ground, lean-to entrance porch, single 8 pane fixed light, tripartite 8 pane timber casement window
East elevation: 1 no. 8 pane top hopper vent, 1 no. 8 pane fixed light timber windows
South elevation: 3 bay with offset flush panel access door and 8 pane double casement timber window
West elevation: bipartite 6 pane casement timber window to first floor only

Cast iron rainwater goods

The house was recently reclad using shiplap boards.

"The wooden cottage at the corner of George Lane & West Street, erected on the instructions of the Duke of Richmond and Gordon by Messrs Jones & Sons Larbert, has now been occupied. It differs chiefly from all buildings of wood in the district by having its framing very much lighter, an innovation that must tend to considerably reduce the cost. The whole of the wood is home grown. The outside linings are of larch, the roof shingles of spruce, the inner linings, finishings and flooring of Scots fir. No paint is used further than a treatment of red lead for the shingles, the linings without and doors walls and ceilings within being simply coated with oil."

Extract from Banffshire Advertiser 7th December 1922

existing at date of record
Description: 2 storey, 40'6" x 25'3" rectangular plan comprising 2 public and 5 bedroomed family house with front and rear porches

height to eaves 17'6"
height to ridge 27'8"

Roof: rectangular shingle gabled roof with coped brick stacks quadruple plain fireclay pots; 8" plain barge board projecting 12", 15" projecting eaves; timber round batten ridge and recent Velux rooflight to west roof; red painted shingles to gabled porch roof; bold roll concrete tiles to rear porch lean-to roof

Frame: studs frame system on ventilated concrete sub-floor
nail fixings shown at 16" centres double nailed vertically per board

Cladding: 6" checked horizontal weatherboarding stained black; 3½" radiused corner plates full height on each elevation. Pitch pine panelling as main feature of internal linings

North elevation: high level 9 piece (circular) 43½" dia. timber window, 8 pane bipartite casement timber window, recent 8 pane top hopper double glazing replacement window to kitchen, 9 pane circular window to porch
East elevation: 3 bay upper level with 6 pane bipartite casement timber windows with 2" architraves; advanced gabled entrance porch with modern panelled door with 4" moulded architraves, diagonal boarded projecting pediment, flanking 8 pane bipartite casement timber windows
South elevation: high level 9 piece (circular) 43½" dia. timber window, 8 pane bipartite casement timber window to lounge at ground floor; 9 pane circular window to porch
West elevation: 4 bay upper level, central tripartite 6 pane casement, recent bipartite 8 pane top hopper vent replacement windows, lower level central advanced shiplap clad lean-to recent porch extension with flanking 8 pane bipartite casement and 8 pane top hopper vent replacement window

Cast iron rainwater goods

According to the owner's records the house was built for the Episcopal minister of Larchwood from Deer Park on the Duke of Gordon's Estate and designed by Boyd the estate's architect in the 1920s and 30s.
Bothy at Keeper’s Cottage, Hill of Orbliston

Description: single storey, single chamber 10’ x 7’2” rectangular plan with entrance lobby

Height to eaves 6’9”
height to ridge 9’3”

Roof: rectangular corrugated iron gable roof; 7” x 3/4” sarking overhanging eaves; single brick flue – pot missing

Frame: post and dwang frame on concrete slab on brick underbuilding; 4” x 2½” posts at 2’6” centres

Cladding: 6½” x ¾” board and 2³/₈” x ½” battens; fixings at 3’, 2’9” and eaves vertically; doubled nailed batten horizontally

North elevation: board and batten only
East elevation: board and batten cladding only
South elevation: entrance door and 1 no. 9 pane top vent timber window 2’6” x 3’ high
West elevation: central projecting brick flue

Rainwater goods missing

The bothy is in poor condition.
Description: single storey, 51'6" x 17' rectangular plan comprising cottage with lean-to extensions north and south

height to eaves 8'3"
height to ridge 16'6" est.

Roof: rectangular corrugated iron gabled roof painted grey with coped roughcast stacks with no pots; 3" plain barge board plate to gable projection; zinc ridge flashing

Frame: unknown system on granite plinth

Cladding: lime pebbledash render finish

North elevation: 8 pane sash and case timber window in gable; top vent timber window in lean-to extension

East elevation: 8 pane sash and case timber window offset to north in gable; bipartite close boarded entrance door in lean-to porch

South elevation: 3 bay; offset lean-to entrance porch with double casement timber window; 2 no. 8 pane sash and case timber windows to west, 1 no. to east

West elevation: 8 pane sash and case timber window offset to north in gable; timber window in lean-to extension; all windows painted blue

Cast iron rainwater goods

existing at date of record
Cottages at Blairdaff Street, Buckie

Notes: illustration is of a much modified house semi-detached house which was part of a development of ‘Homes fit for Heroes’ built after the First World War. The drawing below is from the original architect's drawing held by Elgin Library.

existing at date of record
Description: single storey, 29'4" x 14' rectangular plan main building with advanced porch to east and 2 roughcast extensions to west

height to eaves 8'
height to ridge 13'

Roof: rectangular corrugated iron gabled roof painted grey with coped rendered end stacks with plain chimney pots; 4" x ¾" plain barge board with 4" overhang, corrugated ridge flashing to main building, asbestos tiles to later extensions; 1 skylight; gabled roof to entrance porch with finial

Frame: possible post and rail or post and dwang system on ventilated concrete base course

Cladding: vertical corrugated iron sheeting painted cream; sheet size 27" x 96" fixings shown at 23", 22", 24" and eaves vertically; 6½ – 13½" horizontally

North elevation: fixed light and glazed panelled entrance door to porch, offset 4 pane top vent timber window to north, roughcast finish to westerly extension

East elevation: 3 bay, with advanced entrance porch with tripartite picture window and board and ½ round battens to dado height, flanking

South elevation: lower level roughcast kitchen and bedroom extension to west, offset 2 pane top hung vent replacement gable window with 3¾" x 1" facings painted white

West elevation: advanced later roughcast gable extensions replacement top hung vent in original cottage

Pvc rainwater goods
Description: single storey, 34'9" x 11'6" generally rectangular plan with chamfered southerly corners overall comprising holiday cottage

height to eaves 10'3"
height to ridge 14'9"

Roof: piended slated roof decorative fireclay ridge tiles; 6" plain bargeboard projecting 9"; decorative finial both ends, exposed moulded rafter ends at 18" centres coursed ashlar granite stack in north east corner with fireclay pot

Frame: possible post & rail on roughcast ventilated base course

Cladding: 6¼" board and 1½" half round battens painted cream

North elevation: board and batten cladding only
East elevation: 3 pane top vent at north end and 12 pane top hopper timber window on splay to south east
South elevation: 3 bays central 9 pane glazed entrance door recent, with flanking tripartite timber windows with 5" reeded facings painted black featured 'cornice' panel between window lintel and eaves
West elevation: 3 pane top vent at north end and 12 pane top hopper timber window on splay to south west

Cast iron rainwater goods with half round gutters

existing at date of record
Cottage at Knock Depot

Description: single storey 58' x 16'4" rectangular plan comprising 3 rooms bathroom and kitchen

height to eaves 7' 4"
height to ridge 13'

Roof: rectangular corrugated iron gabled roof painted red with 2 roughcast brick roughcast flues with double fluted chimney pots and 6" plain chamfered face plate to gable

Frame: post and rail system on brick scartement

Cladding: variable 6/8 - 83/8" boards and 25/8" battens, north gable more recent 7/8" horizontal shiplap boarding

North elevation: 1 no. 4' x 3', 4 pane sash and case window and 2 no. single pane 2' x 4' casement
East elevation: 1 no. 4' x 3', 4 pane sash and case window; roughcast panel to former chimney
South elevation: board and batten cladding only
West elevation: central single leaf access door; 4 no. 4' x 3', 4 pane fixed lights with top hopper vent

Part pvc rainwater goods

demolished in 2002
Bothy at Drumduan Farm, Kincardine o' Neil

Description: single storey, single chamber 13'1½" x 13' square plan with corner stone granite fireplace

height to eaves 7'
height to ridge 11' 9"

Roof: rectangular slated gable roof with zinc ridge flashing; single brick flue – pot missing stands clear of roof

Frame: post and dwang on stone/concrete floor

Cladding: 4½" v-jointed vertical linings

North elevation: demolished
East elevation: 1 no. central 4 pane derelict timber window
South elevation: offset close boarded entrance door; 1 no. 4 pane sash and case window
West elevation: cladding only

Cast iron rainwater goods

The bothy is derelict and is now used as a hen house.

existing at date of record
Innellan, Pitmurchie Road, Kincardine o' Neil

Description: single storey 30'3" x 26'1" L plan with open verandah to south comprising lounge, 3 bedrooms kitchen bathroom and utility

height to eaves 8'8"
higher to ridge 18' est.

Roof: generally square piended roof clad with diamond shaped asbestos cement tiles with cement ridge/hip flashing, 6" gutter boards projecting 10"; central brick stack with 4 fireclay pots; single roughcast stack to rear

Frame: stud frame system at 16" centres, on ventilated smooth cement rendered plinth

Cladding: 4½" checked weatherboarding painted cream fixed at generally 16" horizontally and each board double nailed vertically

North elevation: 5 bay, offset close boarded single leaf access door outer flanking 2 pane top hopper vent timber windows, roughcast stack and 1 no. picture window with top vents

East elevation: single bay with 1 no. 2 pane timber casement with 3¾" facing plates

South elevation: recessed central 6 pane panelled entrance door under verandah with flanking twin casement timber window to bedroom, 4 no. fixed timber lights to advanced lounge

West elevation: single bay with 1 no. 2 pane timber casement with 3¾" facing plates with 2 pane fixed light to lounge bay

Cast iron rainwater goods

Built by present owner’s father who founded a 3 generation family joinery business.
**Rowan Cottage, Birse**

Description: single storey 35'9" x 14' generally L-shaped plan with lean-to extensions comprising 3 bedroomed detached cottage

<table>
<thead>
<tr>
<th>Height to Eaves</th>
<th>Height to Ridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>9'</td>
<td>15'</td>
</tr>
</tbody>
</table>

Roof: rectangular gable corrugated iron roof with zinc ridge flashing; 6" projecting eaves and single roughcast stacks with 1 plain, 1 fluted fireclay pots; composite 6" x 3/4" barge board

Frame: post & rail frame on unknown base

Cladding: 7" boards and 2 1/4" x 3/4" battens stained orange; fixings at 11", 33", 32" and eaves vertically

North elevation: aluminium clad mono pitch extension with Velux rooflights
East elevation: board and batten cladding to later gable extension
South elevation: 3 bays with advanced portico consisting of 2 timber columns painted green and entablature: flanking bay windows with piended slated roof and 2 pane sliding aluminium casement windows; tripartite casement window in porch to east
West elevation: 1 no. offset top opening vent, single pane timber window; 8 pane tripartite casement window in extension; stake and rice render to upper gable

Pvc rainwater goods

Existing at date of record
Sawmill Cottage, Birse

Description: single storey 26'4" x 11'10" rectangular plan with lean-to extensions to east and later 12'8" extension to south comprising 2 roomed cottage and garage/store

height to eaves 7'3"
height to ridge 13'3"

Roof: rectangular corrugated iron gabled roof; asbestos ridge flashing; central lime mortared stack can missing; sky-light to north; 3" plain barge board; later extension bituminous felt clad extension used as garage to south

Frame: possible post and rail frame on lime mortared rubble basecourse

Cladding: 7½ – 8" boards and variable 2¼ – 25/8" battens; fixings double nailed horizontally and at 26", 28" and eaves vertically

North elevation: board and batten only
East elevation: central close boarded entrance door; flanking 4 pane sash and case timber windows painted yellow; modern up and over garage door and panelled access door at south end; lime mortar to exposed face of rubble gable wall
South elevation: board and batten only
West elevation: board and batten only

V-shaped timber gutter on brackets
A record of timber frame construction in North East Scotland

number 13

district Banff & Buchan Aberdeenshire

map reference NJ 696638

frame type unknown

listed status not listed

constructed unknown

Notes: illustration shows the original Banff Bridge Railway Station which has been much altered to form a dwelling house. It consists of a single storey, cross plan with slated gabled roof of a type 5 non standard custom design. The building has the uncharacteristic board and batten cladding (see below) and without the decorative elements of the later type 4 cladding, decorative ridge tiles and finials, rafter brackets, greater fenestration and is identical to the extant Knockandhu [D5] and Longmorn Stations [E12]
Description: 2 storey, 34' x 30' T shaped plan with central lean-to entrance porch comprising house

height to eaves 13'4"
height to ridge 21' est.

Roof: rectangular red tiled gabled roof with 2 coped granite ashlar stacks each with 4 plain fireclay terminals; plain 10" barge board with featured hooped metal brackets to soffits overhanging by 15"; 8" gutter board; decorative fireclay ridge tiles

Frame: half timbered with brick noggin infill panels; 8" x 8" corner posts; 8" wide main frame elements (in 4 bays); 4" x 4" rails

Cladding: brick noggin

North elevation: advanced gable with central tripartite casement upvc windows to ground and 1st floor rebuilt with concrete blockwork; single storey lean-to to west re-roofed with profiled metal sheet; close boarded access door; tripartite timber window and brick noggin infill panels; elaborate metal brackets to support eaves at gable

East elevation: timber frame and brick noggin infill panels only

South elevation: 2 bay with lean-to porch with bipartite 4 pane fixed lights; tripartite casement window to ground floor; 4 element casement window to 1st gable; tripartite casement timber window to advanced bay window to ground floor east; elaborate metal brackets to support eaves at gable

West elevation: roughcast and frame only

New pvc rainwater goods

The house was recently reclad with render on expanded metal lath.
A record of timber frame construction in North East Scotland

<table>
<thead>
<tr>
<th>number</th>
<th>18</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Marr Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 645124</td>
</tr>
<tr>
<td>frame type</td>
<td>post &amp; dwang</td>
</tr>
<tr>
<td>listed status</td>
<td>not listed</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1890</td>
</tr>
</tbody>
</table>

Quarry Bothies, Tillyfourie, Aberdeenshire

Description: single storey 93'8" x 15'2" elongated L plan overall comprising four terraced cottages

- height to eaves: 8'5"
- height to ridge: 13'

Roof: rectangular gabled corrugated iron roof with mono pitches entrance porches, roof sheeting overhangs wall head; zinc ridge; 4 individual brick stacks, pots missing;

Frame: 4½" posts and 4" x 3" rails on granite rubble and lime basecourse

Cladding: 2½" x 5/8" battens on boards varying variable 8 – 10" boards fixed at 22½", 23", 23", top rail vertically and 2 nails per batten
- 5½" v-jointed linings internally fixed on 15/8" x ½" battens on bituminous hair felt on 73/8" x ½" boards with felt in vertical joint fixed to inside of rails

North elevation: board and batten cladding only; exposed flush brick stack in gable extension

East elevation: board and batten cladding only; exposed flush brick stack in gable

South elevation: 12 bays, 4 advanced monopitch porches possible 4 pane bipartite casement windows astragals missing

West elevation: board and batten gable with central double vent top hung vents timber window in north extension, astragals missing

Rainwater goods missing

existing at date of record
Description: 2 storey 36'3" x 16'8" rectangular plan of 2 public and 3 bedrooms, no bathroom

height to eaves 9'
height to ridge 17' 9"

Roof: rectangular gabled roof of corrugated iron and projecting 3 element composite bargeboards; 2 dormer windows located either side of single skylight; brick chimney stacks flush with outside face of walls in both gables with 2 fireclay pots at western end

Frame: possible post and rail system on part rendered brick perimeter wall

Cladding: vertical 3½" x ¾" board with ¾" x 5/16" battens

North elevation: 1 single sash and case timber window 2' x 4'6" and exposed brick flue

East elevation: 2 no. 2 piece sash and case windows either side of access door with two dormer windows consisting of 3 no. 2 piece sash and case windows roofed and cheeks of corrugated iron

South elevation: 1 no. single sash and case timber window 2' x 4' 6" and exposed brick flue

West elevation: 1 no. 4 piece sash and case window 2' 6" x 4' 6"

Cast iron rainwater goods; 2" dia. downpipe on east elevation

This is one of the best examples of the joinery craft.

existing at date of record
Bothy at Oatyhill Farm, Laurencekirk

Description: single storey, single chamber 20'3 x 16'6" rectangular plan with entrance lobby

height to eaves 6'6"
height to ridge 13'9"

Roof: rectangular corrugated iron gable roof with single brick flue – pot missing 5" x 2" trussed rafters at 2'6" centres lead ridge; 4" cope boards

Frame: post and rail frame with 4" x 2½" posts on 4" x 2½" baseplate on concrete floor; posts at 2'4" (north gable) centres with dwangs at 1'9¼" centres. studs nailed to 4½" x 3½" bottom plate and 4" x 3½" head plate. corner posts 4¼ x 4¼", variable on gable and flank walls

Cladding: 3½" v-jointed lining vertical boarding; 3½" v-jointed linings internally

North elevation: timber gable only
East elevation: entrance door and 1 no. damaged sash and case window
South elevation: timber cladding only NOTE cladding masks full height brick flue
West elevation: timber cladding only

Pvc rainwater goods

The bothy is presently weatherproof but in poor condition.
Description: single storey 24'9" x 13'3" rectangular plan consisting of 2 rooms bathroom and kitchen projecting lean-to 5'9" x 8'2" entrance porch to west and 7'3" roughcast lean-to to east

height to eaves 7' 6"
height to ridge 11' 6"

Roof: rectangular diamond pattern thin tile gabled roof painted red with 2 roughcast flues with single plain fire clay chimney pots concrete ridge tiles 3½" x ½" barge plate overhanging by 3"

Frame: post and dwang on brick scarcement

Cladding: variable vertical timber 8" boarding with 3" x ½" battens; weatherboarding to porch; north gable more recent 47/8" horizontal shiplap boarding

North elevation: 1 no. 1'4" x 2'2" pane fixed light and 2 pane 2' x 2'4" top vent timber window

East elevation: 3 no. 4 pane top vent timber windows

South elevation: timber boarding and roughcast only

West elevation: 2 no 2'8" x 3'2" 4 pane timber top vent timber windows 2 no. 3'6" x 4'3" fixed pane timber window to porch

Miscellaneous pvc and cast iron rainwater goods

The house is habitable.
record: Ot tiinu C( nstructum in North I ast Scotland 1999

number: J 17

district: Marr Aberdeenshire

map reference: NO 792963

frame type: post & dwang

listed status: B

constructed: rebuilt in present location 1896

Elizabeth Cottage, Woodside Road, Banchory

Description: single storey generally rectangular 26'4" x 32' (overall) (14' wide gable) T-shaped plan with lean-to extensions in south east and south west corners comprising 4 roomed dwelling

height to eaves: 9' 10"

height to ridge: 17' est.

Roof: rectangular gable roof of corrugated iron sheeting painted black; bell cast corrugated iron piended roof to porch; central square ridge ventilator; zinc ridge flashing; ex 3" x 3" moulded trim to 10" x 1" filigree bargeboard; 4" x 1" cope board; wooden finials at both ends; brick stack north end; corrugated piended roof to verandah

Frame: post and dwang system on ventilated granite rubble and lime mortar base

Cladding: vertical corrugated iron painted grey; sheet size 26" x 9' 10"; fixings at variable 6½" – 9¼" centres horizontally; 39" vertically; 5½" t&g vertical boarding to south elevation

North elevation: offset 4 pane sash and case timber window with 6¾" x ¾" facing; 4 pane top hopper and fixed light to bathroom with 5" x ¾" face plate; windows painted white, facings painted orange

East elevation: lean-to entrance porch at north end; 4 pane top vent timber window;

South elevation: 3 single and 2 double bays with 4 no. 3" sq. chamfered posts; central panelled entrance door; 3 pane glazed porch; flanking 4 pane sash and case bay windows 3 pane glazed porch;

West elevation: later lean-to corrugated utility extension; 4 pane sash and case 6 pane fixed light; single pane top hung vent

Mixed cast iron and pvc rainwater goods

The building was previously the Catholic chapel in Braemar and was moved to the site on 1896 as a holiday home.

existing at date of record
Description: single storey 32'4" x 20'4" generally rectangular plan with later extension to rear creating T plan comprising 4 roomed dwelling

height to eaves 8'
height to ridge 16' est.

Roof: rectangular slated gable roof; brick stack to north with single fluted can; fireclay ridge tiles; 8" box eaves and bargeboard

Frame: unknown on ventilated mortar and rubble base course

Cladding: drydash roughcast finish

North elevation: roughcast gable only later kitchen dining extension to east
East elevation: later gabled extension with 2 no. top hung single pane vents to south; recessed porch to north
South elevation: roughcast gable only later kitchen dining extension to east
West elevation: central contemporary glazed and panelled entrance door; flanking later 'picture windows' with top vents painted brown

Pvc rainwater goods

The cottage illustrated is 1 of 4 built by Haddo estate in what is known locally as 'timmer street'.
Cottage at Kingswells

Description: single storey rectangular plan 20'6" x 15'4" with projecting porch comprising 2 roomed cottage

height to eaves  7'2"
height to ridge  12'

Roof: rectangular, rusted, corrugated iron gabled roof with 2 roughcast brick flues with plain fireclay pots each end; corrugated ridge flashing

Frame: stud frame; 4" x 3" posts at 21" centres on bottom rail on 4" x 3" floor joists at 21" centres on rubble wall

Cladding: asbestos sheeting partly covering 9½" x 5/8" vertical timber boarding; 3½/8" cover plates north gable; 4" x ¾" cover plates west elevation; 3 x 5/8" north; fixings at 28" vertically; 6" v-jointed linings internally

North elevation: remains of offset 4 no. panelled door; entrance door to porch missing
East elevation: central advanced gabled porch with porcelain sink; flanking 5 pane fixed light north; window missing south
South elevation: exposed brick stack evidence of previous extension
West elevation; cladding only

Cast iron rainwater in part

The house is derelict.

existing at date of record
A record of timber frame construction in North East Scotland 1999

number K 16
district City of Aberdeen
map reference NJ 873018
frame type stud
listed status not listed
constructed circa 1890

Former Murtle Station, Bieldside, Aberdeen

Description: single storey, L-shaped plan 73'3" x 13'9" (original building) with later roughcast extension to north comprising family dwelling

height to eaves 10'9"
height to ridge 18' est.

Roof: rectangular slated piended roof with zinc ridge and hip flashings coursed granite ashlar stack with single fireclay can; bitumen covered flat roof to extensions at west end; 15" eaves projection all round with decorative timber entrance canopy

Frame: stud frame on ventilated concrete base

Cladding: ex 6½" x 1½" checked and chamfered weatherboarding with featured 9" pencil rounded base plate all painted red

North elevation: 4 no.3 pane sash and case windows; 1 no. 4 pane sash and case window; miscellaneous 3" reeded and plain facings painted white to windows
East elevation: cladding only to original building; miscellaneous glazed and roughcast panels to later extension
South elevation: 5 bays; central bipartite flush plywood and glazed entrance door with large fanlight over; decorative timber canopy with 4 no. substantial cast iron decorative brackets with vine motif; flanking 4 pane fixed lights; flat roofed square bay window with 3 pane upvc fixed lights to west; 2 no. upvc replacement windows and flush plywood and glazed access door; 3 pane timber sash and case timber window to extreme east bay
West elevation: large upvc 'picture window' to lounge; miscellaneous glazed and roughcast panels to later extension

Pvc rain water goods

existing at date of record
<table>
<thead>
<tr>
<th>number</th>
<th>L 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Banff &amp; Buchan Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 645124</td>
</tr>
<tr>
<td>frame type</td>
<td>stud</td>
</tr>
<tr>
<td>listed status</td>
<td>not listed</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1903</td>
</tr>
</tbody>
</table>

Cottage at Pitfour, Old Deer

Description: single storey 37'3" x 15'3" rectangular plan consisting of 3 rooms bathroom and kitchen

- height to eaves: 8'6"
- height to ridge: 14'

Roof: rectangular red clay tiled, gabled, bellcast roof with central, roughcast, coped single stack with fluted pot; zinc ridge flashing; 8" plain bargeboard overhanging 12" and 6" fascia to eaves; 4' verandah to south supported on 6" dia. tree trunks

Frame: stud frame on 3' brick under building

Cladding: 6" t&g shiplap with 3" x 5/8" corner plates and jambs to windows fixings at 2' horizontally on main elevations and 3' horizontally on gables, painted green; fixings at 3' centres horizontally on gable, 2' on main elevations

North elevation: weatherboarding only; lean-to toilet at west end
East elevation: 1 no. sash & case, 1 no. casement timber windows; close boarded entrance door in lean-to
South elevation: shiplap boarding only
West elevation: 8 bays; 3 no. 2'8" x 3'2" 4 pane timber 6 pane top vents on bipartite fixed light timber windows 2 no 3'6" x 4'3" fixed pane timber window to porch

No rainwater goods

The house is habitable.

existing at date of record
A record of timber frame construction in North East Scotland

number erratum

district Marr Aberdeenshire

map reference NJ 303098

frame type various

listed status not listed

constructed circa 1885

Cottage at Garchory, Strathdon

Description: single storey, 38' x 14'6" T shaped plan comprising holiday cottage

height to eaves 7'6"
hight to ridge 12' est.

Roof: rectangular corrugated iron gabled roof painted red with verandah on south side; painted rubble stack with single plain fireclay pot; zinc ridge flashing; plain 4" barge board projecting 4"

Frame: generally stud frame on ventilated concrete slab posts at 20" centres

Cladding: 8" board and 3½" x ¾" batten; ex 6" scalloped shiplap; corrugated vertically vertical corrugated iron sheeting sheet size 90" x 27"; fixings at 12½" horizontally and 18" 31" 24" and eaves height

North elevation: central bipartite 8 pane casement timber window; bipartite fixed light; bipartite 8 pane with top hung vent timber windows, all painted white; t&g boarding painted green

East elevation: 8" board and 3½" x ¾" batten cladding only, creosoted; open porch for storage

South elevation: 4 bays; 6' verandah; close boarded, tripartite glazed panel entrance door to west; tripartite 8 pane feature window; 1 no. 4 pane sash and case window; 1 no. 4 pane top hopper vent, all painted white; corrugated cladding painted green

West elevation: 2 bay; 2 pane and tripartite casement timber windows; top hopper vent in lean-to extension; ex 6" scalloped shiplap cladding stained brown; fixings at 20 - 21" horizontally and 2 nails per board vertically

Cast iron rainwater goods

existing at date of record
Public halls and sports buildings
The fieldwork and data sheets are referenced using an alpha-numeric system based on the Ordnance Survey 10km transects identified alphabetically from west to east with the individual buildings being numbered sequentially from north to south within that transect. The suffix 'a' is used to identify archival material of buildings which have been demolished.

This map has been prepared by Iain Bruce as part of a fieldwork study for a Ph.D. thesis submitted to The Robert Gordon University.
<table>
<thead>
<tr>
<th>ref</th>
<th>page no.</th>
<th>address</th>
<th>local authority district</th>
<th>grid ref</th>
<th>frame type</th>
<th>listed</th>
</tr>
</thead>
<tbody>
<tr>
<td>I 6a</td>
<td>394</td>
<td>Aberchirder Tennis &amp; Bowling club</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>unknown</td>
<td>post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>L31</td>
<td>410</td>
<td>Aberdeen University Boat Clubhouse</td>
<td>City of Aberdeen</td>
<td>NJ944051</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>L32</td>
<td>411</td>
<td>Aberdeen, Duthie Park Bowling Pavilion</td>
<td>City of Aberdeen</td>
<td>NJ939045</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>L36</td>
<td>412</td>
<td>Aberdeenshire Cricket Clubhouse</td>
<td>City of Aberdeen</td>
<td>NJ917044</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>G25</td>
<td>384</td>
<td>Arradoul SWRI Hall</td>
<td>Moray</td>
<td>NJ415635</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>L9</td>
<td>409</td>
<td>Auchnagatt Public Hall</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ928470</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>H34</td>
<td>391</td>
<td>Ballogie Hall</td>
<td>Aberdeenshire Marr</td>
<td>NO592945</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>E28</td>
<td>369</td>
<td>Balmoral, Curling Pavilion</td>
<td>Aberdeenshire Marr</td>
<td>NO264943</td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>E29</td>
<td>370</td>
<td>Balmoral, Public Hall</td>
<td>Aberdeenshire Marr</td>
<td>NO266942</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>I 4a</td>
<td>392</td>
<td>Banff Bowling Club</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ688644e</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>I 5a</td>
<td>393</td>
<td>Banff, Skating Rink Duff House</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>unknown</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>K15</td>
<td>403</td>
<td>Bieldside, Deeside Golf Club</td>
<td>City of Aberdeen</td>
<td>NJ884022</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>C22</td>
<td>363</td>
<td>Braemar, Hall at Mar Lodge</td>
<td>Aberdeenshire Marr</td>
<td>NO095899</td>
<td>post &amp; truss with infill stud frame</td>
<td></td>
</tr>
<tr>
<td>D20</td>
<td>364</td>
<td>Braemar, Victoria Public Hall, Mar Road</td>
<td>Aberdeenshire Marr</td>
<td>NO147914</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>I 23</td>
<td>396</td>
<td>Bridge of Canny, Public Hall, Inchmarlo</td>
<td>Aberdeenshire Marr</td>
<td>NO654971</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>G24</td>
<td>383</td>
<td>Buckie Thistle Football Stand</td>
<td>Moray</td>
<td>NJ424652</td>
<td>stud &amp; post &amp; beam</td>
<td></td>
</tr>
<tr>
<td>G18a</td>
<td>381</td>
<td>Buckie, Bowling Clubhouse</td>
<td>Moray</td>
<td>NJ425657</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>G23a</td>
<td>382</td>
<td>Buckie, Skating Rink</td>
<td>Moray</td>
<td>NJ422653</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>B6</td>
<td>357</td>
<td>Carbridge Golf Club</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NH907232</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>A7</td>
<td>355</td>
<td>Cawdor, Village Hall</td>
<td>Highland Nairn</td>
<td>NH847503</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>E24</td>
<td>368</td>
<td>Corgarff, Public Hall</td>
<td>Aberdeenshire Marr</td>
<td>NJ279083</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>H12a</td>
<td>386</td>
<td>Cornhill Bowling club</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>unknown</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>H27</td>
<td>388</td>
<td>Craigievar Public Hall</td>
<td>Aberdeenshire Marr</td>
<td>NJ568118</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>J16</td>
<td>398</td>
<td>Crathes Public Hall</td>
<td>Aberdeenshire Kincardine</td>
<td>NO747964</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>erim</td>
<td>401</td>
<td>Cumminestown, Bowling Club</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ801505</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>C9</td>
<td>360</td>
<td>Darnaway, Glenemie House, Squash Court</td>
<td>Moray</td>
<td>NJ012466</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td>Score</td>
<td>Club Name</td>
<td>County</td>
<td>Code</td>
<td>Type</td>
<td>Notes</td>
</tr>
<tr>
<td>--------</td>
<td>-------</td>
<td>-----------------------------------</td>
<td>------------</td>
<td>--------</td>
<td>------------</td>
<td>------------------</td>
</tr>
<tr>
<td>F24a</td>
<td>374</td>
<td>Dufftown Golf Club</td>
<td>Moray</td>
<td>NJ311391</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>C7</td>
<td>359</td>
<td>Dunphail, Edinkillie Public Hall</td>
<td>Moray</td>
<td>NJ015483</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>E3a</td>
<td>365</td>
<td>Elgin City Football Stand</td>
<td>Moray</td>
<td>unknown</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>E7</td>
<td>366</td>
<td>Elgin Tennis Club, Duff Avenue</td>
<td>Moray</td>
<td>NJ221625</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>G4</td>
<td>378</td>
<td>Findochty, Bowling Club</td>
<td>Moray</td>
<td>NJ460679</td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>F15a</td>
<td>372</td>
<td>Fochabers, Drill Hall</td>
<td>Moray</td>
<td>unknown</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>C5a</td>
<td>358</td>
<td>Forres, YMCA Hall, Cumming Street</td>
<td>Moray</td>
<td>NJ037587</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>L2</td>
<td>407</td>
<td>Fraserburgh, Bowling Club</td>
<td>Moray</td>
<td>NJ997664</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>H22</td>
<td>387</td>
<td>Garty Public Hall</td>
<td>Moray</td>
<td>NJ519358</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>I22</td>
<td>395</td>
<td>Glassel, The Milne Hall</td>
<td>Moray</td>
<td>NO652992</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>B2</td>
<td>356</td>
<td>Glenferrness House, Squash Court</td>
<td>Moray</td>
<td>NH936439</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>E21</td>
<td>367</td>
<td>Glenlivet, Public Hall</td>
<td>Moray</td>
<td>NJ243216</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>C12</td>
<td>361</td>
<td>Grantown, Tennis Pavilion</td>
<td>Moray</td>
<td>NJ036283</td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>C13</td>
<td>362</td>
<td>Grantown, Bowling Pavilion</td>
<td>Moray</td>
<td>NJ036281</td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>F19</td>
<td>373</td>
<td>Inchberry Hall</td>
<td>Moray</td>
<td>NJ314555</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>G31a</td>
<td>385</td>
<td>Keith, Bowling Club</td>
<td>Moray</td>
<td>NJ431508</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>H30</td>
<td>389</td>
<td>Kincardine o' Neil Bowling Pavilion</td>
<td>Moray</td>
<td>NO590997</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>H31</td>
<td>390</td>
<td>Kincardine o' Neil Village Hall</td>
<td>Moray</td>
<td>NO591997</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>J22a</td>
<td>399</td>
<td>Laurencekirk Bowling Club</td>
<td>Moray</td>
<td>NO719713</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>L40</td>
<td>413</td>
<td>Maryculter, Ardve Village Hall</td>
<td>Moray</td>
<td>NJ918026</td>
<td>possible post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>K6</td>
<td>402</td>
<td>Methlick, Ballroom at Haddo House</td>
<td>Moray</td>
<td>NJ868347</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>A6</td>
<td>354</td>
<td>Nairn County Football Stand</td>
<td>Moray</td>
<td>NH881558</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>A1a</td>
<td>352</td>
<td>Nairn Golf Club, Seabank Road</td>
<td>Moray</td>
<td>NH867571</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>A2a</td>
<td>353</td>
<td>Nairn, Dunbar Golf Club</td>
<td>Moray</td>
<td>NH889567</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>K1</td>
<td>400</td>
<td>Pennan Public Hall</td>
<td>Moray</td>
<td>NH844656</td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>N1a</td>
<td>414</td>
<td>Peterhead Golf Clubhouse</td>
<td>Moray</td>
<td>NK120842</td>
<td>est</td>
<td></td>
</tr>
<tr>
<td>G6a</td>
<td>379</td>
<td>Portessie, Strathlene Golf Clubhouse 1</td>
<td>Moray</td>
<td>NJ438662</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>G1</td>
<td>377</td>
<td>Portknockie, Bowling Club</td>
<td>Moray</td>
<td>NJ491683</td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>G13</td>
<td>380</td>
<td>Rathven, SWRI Hall</td>
<td>Moray</td>
<td>NJ450662</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>F2</td>
<td>371</td>
<td>Speybay, Golf Club</td>
<td>Moray</td>
<td>NJ356652</td>
<td>possible post &amp; dwang</td>
<td></td>
</tr>
<tr>
<td>K21a</td>
<td>404</td>
<td>Stonehaven, Golf Clubhouse 1</td>
<td>Moray</td>
<td>unknown</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>K22</td>
<td>405</td>
<td>Stonehaven, Golf Clubhouse 2</td>
<td>Moray</td>
<td>NO875866</td>
<td>unknown</td>
<td></td>
</tr>
</tbody>
</table>
What is particularly noticeable in this section is that whilst the fieldwork illustrates examples of pattern book styles prevalent in the period, such designs do not predominate. The study also provides evidence in the collection of corrugated iron clad halls of local variants of readily available prefabricated buildings as produced by manufacturers such as Spiers and Company.

Like Dwellings, there is a wide a variety in both the form and size of the Public Halls and Sports Buildings, from the picturesque, or perhaps more accurately, the ‘primitive’ round pole and thatched style of the original Stonehaven Golf Clubhouse [K21a] which is in marked contrast to the elegantly engineered bowstring truss of the Lonach Hall [F30]. There are two examples of football grandstands which illustrate a particular efficiency in the use of timber, and it is a sad loss to the social record that so little is known of the fascinating skating rinks at Banff [I4a] and Buckie [G23a].

The buildings have come into being through a variety of funding sources, from the largess of local benefactors to public subscription, and this process as much as any other factor, has given diversity of expression to the buildings. It is interesting to speculate that the apparent competition between Keith [G31a] and Banff [I5a] bowling clubs for the most ostentatious building could have been driven by the local benefactor or the aspirations of the club members themselves.
Clubhouse, Nairn Golf Club, Nairn

Notes: illustration shows single storey rectangular plan with gabled roof and verandah. The decorative ridge tiles with finials at each end and the faux ‘stake and rice’ construction are typical pattern book features for clubhouse design. The elaborately turned columns are worthy of note.

The course was opened in 1887.
Clubhouse, Dunbar Golf Club, Nairn

Notes: illustration shows a single storey rectangular plan with a piended corrugated iron roof. The cladding is vertical boarding with featured facings and suggests a post and rail frame. It formed the core of a series of extensions until a replacement building was erected in 1998.

According to Mr David Ellen it is likely that one of the founding members George Leith, a joiner, was the contractor.
A record of timber frame construction in North East Scotland 1999

number A6
district Nairn Highland
map reference NH 882560
frame type post & rail
listed status not listed
constructed 1937

Grandstand, Nairn County Football Club, Nairn

Description: single storey 2 part rectangular plan comprising 78' x 15'6" grandstand and 78' x 15'9" adjoining changing accommodation

height to eaves 12'9"
hight to ridge 15'

Roof: rectangular corrugated iron monopitch roof to stand and at lower level to changing room accommodation painted black; 9" x 2" roof joists at 3' 3" centres supported at open end on 2 no. 6" x 3" composite beam supported on 4 no. 6" x 4½" rhs columns; timber louvre panels at high level along length of stand painted black

Frame: 9" x 3" posts at generally 6'6" centres on 9" x 3" sole plate on concrete base to north wall; post and dwang framing to flank walls

Cladding: corrugated iron cladding painted yellow; sheet size 27"; fixings at 7", 27", 38" on flank walls; v-jointed linings to inside of stand

North elevation: corrugated iron cladding painted yellow; timber louvre panels between posts at high level; 2 no. close boarded and 1 no. flush ply access doors; 3 no. 2 pane top hung toilet windows; 12 pane steel fixed light at west end; 9 pane timber fixed light at east end of changing accommodation; roughcast wall to medical room, painted concrete blockwork to external toilets

East elevation: corrugated iron cladding on rake to perspex vision panel; board and batten cladding above; flush ply access door at lower level; painted concrete blockwork to external toilet

South elevation: 3 bays open end onto pitch; 12" composite fascia panel to edge of roof painted black

West elevation: corrugated iron cladding on rake to perspex vision panel; 6" x ½" board with chevron ends above; white painted roughcast finish to medical room at lower level; bipartite shutter of vertical linings and single shutter of vertical linings, painted black; 2½" facings painted yellow

Pvc rainwater goods existing at date of record
A record of timber frame construction in North East Scotland 1999

number: A7

district: Nairn Highland

map reference: NH 847503

frame type: unknown

listed status: not listed

constructed: 1896

The Village Hall, Cawdor

Description: single storey, 70'3" x 25' rectangular plan with 37'11" x 12'10" roughcast concrete block extension on east elevation and 49'6" x 12'6" roughcast timber extension on west elevation, consisting of public hall, toilets and meeting rooms

- height to eaves: 8'6"
- height to ridge: 21'6" est.

Roof: rectangular corrugated iron gabled roof painted black with decorative cast iron ridge flashing trefoil finial to south end; apex vent cowls; monopitch roof to extension on east elevation and double gable with separating mono pitch on west elevation; decorative 7½" x 1½" barge board projecting 4" to main roof and south porch.

Frame: unknown on vented sub floor

Cladding: roughcast painted white

North elevation: central advanced gable enclosed porch; single top hopper vent
East elevation: 5 bay; central flush panel double leaf access door with vision panels; flanking single pane top hopper vents
South elevation: central advanced gable with flanking walls and double leaf flush panel doors; flanking top vent windows; 2 no. single pane top vents to easterly extension; vertical boarded fascia painted brown
West elevation: 6 bay; central bay with recessed single leaf flush panel door with vision panel; single pane top hopper vent to flanking gable bays; flush 6" barge and gutter boards.

Pvc rainwater goods

Local knowledge states that this was originally a corrugated iron clad hall and possibly a Spiers & Co. building.

existing at date of record

355
Description: single storey large volume 50'2" x 25' 1" rectangular plan with lean-to entrance porch extension to west and 2 level connecting lean-to access corridor to east, comprising squash court and store

height to eaves 14'10
height to ridge 22' est.

Roof: rectangular corrugated iron gabled roof; zinc ridge flashing; 8" x ¾" t&g bargeboard with 1'3" t&g soffit on gable and 10" overhang at eaves; 4" x 1" cope boards; corrugated iron clad monopitch to access porches; moulding to gutter boards below cast iron ogee gutter; decorative timber ridge piece on upper level of linked corridor on east elevation

Frame: 10 bays (3 structural with tension rod trusses) with 5" x 5" posts at 5' centres on smooth cement rendered ventilated basecourse

Cladding: variable 5½ - 6" boards and 2" x ¾" half oval battens on ex 6" x 4" sill all painted brown; fixings at double nailed at 1'9" vertical centres; 3" x ½" squared t&g linings internally

North elevation: board and batten cladding only with open apex gable vent and flanking open-able close boarded vents and 4" facing plates
East elevation: 10 bays with 6 pane fixed light clerestorey glazing, central bay with top vent timber window; board and batten cladding below sill height; two level lean-to access corridor with 6 panelled door to north elevation
South elevation: board and batten cladding only with open apex gable vent and flanking open-able close boarded vents and 4" facing plates
West elevation: 10 bays with 6 pane fixed light clerestorey glazing, central bay with top vent timber window; board and batten cladding below sill height

Cast iron rainwater goods

existing at date of record
Description: single storey 24' x 20' rectangular plan with projecting verandah to south consisting of changing facilities toilets, kitchen and office

height to eaves 9'
height to ridge 15' est.

Roof: rectangular corrugated iron roof painted red with double gable to south and piended to north, corrugated iron flashings to ridge and hip.

Frame: post and rail system on concrete slab of posts at 3'6" centres rails at 3' and 5'8" variable on gable and flank walls

Cladding: vertical cast iron with painted green

North elevation: 2 no. 2' x 4'4" timber windows to toilet, 2 no. 1'3" x 2'6"o, 2 no. 2' x 4'4" plastic window to kitchen

East elevation: 5' x 4'4" plastic picture window

South elevation: 6'6" x 7" high verandah supported on tree trunks, entrance door and full height plastic side light, access door and 4' x 3" kiosk window and door to office; 12 pane fixed lights timber to cheeks of verandah; plain 4" fascia plate to gables painted white

West elevation: access door, double 2 pane sash and case windows, 1 no. 2 pane sash and case window, 2 pane top hopper vents and 2 fixed lights

Cast iron gutter fixed to 4" fascia board

Built by McLean – local joiner

existing at date of record
A record of timber frame construction in North East Scotland

number  C 5a

district  Moray

map reference  NJ 037587

frame type  unknown

listed status  not applicable

constructed  1915

YMCA Hall, Cumming Street, Forres

Notes: the hall was situated in Cumming Street a short distance from the Picture House and on the other side of the street. Built in 1915 and demolished in 1966 to allow development of the present Local Authority, housing the building had served as a supplementary classroom prior to the construction of the Academy in 1926.

ref: A Glimpse of Forres of Yesteryear compiled by A. Fraser
Edinkillie Hall, Dunphail, by Forres

Description: single storey 74' x 24'6" rectangular plan with 2 no. lean-to extensions on east elevation, consisting of public hall, kitchen and toilets

height to eaves 9'
height to ridge 17' 6"

Roof: rectangular corrugated iron gabled roof painted red with 3 no. proprietary ridge ventilators; corrugated iron ridge flashing; 6" projecting composite fascia boards and 6" projecting eaves

Frame: stud frame system at 16" centres, variable on gables on concrete plinth

Cladding: horizontal boarding; both shiplap and weatherboarding some stapled as replacement boarding on west elevation; creosoted finish

North elevation: triple 8' 6" central section and 6' flanking x 2'8" wide window in gable with projecting moulded hood flashed in zinc, t&g shiplap boarding on frame centres varying from 16 – 18"

East elevation: 21'6" x 5' lean-to kitchen extension at north end with 2 no. side hung top vent and fixed lights 4' x 3'3" high double leaf access doors and lean-to toilet extension south end with top hung vents, single leaf exit door.

South elevation: double entrance door with fixed light over

West elevation: 7 bays; 2 triple windows 8'6" central section and 6' flanking both 2'8" wide with dormer gable roofs, 2 no. horizontal top hung vents, 1 fixed light and 2 decorative cast iron wall vents.

Cast iron gutter fixed to eaves board

Built by John McKay, Carpenter, Dunphail

existing at date of record
Description: large volume single storey 36' 4" x 22' 8" rectangular plan with single storey storage extension on north elevation and balcony comprising squash court, drama space and occasional cinema.

height to eaves 15' 4"
height to ridge 22' 6"

Roof: rectangular gabled roof clad in bituminous felt tiles with exposed purlins projecting 6"; 8" projection at eaves; ridge glazing; damaged finial on north end; corrugated iron clad monopitch to single storey extension.

Frame: 6" x 2½" studs in 6 bays of variable centres on 14" concrete upstand

Cladding: 8" x 7/8" lapped weatherboarding; shiplap boarding on later extension all painted grey

North elevation: 3 no. 3 pane fixed lights to single storey extension; v-jointed timber boarded access door; high level louvre vent in apex of gable

East elevation: balcony access staircase

South elevation: single access door with flat roofed projection room on 2 no. timber columns over

West elevation: 2 no. 3 pane fixed lights

Zinc rainwater goods

existing at date of record
Tennis Pavilion, Heathfield Road, Grantown on Spey

Description: single storey 51'2" overall x 16'1" generally rectangular plan comprising open verandah and members clubroom

- Height to eaves: 8' 1"
- Height to ridge: 13' 6"

Roof: rectangular corrugated iron gable roof painted grey with 4" cope boards; off centre brick chimney stack; corrugated iron ridge flashing; 8" composite bargeboard to 12" overhanging eaves; reverse finial to south end; later low pitch/flat roof lead and corrugated iron over open verandah to north and east

Frame: possible post and rail system on ventilated concrete slab

Cladding: 6" x 15/8" vertical board and half round battens painted green; fixings at 2'11", 5'7", eaves

North elevation: 3 no. composite timber windows and 1 no. 2 pane casement, corrugated clad extension with double timber access door

East elevation: 1 no. composite 8 pane with top and bottom vent hopper

1 astricle 2 transoms and 3 doubles 3' x 8' entrance porch with 2 no. 6 pane fixed lights 6'8" high x 4'

South elevation: central bipartite 18 pane top hopper vent timber windows

West elevation: 2 doubles and 2 singles

Square pvc rainwater goods

existing at date of record
Description: single storey 30'1" x 16'2" to 33'2" wide overall rectangular plan comprising toilets and changing facilities

height to eaves 8' 6"
height to ridge 14'

Roof: rectangular corrugated iron gable roof painted black with low pitch roof to east verandah; 10" composite board projecting 9" to west, south and east; 4" cope boards; corrugated iron ridge flashing; decorative wooden finial both ends; 8" composite bargeboard to 12" overhanging eaves

Frame: possible post and rail system on ventilated smooth cement render basecourse

Cladding: 6" boards and 1½" half round battens painted green; fixings at 2'7½", 5' and eaves

North elevation: louvred gable vent in board and batten cladding

East elevation: 3 bay; central 8 pane single access door with flanking 8 element 4 pane timber screen and tripartite 4 pane window all painted white; 4 bay verandah

South elevation: central bipartite 4 pane timber painted white; gable louvre ventboard and batten cladding

West elevation: 2 no. 3 pane fixed lights to north end; board and batten cladding painted white

Pvc rainwater goods

existing at date of record
Hall at Mar Lodge, Braemar

Description: large volume single storey, generally, rectangular 8 bay T plan 65' x 34'6" comprising function hall with cloakrooms and toilets to north end 83'10" overall length

height to eaves 8'9"
height to ridge 18' est

Roof: rectangular gambrel roof with fireclay tiles with decorative fireclay ridge tiles; decorative finials both ends; 3 no. feature gabled vents complete with decorative finials and roof glazing to east and west elevations; 6" overhanging eaves and exposed rafter ends; composite chamfered 10" x 1" bargeboard

Frame: post & hammer beam truss at 8' centres as main frame with infill full height stud frame posts seated in external 4' x 10½" wide cast iron angle shoes on rubble foundation

Cladding: 5¾" rectangular section lapped weatherboarding painted white with over layering diamond pattern light decorative framework painted red; 4" x 2" corner plates painted red; fixings at 1'10" horizontally 4 bays between cast iron brackets and 1 nail per board vertically; 5½" v-jointed linings internally

North elevation: sash and case window in gable and central sash and case at ground level
East elevation: weatherboarding and cast iron brackets to hall only; bipartite sash and case window and glazed close boarded access door to north end
South elevation: central bipartite diagonal boarded door; horizontal weatherboarding to eaves level; diagonal weatherboarding above eaves; louvre vent in apex
West elevation: advanced gable to hall with louvre vent in apex; bipartite exit door at north end; weatherboarding and cast iron brackets only

Cast iron rainwater goods gutters fixed with gutter brackets

The building previously served the earlier Mar Lodge and was moved to its present location in 1898.

eexisting at date of record
A record of timber frame construction in North East Scotland 1999

number D 20

district Marr Aberdeenshire

map reference NO 147914

frame type possible stud

listed status not listed

constructed 1888

Victoria Hall, Mar Road, Braemar

Description: single storey 92' x 39'6" generally rectangular plan comprising hall, toilets, kitchen and dining facilities

height to eaves 10'4"

height to ridge 21' est.

Roof: rectangular slated gabled roof with 3 advanced gables to north; fireclay ridge tiles, central gable roof at lower level; 8" projecting decorative barge board; finial to east gable, finial missing to west gable flagpole to central

Frame: possible stud frame on ventilated smooth cement rendered plinth

Cladding: variable, generally 5" weatherboarding to eaves with dentil line at eaves level with diagonal boarding to gables above; 4" corner cover plates painted terracotta

North elevation: central entrance porch with later curved glazed screen; central double leaf entrance glazed and panelled entrance door flanking fixed lights tripartite swept head venetian type 2 pane fixed lights to extreme gable bays at lower level, single 'pencil' fixed light in gable apex; later vertical shiplap flat roof inner bay flanking extensions; later roughcast extension to south with close boarded exit door.

East elevation: swept head 3 pane sash and case window; roughcast finish to gable; later flat roofed roughcast extension

South elevation: later flat roofed kitchen extension

West elevation: central 3 no. swept head sash & case windows in roughcast gable; bipartite casement windows in lean-to extension

Cast iron rainwater goods

existing at date of record
<table>
<thead>
<tr>
<th>number</th>
<th>E 3a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>unknown</td>
</tr>
<tr>
<td>frame type</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1895</td>
</tr>
</tbody>
</table>

Original Grandstand, Elgin City Football Club, Elgin

The illustration shows a combination of 7" dia. posts on individual footings to the front and a post and rail frame to the rear. This consists of 7" x 2½" posts and 3 no. 5" x 2" rails equally spaced between the 7" x 2½" top and bottom plates.
Description: single storey 40'6" x 22'7" rectangular plan (main building) with 5'3" x 33'5" lean-to to rear comprising changing rooms and kitchen facilities with later toilet extension to rear.

height to eaves 8'4"
height to ridge 15' est

Roof: rectangular piended slated roof with zinc ridge flashing; decorative finials to both ends; corrugated iron monopitch to verandah; lead and corrugated iron to rear extension; rafters at 1'8" centres; gutter fixed to ex 8" decorative gutter board

Frame: 5¾" dia. posts and 6" x 5" beam system on brick and masonry plinth; 4" x 3/8" corner posts to north west and south west corners only

Cladding: 6" x ¾" square edge weatherboarding painted black; 6" reeded t&g vertical linings internally

North elevation: later infill dado of shiplap boarding with glazed fixed screen over; 6 pane timber fixed light; bipartite 3 pane fixed lights to changing room all windows painted white

East elevation: 5 bay open verandah with diagonal infill dado panels painted white; 6 no. 5¾" sq. chamfered posts

South elevation: offset 3 pane fixed light; open end to verandah

West elevation: 3 unequal bays with 7 no. top hopper vents; 2 no. 3 pane top hopper vents to main building

Cast iron rainwater goods

eexisting at date of record
Public Hall at Chapeltown, Glenlivet

Description: single storey, 71' x 21' rectangular plan comprising hall, kitchen, toilets in lean-to extension at south west corner

height to eaves 9'
height to ridge 18' est

Roof: rectangular corrugated iron gabled painted green; composite 8" flush barge board; zinc ridge flashing

Frame: possible post and rail system on ventilated roughcast rubble base course, posts at 26" centres rails at 2'2" centres variable on gable and flank walls

Cladding: vertical corrugated iron cladding (sheet size 26") wide painted green; fixing centres: 6" horizontally; 2'2" variable vertically

North elevation: single 6 pane timber window
East elevation: 3 central bays with 6 pane top hopper timber vent window with plain architraves; extreme bays with flush panel doors and 2 pane fan light with flanking 3 pane top hopper vent timber window pane with plane architraves
South elevation: central 6 pane top hopper timber vent window with plain architraves
West elevation: 2 bays with 6 pane top hopper timber vent window with plain architraves

Pvc rainwater goods

existing at date of record
Description: single storey, generally rectangular plan 52'3" x 20'4" comprising hall, kitchen, toilets with 20'8" x 8'2" lean-to extension to west and 13'2" x 29' extension to south

height to eaves 7'3"
height to ridge 16'est.

Roof: rectangular corrugated iron gabled roof painted grey; ashlar granite stack at north end with twin fluted fireclay pots; corrugated ridge flashing; cast iron fleur de lys finial south end; lower roof to southerly extension with skylight; composite wavy-edged 4" projecting barge board; 6" timber cope plates.

Frame: possible post and rail system on granite rubble base

Cladding: vertical corrugated iron cladding (sheet size 26" x 8' high) painted grey; fixing centres: 12" horizontally, 24" vertically; 27" on south gable v-jointed linings internally

North elevation: 3 bay, central patchy roughcast ashlar granite stack, flanking 8 pane sash and case timber windows

East elevation: 4 bays to main hall, 10 pane top vent timber windows, 4 pane close boarded door north end, 6 pane close boarded entrance single leaf door in advanced flat roof porch, 4 pane top vent timber window south end.

South elevation: corrugated cladding only

West elevation: 4 pane top vent timber window north end; 4 pane fixed light south end with 4" x ¾" facings; 4 no. 4 pane & 1 no. 6 pane top vent timber windows to toilet extension

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number    E 28

district  Marr Aberdeenshire

map reference    NJ 264943

frame type    possible post & dwang

listed status    not listed

constructed    circa 1910

Curling Pavilion, Balmoral

Description:  single storey 37'6" x 14'9" rectangular plan; canopy supported on 6 no. 10" diameter tree trunk columns projecting 4' on west elevation comprising changing rooms and toilet extension at north end

height to eaves    9'

height to ridge    17' est.

Roof:  rectangular slated piended roof; damaged cast iron flue terminal in centre of ridge; decorative fireclay ridge with fleur de lys finial at south end; north missing; 1' eaves overhang

verandah

Frame:  possible post and rail system on ventilated concrete base course

Cladding:  6" board and 1" x ¾" half round battens strips painted grey gutter fixed to 4" fascia board

North elevation: 2 no. timber access doors with flat roof extension, lead covered

East elevation:  vertical timber boarding only

South elevation:  central tripartite fixed light in board and batten cladding

West elevation:  6 bay with 2 access doors at extreme bays with 2 no. 12 pane top hopper and 6 pane fixed light and 1 fixed light to same pattern

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number E 29

district Marr Aberdeenshire

map reference NO 266942

frame type not known

listed status not listed

constructed unknown

Public Hall, Easter Balmoral

Description: single storey, 66' x 25'6" rectangular plan comprising hall, kitchen and toilets

height to eaves 11'4"

height to ridge 18' est.

Roof: rectangular gambrel roof of red coloured diamond pattern tiles possibly asbestos cement; piended roof at lower level over west ancillary entrance

Frame: unknown

Cladding: roughcast finish

North elevation: 9 bay; 6 no. 6 pane top hopper timber windows; 2 no. 6 pane top hopper timber windows in advanced toilet block to north

East elevation: flanking 6 pane top hopper timber windows

South elevation: 9 bay; 9 pane glazed and lined entrance door in later advanced timber porch with 3" square posts; 6 no. 6 pane top hopper timber windows to south of entrance; 2 no. 6 pane top hopper timber windows to north of entrance

West elevation: central 6 pane top hopper timber vent window

Cast iron rainwater goods

existing at date of record
Golf Clubhouse, Spey Bay

Description: single storey 94'2" x 24'2" rectangular plan former golf clubhouse now used as support facilities for caravan site

height to eaves 11'3"
height to ridge 23' est

Roof: rectangular slated gable roof with 6" x 2" rafters at 18" centres with decorative ends to form 10" projecting eaves, 6" gutter board; 8" composite projecting barge board at west end and gable frame projecting 14" at east; decorative fireclay tiled ridge with finial to east end

Frame: possible post and rail frame system on concrete sub floor

Cladding: 4½" vertical t&g boarding stained brown; aluminium vent covers at bottom of boards; boarding fixed at 33", 33" and 35" centres from ground with smiddy nails
3½" vertical v-jointed linings internally

North elevation: 6 bays with double 4 pane top hoppers with 5½" moulded architraves
East elevation: 3 bays with central panelled access door and flanking 8 pane horizontal timber fixed lights at plane of gable; projecting lean-to porch on 4 timber column supports
South elevation: 7 bays with 3 top hopper timber vents, 2 fixed lights, 4 panelled access doors
West elevation: vertical boarding only with later gabled porch

Pvc rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number F 15a
district Moray
map reference unknown
frame type unknown
listed status not applicable
constructed unknown

Drill Hall, Fochabers

Note: it has not been possible to obtain any information on the building
Public Hall, Inchberry by Fochabers

Description: single storey, 64'4" x 20'6" rectangular plan comprising hall, with lean-to kitchen, and toilet extensions

height to eaves 7'6"
height to ridge 18'3"

Roof: rectangular corrugated iron gabled roof no barge board; end stop plate to battens only; 2 no. modern metal ridge vents; lower level gabled roof to entrance at north end; monopitch to lean-to extensions to south and west

Frame: possible post and rail on concrete slab

Cladding: 8" board and 2" x ½" battens creosote finish

North elevation: central 4 pane fixed light in board and batten clad lower gabled entrance porch
East elevation: board and batten cladding
South elevation: small top vent timber window in lean-to extension; otherwise board and batten cladding
West elevation: 2 no. 4 pane top hopper vents in lower lean-to extension with weartherboard cladding

Pvc rainwater goods

Demolished October 2002 for replacement hall

demolished in 2002
A record of timber frame construction in North East Scotland 1999

number F 24a
district Moray
map reference NJ 311391
frame type unknown
listed status not applicable
constructed 1930

Dufftown Golf Clubhouse

Notes: illustration shows single storey building with shingle roof which was opened on 14th May 1930. The cost of the construction is recorded as £500 for a 'wooden erection with concrete foundations'. Accommodation consisted of lounge, ladies and gents locker rooms, kitchenette and WCs.

Carpenter: H. McCombie
Architect Leslie Dawson

This was a replacement building for the first clubhouse built in May 1897 for £56 5s.
Lonach Community Centre, Strathdon

Description: single storey, 36' x 26'6" generally rectangular main plan and lower level lean-to extension to west and south, consisting of hall, kitchen, meeting rooms and toilets

- height to eaves: 11'6"
- height to ridge: 20' est

Roof: gambrel type slate roof with central feature gabled dormer with 15" est. composite moulded projecting barge board with stub flag pole decorative fireclay ridge tiles; proprietary ridge ventilator; flanking proprietary ridge ventilators decorative finials at end of ridge and dormer; plain fireclay hip tiles; dressed rubble coped stack with single fireclay pot

Frame: unknown system on partially vented concrete base

Cladding: white roughcast on expanded metal lath; v-jointed linings internally

North elevation: 4½ bay verandah projecting 4'3" bay with central double leaf bipartite glazed and panelled access door with flanking double mullioned single pane and 9 pane fixed lights; extreme bays of similar bay windows; 4 pane sash and case timber window to gabled dormer at 1st floor

East elevation: double mullioned single pane and 9 pane fixed lights

South elevation: high level vents; lower level roughcast brick extension

West elevation: lower level roughcast brick extension

Cast iron rainwater goods

existing at date of record
Description: single storey, large volume 70'6" x 39' rectangular plan comprising hall

<table>
<thead>
<tr>
<th>Height to Eaves</th>
<th>13'6&quot;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height to Ridge</td>
<td>25' est.</td>
</tr>
</tbody>
</table>

Roof: ogee barrel corrugated iron gabled roof painted red; 7 structural bays with bow string trusses; 3 proprietary ridge vents 8" projecting eaves; composite moulded 8" projecting chamfered barge board;

Frame: stud frame on stone scaracement; posts at 23 -24" centres

Cladding: vertical corrugated iron cladding with decorative plain 4¾" x 1¼" plates at 4' centres variable to provide decorative panelling effect sheet size 26" x 80" painted grey; fixing centres 9 -12" horizontally; 37½ - 39" vertically; 3" v-jointed linings internally

North elevation: flanking 4 bay, mullioned 8 pane lay light over; rubble and ashlar cope vented sub wall 2'9" high

East elevation: 3 bays with 3 bayed 2 pane mullioned windows with 8 pane fixed top light timber window with plain architraves; extreme bays with flush panel doors and 2 pane fan light with flanking 3 pane top hopper vent timber window pane with plain architraves

South elevation: 3 bays with central double leaf flush door and 4 bay mullioned 8 pane lay light over crude canopy; flanking 2 pane mullioned windows with 8 pane lay light; flag pole at gable apex

West elevation: adjoining building

Pvc rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number  G 1
district  Moray
map reference  NJ 491683
frame type  possible post & dwang
listed status  not listed
constructed  circa 1930

Bowling Club, Station Road, Portknockie

Description: single storey 33'6" x 30'5" rectangular plan with open verandah to south elevation.

height to eaves  10'4"
height to ridge  15' est.

Roof: rectangular piended tiled roof with plain fireclay ridge and hip tiles; plain 6" x ¾" barge boards; monopitch extension to north east corner

Frame: post and rail on partially ventilated concrete base

Cladding; variable 6½ – 7¼" board and 1" x ¼" half round battens painted red; what appears to be recent repair works on east and west elevations has used rectangular battens to dado height

North elevation: boundary wall part stone and lime and board and batten
East elevation: 3 pane landscape fixed light in screen; central 6 pane top hung vent and fixed light; flush panel access door and board and batten to gable of store;
South elevation: panelled access doors in third position with flanking 9 pane top hopper and fixed lights; tripartite fixed light in advanced kiosk
West elevation: boarded-up landscape window in screen; boarded-up central window and partially boarded up top vent fixed light window to north light

Pvc and cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number G 4
district Moray
map reference NJ 491686
frame type possible post & dwang
listed status not listed
constructed circa 1930

Bowling Club, Commercial Street, Findochty

Description: single storey 40' x 26'5" rectangular plan with 6'10" open verandah to east elevation.

height to eaves 9'4"
height to ridge 17' est.

Roof: rectangular piended slated roof with large dormered overhang to east; fireclay ridge and hip tiles and decorative finial to both ends; composite 10" eaves board with 6½" soffit

Frame: possible post and rail frame on unvented concrete base 5'6" on east elevation (see photograph)

Cladding: 6" boards and 13/8" x ½" half round battens doubled nailed horizontally and at variably 12 – 19" vertically

North elevation: stone and lime boundary wall
East elevation: 3 bays; bipartite 4 pane top hopper and fixed light timber windows under canopy; 2" facings and sill plates to windows and all painted white
South elevation: 3 bays with central single leaf flush access door with fan light and flanking 4 pane top vent casement windows
West elevation: stone and lime wall

Pvc and cast iron rainwater goods

existing at date of record
Clubhouse 1, Strathlene Golf Club, Portessie

Notes: Illustration shows a single storey building clad in weatherboard on a concrete base.

The site is some distance to the west of the later and present building and is in the proximity of the Portessie GNSR railway station.

Note the similarity to Aberchirder Clubhouse [16a]
Scottish Women's Rural Institute Hall, Rathven

Description: single storey, 50'3" x 29'3" rectangular plan comprising hall, kitchen, toilets in lean-to extension at south west corner

height to eaves 10'
height to ridge 17'6"

Roof: rectangular asbestos tiled gabled roof; composite 9" x 1" barge board; projecting 6", 6" gutter plate to 4" projecting eaves; 4" timber coping boards; zinc ridge flashing; 2 no. proprietary ridge ventilators to main roof; lower gabled roof to porch

Frame: possible stud system on ventilated roughcast rubble base course

Cladding: 6" x ¾" horizontal weather boarding stained black; 3½" x 1¼" corner plates

North elevation: 5 bay with 4 no. 5'6" x 5' high 4 pane top vent timber windows; later projecting 18' x 6' single storey monopitch store at east end; flush panel fire exit door

East elevation: tripartite windows with flanking 2 no. 6'6" x 5'6" 4 pane, top hung vents

South elevation: double leaf flush panelled entrance door to porch, 5 bay with 4 no. 5'6" x 5' high 4 pane top vent timber windows, flush panel fire exit door 1 no 2 pane fixed light

West elevation: advanced gable entrance porch with central 4 pane fixed light timber window

Cast iron rainwater goods

existing at date of record
Notes: illustration is of a single storey gabled roofed pavilion and was gifted to the community by Lady Cathcart.
A record of timber frame construction in North East Scotland

number G 23a

district Moray

map reference NJ 422653

frame type post & rail

listed status not applicable

constructed circa 1909

Skating Rink, Buckie

Notes: illustration shows a large volume, single storey structure 40’3” wide main hall with a 8’ promenade on either side and of 150’ overall length. The promenade appears to be an open sided verandah.

The structure consists of 12 structural bays using Belfast trusses as shown below with a height to eaves of 15’ and to apex 21’.

The illustration is from the original Building Warrant application granted in October 1909 to a Mr Alexander Miller, Cycle agent in Buckie.

Architect: Charles Stephen 177 Union Street Aberdeen.

Joiners: A. Millar & Son

According to a report in the Banffshire Advertiser of 4th November 1909 “...(the building), constructed chiefly of corrugated iron and wood with a maple floor, will be completed in 5 weeks”
Grandstand, Buckie Thistle Football Club, Buckie

Description: 2 storey, 122' x 15'4" rectangular plan comprising changing rooms and clubrooms on ground floor and grandstand at first floor

height to eaves 17'6"
height to ridge 25'

Roof: rectangular monopitch profiled metal roof with external roughcast stack demolished; pressed metal flashings to cope and ridge

Frame: stud frame system to north wall with 7" x 3½" studs at 2'4" centres with dwangs at 22" centres vertically on concrete ground beam; double studs as corner posts in north elevation and 7½" x 7½" corner posts on south; ground floor south wall consists of part post and beam and stud construction

Cladding: profiled metal cladding as over cladding to roughcast (as shown in photograph above) over 4½" x 5/8" checked weatherboarding; horizontal linings internally

North elevation: central access door and profiled cladding only
East elevation: profiled metal sheeting only
South elevation: painted roughcast finish to lower level; open gallery at 1st floor
West elevation: profiled metal sheeting only

Pvc rainwater goods

The original building was built by Hepburn and Thomson and seats 400. According to a report in the Banffshire Advertiser of July 24th 1919, "the building was built without a single bit of scaffolding by Hepburn and Thomson, two such pushful young men to take on the contract."
Scottish Womens' Rural Institute Hall, Arradoul, Buckie

Description: single storey, 67'4" x 43'4" rectangular L type plan comprising hall, toilets, clubroom and kitchen

height to eaves 9'
height to ridge 18' est.

Roof: rectangular profiled metal gabled roof with pressed metal flashings to ridge and barge board

Frame: possible post and rail system on ventilated concrete base

Cladding: vertical corrugated iron painted light grey

North elevation: single 2 pane aluminium fixed light similarly in extension projecting to west
East elevation: 4 bay with 4 no. 2 pane aluminium fixed lights
South elevation: corrugated cladding only
West elevation: advanced double gable extension to north and monopitch extension to south; access flush timber fire door and hopper vent to north extension.

Pvc rainwater goods

existing at date of record
Notes: illustration shows a single storey 5 bay rectangular plan pavilion with a distinctive piended roof with ogival profile.

This is undoubtedly the most elaborate of the sports hall designs and as can be seen from the illustration below the bracketed frame suggests an oriental influence. The general cladding is v-jointed vertical boarding.
A record of timber frame construction in North East Scotland

number H 12a

district Banff & Buchan
Aberdeenshire

map reference unknown

frame type unknown

listed status not applicable

constructed unknown

Notes: illustration is of 2 single storey buildings which have been erroneously listed in the Aberdeenshire archive as a bowling clubhouse. The Bowling Club did not come into existence in the village until the 1950s and games were held indoors.

Consultation with older residents could establish nothing other than that the board and batten clad building to the rear was known as the 'timmer tent' and that in the foreground was a corrugated iron clad shed, the purpose of both were unknown. Both were removed or demolished in 1941 to make way for a prisoner of war camp.
Public Hall, Gartly

Description: single storey, 52' x 26' 4" rectangular plan with entrance porch on east elevation comprising public, hall, kitchen and toilets

height to eaves 11' 3" main hall 8' entrance porch

height to ridge 12'3"

Roof: rectangular corrugated iron gable roof with 2 no. ridge ventilators at 1/3 position on length of ridge; 6" x ¾" projecting barge board

Frame: possible post and rail system on ventilated stone and lime plinth

Cladding: vertical corrugated iron fixed at 2' - 2'4" vertical intervals painted grey

North elevation: 3 no. 9 pane top hopper vent timber windows

East elevation: bipartite entrance door with 4 pane fan light over; 2 no. flanking 9 pane top hopper vent timber windows; 4 steps up from ground level

South elevation: 3 no. 9 pane top hopper vent timber windows, single fire door at west end

West elevation: 1 no. 9 pane top hopper vent timber window

Mixed cast iron and pvc rainwater goods fixed to 4" fascia board

The building is regularly used for community purposes.
Public Hall, Muir of Fowlis, Craigievar

Description: single storey, large volume, 63'9" x 25'6" rectangular plan with advanced entrance porch on east elevation and 32'6" x 14'7" lean-to extensions to south and roughcast finish to west comprising hall, toilets, kitchen and committee room.

height to eaves 12'9"
height to ridge 18' est.

Roof: rectangular gable slated roof; decorative fireclay ridge tiles; 12" heavily moulded barge board to ladder frame to east gable; moulded 6" gutter boards; remains of timber finial to east end.

Frame: possible post and rail system on ventilated granite rubble plinth.

Cladding: vertical corrugated iron painted grey; sheet size 26" x 7'; 3 groups of vent holes drilled in cladding at 6' centres above plinth along long walls; fixing centres: 6½" horizontally; 39", 39", 35" and eaves vertically; v-jointed linings internally.

North elevation: 4 bays with tripartite 6 pane replacement windows and central fixed light, single leaf flush panel escape door to west end.

East elevation: advanced central gable porch with bipartite close boarded escape door with fan light over; flanking 6 pane fixed lights replacement windows; gable frame.

South elevation: 2 bays with 6 pane replacement windows; fixed light top hopper replacement windows to meeting room with close boarded exit door.

West elevation: fixed 6 pane top hopper vent in gable; composite fixed light and top hopper vent to roughcast lean-to extension.

Mixed cast iron and pvc rainwater goods, gutter fixed to 6" chamfered gutter board.

existing at date of record
Bowling Pavilion, Main Street, Kincardine o’ Neil

Description: single storey, 40’ x 20’4” rectangular plan with open verandah to south elevation.

height to eaves 7’9”
height to ridge 17’ 6” est.

Roof: rectangular slated gabled roof with zinc ridge flashing; composite 8” barge boards 12” overhang; central high level gable dormer to south; flag pole at west end

Frame: stud frame system with studs at 21 - 23” centres, variable on gables on smooth cement render plinth

Cladding: 6½” shiplap boarding painted green fixed at 21 - 23” horizontally and doubled nailed vertically

North elevation: 5 bay with central close boarded double leaf access door; outer bay top hopper 1 no. 6 pane metal casement window; 1 no. 3 pane casement
East elevation: central tripartite 24 pane window with 3” facings painted white; offset 6 pane double metal casement to south
South elevation: central double leaf glass and boarded access door with flanking 8 pane double casement windows; horizontal 8 pane fixed light to gable dormer 3” facings painted white; 7 bay verandah with east most bay enclosed and 6 pane window with 3” facings painted white
West elevation: central tripartite 8 pane metal casement window

Cast iron rainwater goods fixed with gutter brackets

existing at date of record
A record of timber frame construction in North East Scotland

number H 31

district Kincardine & Mearns
Aberdeenshire

map reference NO 591997

frame type post & rail

listed status not listed

constructed circa 1920

Village Hall, Main Street, Kincardine o' Neil

Description: single storey, large volume, 61'8" x 26'8" rectangular plan (main hall) with 15' piended extension on south elevation; later 20' x 8' lean-to rustic style entrance porch to north

height to eaves 13'6"
height to ridge 27' est

Roof: rectangular gabled slated roof with 3 ridge ventilators and finials to north and south end; zinc ridge flashing to main hall and lower extension; projecting 10" perforated barge board with reverse finial to north elevation; 6" plain barge board; 6" gutter boards

Frame: post & rail system on granite rubble plinth

Cladding: predominantly granite chip roughcast with 4½" shiplap boarding on east and west elevations from ground to 3'6" 'dado' fixed at 15'-16" and each board doubled nailed

North elevation: off centre entrance door in rustic panelled entrance porch with slated monopitch roof; rustic diamond pattern on ply boarding to porch

East elevation: 3 bay, 3 no. 16 pane timber windows with vent hopper in top quadrant, smooth cement panels above and below windows; rustic column and 5¾" x ¾" vertical boards to porch

South elevation: high level 6 pane fixed light

West elevation: 3 bay, 3 no. 16 pane timber windows with vent hopper in top quadrant, smooth cement panels above and below windows; rustic diamond pattern on ply boarding to porch

Pvc rainwater goods

existing at date of record
Ballogie Hall, Finzean by Aboyne

Description: single storey, 72' x 22'2" rectangular plan comprising hall and kitchen with recent flat roofed roughcast extension to north and east end

height to eaves 10'
height to ridge 18' est.

Roof: rectangular corrugated iron gabled roof with industrial type ridge ventilator; 6 x 1¾" plain chamfered barge board; corrugated ridge flashing and feature thistle finial at extreme ends; bituminous felt roof to lean-to extension on north and east elevations;

Frame: possible post and rail system on rubble basecourse

Cladding: vertical corrugated iron cladding; sheet size 27" x 71" painted dark grey; fixings at 8", 29", 30", 28" and eaves vertically; painted fibreboard and ply sheeting internally

North elevation: late 1960s roughcast and glazed lean-to extension
East elevation: late 1960s roughcast and glazed lean-to extension
South elevation: 7 bays with central double leaf close boarded exit door and flanking 3 no. 4 pane 3'8" x 3' timber windows painted white
West elevation: high-level close boarded access door to tank room; 4 pane 35" x 46" top vent timber; entrance door in later extension

Rainwater goods missing to main hall

existing at date of record
Number: 14a

District: Banff & Buchan Aberdeenshire

Map Reference: NJ 688644 est.

Frame Type: Not known

Listed Status: Not applicable

Construction Date: 1903

Clubhouse, Banff Bowling Club

Notes: Illustration shows a single storey, rectangular plan structure with particularly steep roof pitch which has references to French chateau in form and detail. Note also the elaborate support brackets to the verandah.

Compare the elaboration of design with Keith Bowling Club [G31a]
Skating Rink, Duff House, Banff

Notes: illustration shows a large volume, single storey structure similar to that of Buckie [G23a]. It appears that the cladding is corrugated iron with planted timber plates feature as Lonach Hall [F30].
Notes: illustration is of a 25' x 16' single storey rectangular plan, with 4' verandah comprising separate ladies and gents clubhouse with toilets; corrugated iron roof and as can be seen from the specification below clad in v-jointed linings. See also Strathlene Golf Club [G6a]

height to eaves: 7' and 9'6" ceiling height

The following is an abstract from the original specification for the Aberchirder Bowling and Lawn Tennis Club*; Architect J. Fowlie of Cullen

Floors: floor to be laid with 5" x 2" sleepers at 18" centres with piece framed on ends. The whole to be laid on flat stones at asides and centre to keep the lower edges of sleepers 4" off the ground; 5" x 2" piece to be nailed on ends of sleepers which will act as lower rail of walls.

Walls: to have corner posts 4" x 4" set as lower rail set on floor with other posting at doors and sides of windows 4" x 2"; rails 4" x 2" to be nailed between posts and top runner on top of posts; walls to be lined on outside with 3½" x ¾" v-jointed linings and walls and ceilings to be lined on inside with 3" x ½" v-jointed linings all off the machine. The internal partitions to be single lined only except that part between w.c.s and ladies and gentlemen's rooms which will be double lined.

The corners of the pavilion are to be fixed as follows: At every corner one stone about 2' x 2' x 9" is to be sunk into the ground. Stone to have a hole drilled through with a 5/8" bolt and washer, to bolt down sleeper or bottom rail of partitions see sketch

*Details kindly supplied by current Club Secretary
The Milne Hall, Glassel

Description: single storey 60'6" x 31'3" rectangular plan comprising public hall

height to eaves 10'6"
height to ridge 17'6"

Roof: rectangular profiled metal sheeting gabled roof with 2 proprietary ridge vents; plain 10" barge boards

Frame: stud frame system with studs at 22 - 25" variable centres; ex 4" x 4" chamfered corner posts on ventilated shuttered concrete plinth

Cladding: 4¼" x ½ – ¾" t&g weatherboarding painted terracotta; fixed at variable 16 – 25" horizontally and single nailed per board vertically

North elevation: central advanced gabled entrance porch with double leaf close boarded entrance door, flanking 9 pane top hopper replacement upvc windows
East elevation: 4 bays with offset single leaf close boarded exit door and 3 no. 9 pane top hopper upvc replacement windows
South elevation: 2 bays with central high level timber louvred vent and 2 no. 9 pane top hopper replacement upvc windows
West elevation: 4 bays with offset close boarded exit door and 3 no. 9 pane top hopper upvc replacement windows

Cast iron rainwater goods fixed with gutter brackets

existing at date of record
A record of timber frame construction in North East Scotland

number I 23

district Marr Aberdeenshire

map reference NO 654971

frame type stud

listed status not listed

constructed circa 1925

Public Hall, Inchmarlo, Bridge of Canny

Description: single storey 51' x 21'3" (main hall) generally rectangular plan with lean-to and gable extensions on east elevation, later piended extension to south comprising hall, kitchen and toilets

height to eaves 8'4"
height to ridge 16'6"

Roof: rectangular gabled roof with profiled metal sheeting, 6½" x 1" composite barge board projecting 6" and tripartite gable frame to north; 4" gutter boards

Frame: stud frame system at variable 17 - 22" centres, on concrete plinth

Cladding: 6½" shiplap boarding stained brown fixed at 17 - 22" (up to 35" in one bay on west elevation) horizontally and double nailed per board; previous nail holes clearly evident

North elevation: 3 bay with central advanced gabled former entrance porch and flanking 4 pane top vent timber windows with 3" facing plates painted white, central high level 2 pane fixed light behind gable frame; close boarded former entrance door; double leaf 6 pane and boarded glazed entrance door with 4 pane top vent window in east gable extension

East elevation: 6 bays with 3 no. 4 pane top vent timber windows with 4" facing plates; 2 fixed lights and close boarded exit door

South elevation: shiplap boarding and 1 only fixed light in east extension

West elevation: 6 bays with 5 no. 4 pane top vent timber windows with 3" facings; former brick flue to eaves height at north end

Cast iron rainwater goods
Public Hall, Strachan

Notes: illustration is of a generally rectangular plan single storey, hall and ancillary accommodation.

As can be seen from the detail below the original cladding was board and batten on a post and dwang frame.

The hall was replaced in 2003.
A record of timber frame construction in North East Scotland

number J 16

district Kincardine & Mearns
Aberdeenshire

map reference NO 747964

frame type stud frame

listed status not listed

constructed circa 1933

Public Hall, Crathes

Description: single storey large volume 58' x 31'6" rectangular plan with projecting central porch to north elevation comprising hall with rear meeting room and toilet extension

height to eaves 9'3"
height to ridge 21'

Roof: rectangular gabled profiled metal roof with decorative weathercock finial; rectangular slated roof with fireclay ridge tiles to lower entrance porch; projecting decorative frame 12" barge board to hall at north elevation

Frame: stud system of 5" x 2½" studs at variable 2' centres; frame constructed of 7 structural bays of double posts at 8' 4" (100") centres to support roof trusses; bracing by 3 dwangs within height of frame half checked; evidence of only minimal nailing of studs to sole plate laid directly on granite scarcement; there is no insulation in the frame.

Cladding: cement coloured roughcast directly onto expanded metal lath with no evidence of earlier boarding

North elevation: 2 no. 2'3½" dia. circular 4 pane windows with top opening vent either side of porch 4 pane sash and case window in porch double timber access door

East elevation: 4 no. double casement with top opening 6 pane vent and 2 no. circular 4 pane windows with top opening vent; single leaf flush panel access door with 8 pane fan light over

South elevation: undergoing alterations at time of survey; high level 8 + 2 pane fixed light at attic

West elevation: 4 no. double casement with top opening 6 pane vent and 2 no. dia. circular 4 pane windows with top opening vent; single leaf flush panel access door with 8 pane fan light over; double timber access door at porch.

Pvc rainwater goods fixed to 12" gutter board
A record of timber frame construction in North East Scotland

number L 22a

district Kincardine & Mearns Aberdeenshire

map reference NO 719713

frame type unknown

listed status not applicable

constructed unknown

Clubhouse, Laurencekirk Bowling Club

Notes: illustration shows a single storey rectangular plan structure with piended slated roof complete with decorative ridge tiles and finials. The cladding is v-jointed linings.
Number: K1

District: Banff & Buchan Aberdeenshire

Map Reference: NJ 844656

Frame Type: Possible post & dwang

Listed Status: Not listed

Constructed: Circa 1929

Description: Single storey, rectangular plan 70'8" x 21' consisting of hall, kitchen, toilets with lean-to extensions to north and south.

Height to Eaves: 8'10"

Height to Ridge: 13'3"

Roof: Rectangular corrugated iron gabled roof painted light grey with 2 plain roof ventilators and projecting eaves; plain PVC barge board; asbestos ridge flashing.

Frame: Probable post and rail system on sandstone and lime basecourse 2' high on north elevation.

Cladding: Vertical corrugated asbestos cladding painted red with 8" x ¾" timber corner plates painted grey; sheet size 42" wide x 106" (eaves height) : fixings variably 11½", 12", 17" horizontally and 44", 30", eaves height vertically.

North Elevation: Recent 6 no. 16 pane fixed light timber windows 1 no. 9 pane fixed light timber window in west lean-to.

East Elevation: Recent 4 no. 2 pane top vent timber windows, 1 in lean-to to south; double leaf flush panel entrance door.

South Elevation: Recent 2 no. 16 pane fixed light timber windows with top vent; top vent timber casement to lean-to in west.

West Elevation: Double leaf flush panel exit door; panel of smooth cement render; recent top vent timber casement to lean-to in west; all windows painted white.

PVC Rainwater Goods

The building was originally part of the facilities at the World War 1 airship station at Linabo airfield. The current cladding replaced the original corrugated iron in the 1950s.
Clubhouse, Cuminestown Bowling Club

Description: single storey rectangular plan 43'6" x 14' with open verandah to east, south and north elevations.

- height to eaves: 8'7" from projecting upstand
- height to ridge: 17' 6" est

Roof: rectangular slated gambrel roof with fireclay ridge flashing; verandah to north east and south elevations; 10" boxed eaves to west; central high level gable dormer with clock to south; lower piended slated roof to west

Frame: unknown on ventilated sub-base

Cladding: white painted roughcast; alternately 5" & 3" pencil round linings internally; high standard of joinery

North elevation: 2 bay verandah with bracketed post and beam projecting 6' 3" roughcast finish to wall; white painted lapped weatherboarding painted white at upper gable; chamfered 8" barge boards painted green

East elevation: 7 bay verandah with bracketed post and beam projecting 6'3" central 15 pane timber & glass panel entrance door; flanking 2 no. tripartite 10 pane timber windows painted green; roughcast finish to remainder of wall

South elevation: 2 bay verandah with bracketed post and beam projecting 6' roughcast finish to wall; white painted lapped weatherboarding painted white at upper gable; chamfered 8" barge boards painted green

West elevation: central tripartite 8 pane metal casement window

Pvc rainwater goods fixed with gutter brackets

existing at date of record
A record of timber frame construction in North East Scotland

number K6
district Formartine Aberdeenshire
map reference NJ 868347
frame type possible stud
listed status not listed
constructed circa 1885

Ballroom at Haddo House, Methlick

Description: single storey large volume 98' x 34' rectangular plan as main hall with projecting entrance porch on south elevation and verandah to north with additional single storey accommodation on east elevation

height to eaves 16'10" from plinth; floor level is 2'8" above ground level
height to ridge 35' est.

Roof: rectangular piended bell cast cedar shingle roof with 2 zinc ridge ventilators at north and south ends and featured pavilion hexagonal main vent in centre of ridge; lead flashings to ridge and hips: the roof was refurbished in 2000

Frame: possible stud frame system on concrete plinth; roof trusses at 5' centres

Cladding: 6½" checked weatherboarding to main elevations; various cladding to projecting elements of north and south elevations; 3" v-jointed linings internally

North elevation: projecting entrance verandah part covered with monopitch shingle roof at ground level central 2 storey element with gable shingle roof and decorative feature of board and batten; diagonal v-joint boarding with shiplap at ground

East elevation: band of 20 no. 4'6" x 5' timber clerestorey windows to main hall: recent ground level shiplap clad, flat roofed Green Room extension with 3 no. feature windows; earlier roughcast toilet facilities with top hung vents

South elevation: single storey projecting entrance porch 10'9" x 16'4" with gable roof centred on hall with offset 2 storey roughcast flat roofed access staircase with 4 pane window at 1st floor; access door at ground level roughcast extension with 3 no. top hopper vent windows to toilets; bipartite flush exit door, ramp and steps to shiplap clad recent extension with feature window to Green Room

West elevation: band of 20 no. timber clerestorey windows to main hall; 2 no. timber windows at ground lower level and bipartite escape door close to central axis

Cast iron gutter fixed to edge beam

existing at date of record

402
Clubhouse, Deeside Golf Club, Bieldside, Aberdeen

Notes: illustration shows single storey elaborated rectangular plan structure with gable bay window. The domestically orientated design is in some contrast to the exuberance of both the Keith [G31a] and Banff Clubhouses [15a].

Built for £700 by unknown builder.

The present building has been much altered and plans have been lodged for a complete replacement building.

existing at date of record
number: K 21a

district: Kincardine & Mearns Aberdeenshire

map reference: NO 875866

frame type: unknown

listed status: not applicable

constructed: 1889

Clubhouse (no. 1), Stonehaven Golf Club, Stonehaven

Notes: the illustration is of the original Clubhouse of Stonehaven Golf Club built in 1889 and dismantled in 1932.

The building appears to be of round-pole construction with thatched roof. There is evidence of similar structures used as agriculture stores in Moray.

It is interesting to consider that such an elementary form of construction was considered appropriate for a ‘new age’ sporting activity compared with the carpentered timber structures for the Churches of the Disruption.
Clubhouse, Stonehaven Golf Club, Stonehaven

Notes: the present building illustrated below is much altered from the original which was described as

"Built of timber lined outside with 9" x 1/8" boarding with fillets on joints with hollows on edges. The walls and ceilings inside will be lined with narrow bevel jointed linings. 42'6" x 18'6" consisting of clubroom, ladies room and ample lavatory accommodation; the roof is slated with red slates with a large verandah and underneath stabling for cycles" *

Carpenter: Robert Thomson & Sons
Architect: George Coutts Aberdeen

*extract from the Stonehaven Journal May 20th 1897

existing at date of record
A record of timber frame construction in North East Scotland

number K 23

district Kincardine & Mearns Aberdeenshire

map reference NO 875866

frame type unknown

listed status not listed

constructed circa 1933

Sports Pavilion, The Promenade, Stonehaven

Description: one and half storey 57'6" x 34' generally rectangular plan with basement storage

height to eaves 9'0"

height to ridge 15' est.

Roof: complex generally rectangular gambrel and gable slated roof with fireclay ridge and hip tiles; verandah on south and east elevations; composite 6" x ¾" barge boards to north with 8" overhang; monopitch roof to supervisor's box

Frame: possible stud frame on ventilated roughcast basement

Cladding: 3" v-jointed vertical linings

North elevation: 8 bays with 3 gabled roof projections; 7 no. bipartite and 1 no. 6 pane bottom and 2 pane top vent hoppers; 2 no. double 8 pane fixed lights

East elevation: bipartite 8 pane casement window and top hopper painted white; decorative balustrade painted white

South elevation: 9 bay with verandah on double 5" sq. columns with feature caps; central canted bay with dormer and off set glazed and flush panel door; flanking glazed and panelled doors; tripartite 6 pane lower, 2 pane upper timber windows; advanced glazed and panelled access door in extreme bay west; later detached projecting observation box on stub columns extreme bay east

West elevation: vertical linings only

Pvc rainwater goods

The building was previously owned by Stonehaven Thistle Cricket Club prior to being moved to its present site.
A record of timber frame construction in North East Scotland

Clubhouse, Fraserburgh Bowling Club

number: L2

district: Banff & Buchan Aberdeenshire

map reference: NJ997664

frame type: possible post & rail

listed status: not listed

constructed: 1898

Notes: illustration is of the original building which has been considerably altered and now has a roughcast finish. The building presently consists of single storey 60'10 x 18'3" bell cast piended roof main building of rectangular plan with fireclay tiled roof decorative ridge with finials at both ends.

7'6" to eaves
12" overhanging eaves
12' 9" toilet extension to west
7'6" store extension flat roof to east

existing at date of record
Description: single storey rectangular plan 32'4" (42'2" overall) x 16'2" (22'4" overall) with open verandah to west; later monopitch toilet extension to east and flat roof extension to south.

height to eaves 10'4"
height to ridge 16' est.

Roof: rectangular slated piended roof with asbestos cement diamond patterned tiles decorative fireclay ridge tiles with finial both ends; verandah to west; plain fireclay tiles to hip; lower monopitch profiled metal roof to toilet later toilet extension to east and bituminous felt flat roof to later extension to south

Frame: unknown on ventilated sub-base

Cladding: white painted roughcast

North elevation: central 8 pane top vent and single pane timber window; later flush ply access door to toilets; roughcast finish to original and later constructions

East elevation: single 4 no. top hung vents to later lean-to toilet extension; roughcast finish on blockwork

South elevation: 2 no. top vent and fixed lights to later roughcast extension

West elevation: 3 bay 5' verandah with 6" x 6" concrete columns painted green; flanking flush ply entrance doors with boarded up fan lights over; flanking bipartite 6 pane top vent and single pane fixed light timber windows; roughcast finish to later extension to south

Pvc rainwater goods fixed with gutter brackets
Public Hall, Auchnagatt

Description: large volume, single storey rectangular plan 61' x 30'7" (main hall) with lean-to extensions on east and west elevations comprising and public hall, kitchen and toilets

height to eaves 11'
height to ridge 22' est.

Roof: rectangular slated gabled roof with fireclay ridge tiles; profiled metal roof to recent extensions

Frame: unknown

Cladding: roughcast painted cream

North elevation: 5 bays; 4 no. 4 pane top vent upvc windows, upvc exit door, semicircular white painted panel in gable

East elevation: 6 pane upvc fixed light at east bay; 1960s lean-to extension with brown stained t&g linings as fascia panel

South elevation: advanced gable entrance porch with 2 pane arched upvc fixed light; flanking 6 pane arched upvc fixed lights; 2 pane upvc top vent and flush panel exit door to west lean-to extension.

West elevation: roughcast finish only to faceted lean-to extension, single leaf flush panel exit door

Cast iron and pvc rainwater goods

The building was formerly a church at Stuartfield and was erected on its present site on 11th October 1905.

existing at date of record
A record of timber frame construction in North East Scotland

number L 31

district City of Aberdeen

map reference NJ 944051

frame type post & rail

listed status not listed

constructed 1890

Aberdeen University Boathouse, South Esplanade West, Aberdeen

Description: part two storey, rectangular plan 65' x 30' comprising rowing boathouse and changing facilities; single storey lean-to to east

height to eaves 7'6" lower boat shed 18' est. to upper
height to ridge 27' est.

Roof: rectangular piended corrugated iron roof to lower boat shed gabled to 1st floor and inverted monopitch to extension all painted black with 10" composite barge board and gable frame; apex flag pole; piended roof to lower level

Frame: 7¼" x 2½" posts at 7'6" centres and 7¼" x 2½" rails on coarse concrete slab

Cladding: vertical corrugated iron sheeting painted black sheet size 27" x 90" maximum (but variable); 4" x 1" timber corner plates to front elevation painted blue; fixing centres: 42", eaves and 42" at 1st floor; variable 6 - 12" horizontally v-jointed linings internally

North elevation: upper level central flush panel door with flanking high level ribbon timber windows; lower floor flanking double leaf louvre and boarded access doors, offset close boarded personnel access door, double leaf close boarded access doors to east extension, decorative support framework to balcony

East elevation: corrugated cladding finish only to lower level; 2 no. 6 pane timber top vents with v-jointed vertical linings at upper level

South elevation: corrugated cladding only

West elevation: corrugated cladding only to lower boatshed; 12 pane timber fixed lights with flanking v-jointed vertical linings painted black at upper level

Pvc rainwater goods to inverted monopitch only.

existing at date of record
Bowling Pavilion, Duthie Park, Aberdeen

Description: single storey rectangular plan 52' x 16' with open verandah to west elevation.

height to eaves 9'
height to ridge 17' est.

Roof: rectangular gabled slated roof with decorative fireclay ridge tiles and decorative finial to both ends; composite 10" x 1½" barge board and decorative gable frames; 9" gutter board and 9" angled soffit

Frame: stud frame system at 21- 23" centres, variable on gables on smooth cement render plinth

Cladding: chamfered 45/8" face weatherboarding painted green; with round corner detail; fixings: 18" centres horizontally and 1 nail per board vertically

North elevation: weatherboarding only with decorative gable frame
East elevation: weatherboarding only
South elevation: weatherboarding only with decorative gable frame above low level lean-to of railway sleeper construction
West elevation: 7 bay verandah; central panelled and glazed and panelled door; flanking boarded up windows and additional glazed and panelled doors; outer bays with boarded up windows; close boarded access door in recessed face to extreme south bay

Cast iron rainwater goods

Cladding on east elevation replaced 7 years ago.
Aberdeenshire Cricket Club Pavilion, Mannofield, Aberdeen

Description: single storey rectangular 58'8" x 42'6" plan comprising, changing rooms, waiting room and external seating verandah

height to eaves 9' 6"
height to ridge 18' est.

Roof: rectangular slated piended gable roof; decorative fireclay ridge tiles with finial both ends; 10" pencil round barge board projecting 6"; later patent glazing to verandah; 2 no. later extract fans on east pitch;

Frame: possible stud frame on 4' high concrete base; 5½" square chamfered timber columns to edge of verandah

Cladding: later 5¾" upvc shiplap boarding to south gable; 3½" t&g linings to dado height on east elevation

North elevation: adjoining building

East elevation: 7 bay verandah; central bipartite flush ply door; flanking of screens of 4 no. (north) and 3 no. south fixed lower lights with top hopper vents; flanking diagonal panelled access doors painted blue; extreme bays of 2 no. (north) and 3 no. (south) fixed lights comprising 6 upper panes and 2 lower panes

South elevation: 2 no. central 4 pane fixed lights; adjacent louvre vent to west; 4 pane fixed light to lower level west; access hatch ply to east

West elevation: adjoining later flat roofed restaurant extension

Cast iron rainwater goods

The building replaced an earlier timber structure of 1860s vintage.

existing at date of record
A record of timber frame construction in North East Scotland

number L 39

district City of Aberdeen

map reference NJ 918026

frame type possible post & rail

listed status not listed

constructed 1897

Ardoe Village Hall, Maryculter

Description: single storey, 50' x 26' rectangular plan comprising public hall, kitchen and toilets

height to eaves 9'
height to ridge 17' est.

Roof: rectangular corrugated iron gabled roof with central ventilator and projecting 10" x 1" chamfered barge board with gable frame surface mounted gable frame to west and east elevations; lean-to roof to extension on north elevation; lean-to roof to west entrance

Frame: possible post and frame system on granite plinth partially ventilated

Cladding: corrugated iron painted green; 32" x 74" sheet size; fixings at 9", 32", 34" and eaves height generally 6½" horizontally

North elevation: cladding only to lower lean-to store; 5 no. swept head 3 pane top hopper vent in 2 pane fixed light
East elevation: 3 no. boarded up windows; offset louvre ventilation panel at high level; surface mounted gable frame detail
South elevation: 5 no. 3' x 5' boarded up windows; 45/8" x 7/8" facings; bipartite close boarded entrance door in gabled entrance at east end
West elevation: central bipartite close boarded entrance door in lean-to porch; boarded up swept head window in gable and louvre vent in gable; surface mounted gable frame detail

Cast iron rainwater goods

existing at date of record
Notes: the illustration shows an imposing, single storey timber clad building with both vertical v-jointed linings and horizontal weatherboarding to dado height and expressed corner posts. The building, described as 'a spacious and commodious building containing a large front room, a ladies room and refreshment room' was built for the cost of £203. It replaced the original clubhouse at Craigiewan which was built in 1892 and burned down in 1896.
Commercial buildings.
A record of timberframe construction in North East Scotland

The fieldwork and data sheets are referenced using an alpha-numeric system based on the Ordnance Survey 10km transects. Identified alphabetically from west to east with the individual buildings being numbered sequentially from north to south within that transect. The suffix 'a' is used to identify archival material of buildings which have been demolished.

This map has been prepared by Iain Bruce as part of a fieldwork study for a Ph.D. thesis submitted to the Robert Gordon University.

Commercial buildings distribution map
## Commercial buildings place name index

<table>
<thead>
<tr>
<th>ref</th>
<th>page no.</th>
<th>address</th>
<th>local authority district</th>
<th>grid ref</th>
<th>frame type</th>
<th>listed</th>
</tr>
</thead>
<tbody>
<tr>
<td>L12a</td>
<td>470</td>
<td>Aberdeen, Bankhead, Tram Repair Shed</td>
<td>City of Aberdeen</td>
<td>NJ812913</td>
<td>post &amp; rail</td>
<td></td>
</tr>
<tr>
<td>L38</td>
<td>473</td>
<td>Aberdeen, Dee Bridge Service Station</td>
<td>City of Aberdeen</td>
<td>NJ930035</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>L30a</td>
<td>471</td>
<td>Aberdeen, Harbour Transit Shed</td>
<td>City of Aberdeen</td>
<td>NJ944062</td>
<td>post &amp; beam</td>
<td></td>
</tr>
<tr>
<td>L37a</td>
<td>472</td>
<td>Aberdeen, Harbour Workshop</td>
<td>City of Aberdeen</td>
<td>NJ957054e</td>
<td>post hole &amp; post &amp; beam</td>
<td></td>
</tr>
<tr>
<td>E19</td>
<td>434</td>
<td>Aberlour Station, Goods Shed</td>
<td>Moray</td>
<td>NJ265430</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>H38</td>
<td>449</td>
<td>Birse, Bucket Mill</td>
<td>Aberdeenshire Marr</td>
<td>NO577913</td>
<td>post &amp; rail</td>
<td>B</td>
</tr>
<tr>
<td>D12</td>
<td>427</td>
<td>Braemar Bus Station</td>
<td>Aberdeenshire Marr</td>
<td>NO152914</td>
<td>possible stud</td>
<td>B</td>
</tr>
<tr>
<td>D16</td>
<td>428</td>
<td>Braemar Gallery</td>
<td>Aberdeenshire Marr</td>
<td>NO148914</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>D17</td>
<td>429</td>
<td>Braemar, Airlie Fashions, Auchendyne Square</td>
<td>Aberdeenshire Marr</td>
<td>NO108690</td>
<td>stud</td>
<td></td>
</tr>
<tr>
<td>D18</td>
<td>430</td>
<td>Braemar, Butcher's Shop, Invercauld Road</td>
<td>Aberdeenshire Marr</td>
<td>NO149914</td>
<td>possible stud</td>
<td></td>
</tr>
<tr>
<td>D21</td>
<td>431</td>
<td>Braemar, Royal Highland Society Office</td>
<td>Aberdeenshire Marr</td>
<td>NO153915</td>
<td>unknown</td>
<td></td>
</tr>
<tr>
<td>G14</td>
<td>439</td>
<td>Buckie Harbour, Fishermen's Store</td>
<td>Moray</td>
<td>NJ431659</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>G11a</td>
<td>436</td>
<td>Buckie Harbour, Transit Shed</td>
<td>Moray</td>
<td>NJ408690</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>G15</td>
<td>441</td>
<td>Buckie, Denholm Fish Selling Ltd.</td>
<td>Moray</td>
<td>NJ430659</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>G9</td>
<td>435</td>
<td>Buckie, Jones Boatshed</td>
<td>Moray</td>
<td>NJ434664</td>
<td>hybrid post &amp; beam</td>
<td>-</td>
</tr>
<tr>
<td>G16a</td>
<td>443</td>
<td>Buckie, Photographers Premises</td>
<td>Moray</td>
<td>NJ425657</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>G12</td>
<td>437</td>
<td>Buckie, Thompson's Boat Shed</td>
<td>Moray</td>
<td>NJ428658</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>D2</td>
<td>426</td>
<td>Burghhead Harbour, Storage Shed</td>
<td>Moray</td>
<td>NJ108690</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>M1</td>
<td>474</td>
<td>Cairnbulg, Former Sail Loft</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NK043665</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>A9</td>
<td>419</td>
<td>Cawdor, Old Forestry Shed</td>
<td>Highland Nairn</td>
<td>NH846502</td>
<td>post &amp; dwang</td>
<td>-</td>
</tr>
<tr>
<td>I19a</td>
<td>453</td>
<td>Cluny, GNSR Bus Garage</td>
<td>Aberdeenshire Marr</td>
<td>NJ698112</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>H1a</td>
<td>446</td>
<td>Cullen Harbour, The Farm</td>
<td>Moray</td>
<td>NJ510673</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>K12</td>
<td>465</td>
<td>Cults, Joinery Workshop, Station Road</td>
<td>City of Aberdeen</td>
<td>NJ898029</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>J8</td>
<td>456</td>
<td>Drum of Wartle, Garage</td>
<td>Aberdeenshire Garioch</td>
<td>NJ729317</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>E6</td>
<td>433</td>
<td>Elgin, Elliot Office Supplies, 20 Abbey Street</td>
<td>Moray</td>
<td>NJ218627</td>
<td>various</td>
<td>-</td>
</tr>
<tr>
<td>E5</td>
<td>432</td>
<td>Elgin, Oakwood Motel</td>
<td>Moray</td>
<td>NJ185627</td>
<td>steel portal frame</td>
<td>-</td>
</tr>
<tr>
<td>H37</td>
<td>448</td>
<td>Finzean, Bobbin Mill</td>
<td>Aberdeenshire Marr</td>
<td>NO591916</td>
<td>post &amp; rail</td>
<td>B</td>
</tr>
<tr>
<td>C4</td>
<td>421</td>
<td>Forres, Car Sales and Workshop, Greshop Road</td>
<td>Moray</td>
<td>NJ028588</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>C3a</td>
<td>420</td>
<td>Forres, Chemical Works</td>
<td>Moray</td>
<td>NJ033594</td>
<td>known</td>
<td>-</td>
</tr>
<tr>
<td>L1a</td>
<td>468</td>
<td>Fraserburgh, Herring Market</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ999673</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>G33</td>
<td>444</td>
<td>Glenkinchie Arms Hotel, Store</td>
<td>Aberdeenshire Marr</td>
<td>NJ441138</td>
<td>post &amp; dwang</td>
<td>-</td>
</tr>
<tr>
<td>H21a</td>
<td>447</td>
<td>Huntly Storage Shed</td>
<td>Aberdeenshire Strathbogie</td>
<td>NJ535395</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>I13</td>
<td>452</td>
<td>Inshch, Barrem Motors Ltd, Station Road</td>
<td>Aberdeenshire Garioch</td>
<td>NJ631275</td>
<td>post &amp; dwang</td>
<td>-</td>
</tr>
<tr>
<td>I10</td>
<td>451</td>
<td>Inshch, Former Slaughter House</td>
<td>Aberdeenshire Garioch</td>
<td>NJ631277</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>I8</td>
<td>450</td>
<td>Inshch, Studio &amp; Workshop</td>
<td>Aberdeenshire Garioch</td>
<td>NJ632282</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>C23</td>
<td>424</td>
<td>Inverey, Stuffers Cottage</td>
<td>Aberdeenshire Marr</td>
<td>NO096894</td>
<td>post &amp; dwang</td>
<td>-</td>
</tr>
<tr>
<td>J14</td>
<td>458</td>
<td>Kintore Storage Shed</td>
<td>Aberdeenshire Garioch</td>
<td>NJ785176</td>
<td>post &amp; rail</td>
<td>B</td>
</tr>
<tr>
<td>J21</td>
<td>459</td>
<td>Laurencekirk, Former Stables, Johnston Street</td>
<td>Aberdeenshire Kincardine</td>
<td>NO716713</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>J1a</td>
<td>455</td>
<td>Macduff Harbour, Transit Shed</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ704647</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>L5</td>
<td>469</td>
<td>Maud, Hairdressing Shop, Market Street</td>
<td>Aberdeenshire Banff &amp; Buchan</td>
<td>NJ925479</td>
<td>post &amp; rail</td>
<td>C(S)</td>
</tr>
<tr>
<td>K5</td>
<td>462</td>
<td>Methlick, Precast Concrete Factory</td>
<td>Aberdeenshire Formartine</td>
<td>date error</td>
<td>not applicable</td>
<td>-</td>
</tr>
<tr>
<td>C17</td>
<td>422</td>
<td>Nethybridge, House and Shop, Station Road</td>
<td>Highland Badenoch &amp; Strathspey</td>
<td>NJ002206</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>K2</td>
<td>460</td>
<td>New Byth, Morrison's Garage</td>
<td>Aberdeenshire Formartine</td>
<td>NJ823543</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>K3</td>
<td>461</td>
<td>New Deer, Shops, Main Street</td>
<td>Aberdeenshire Formartine</td>
<td>NJ861338</td>
<td>unknown</td>
<td>-</td>
</tr>
<tr>
<td>K9</td>
<td>464</td>
<td>Oldmeldrum, Joinery Workshop</td>
<td>Aberdeenshire Garioch</td>
<td>NJ89272</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>K8</td>
<td>463</td>
<td>Oldmeldrum, Yard Office for OSC Ltd</td>
<td>Aberdeenshire Garioch</td>
<td>NJ804271</td>
<td>stud</td>
<td>-</td>
</tr>
<tr>
<td>K20a</td>
<td>466</td>
<td>Stonehaven, Sandy Clark's Boatshed</td>
<td>Aberdeenshire Kincardine</td>
<td>NO876865</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>K24</td>
<td>467</td>
<td>Stonehaven, Station Garage, Station Square</td>
<td>Aberdeenshire Kincardine</td>
<td>NO865863</td>
<td>post &amp; beam with infill stud panels</td>
<td>-</td>
</tr>
<tr>
<td>G34</td>
<td>445</td>
<td>Tarland, Offices Unit</td>
<td>Aberdeenshire Marr</td>
<td>NJ624018</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>I21</td>
<td>454</td>
<td>Torphins, Garage Workshop, Station Road</td>
<td>Aberdeenshire Marr</td>
<td>NJ625017</td>
<td>post &amp; rail</td>
<td>-</td>
</tr>
<tr>
<td>J9</td>
<td>457</td>
<td>Wartle, 'Blackshop', Roseseat</td>
<td>Aberdeenshire Formartine</td>
<td>NJ625017</td>
<td>possible post &amp; rail</td>
<td>-</td>
</tr>
</tbody>
</table>
Description: part 2 storey 59' x 20' rectangular plan comprising workshop with storage extension on north elevation.

height to eaves 11'3"
height to ridge 17'

Roof: rectangular corrugated iron gable roof with roughcast chimney stack with 1 fireclay pot at western end; fire siren in mid ridge; 6" x 5/8" flush barge board

Frame: post and dwang system on 14" concrete upstand; posts at 3'6" centres; rails at 2'4", 3'6", 3'9" – variable on gable and flank walls; 5" x 5" full height corner posts; 5" x 13/8" diagonal bracing on surface of posts

Cladding: 8" x 3/4" board and 1 3/4" x 1/2" battens stained black; gutter fixed to 4" fascia board

North elevation: 4 bay; close boarded access hatch at eaves level; 3 pane top vent on 6 pane timber fixed light painted white; single leaf ledged and boarded access door painted red; 9 pane fixed light painted white

East elevation: central ledged and v-jointed access door painted red

South elevation: 4 bay; close boarded access hatch at eaves level; 3 pane top vent on 6 pane timber fixed light painted white; 2 no. 9 pane fixed light painted white

West elevation: central flush roughcast stack; flanking 9 pane fixed lights

Pvc rainwater goods
Notes: the illustration, taken from Cluny Hill in Forres, is what appears to be a single storey, large volume building variously referred to as a sulphuric acid factory or fertilizer factory of the North of Scotland Chemical Company.

The complex was built by John Burn who became an important member of Forres society as a Director of the Gas Company, the Water Company, the Hydropathic Company, Mechanics Institute and who subsequently became Provost of Forres.

John Burn: born 1.1.1835; died 4.4.1902 of typhoid; son of John Burn "head of an important carpentry business at Spittal Berwick on Tweed. He served an apprenticeship to his father and was an expert craftsman. He early showed a predilection for design and construction in building and all his education was directed to preparation for the adoption of the profession of an architect. It has been well said to be a science and an art both and that the subject of this notice was a commanding exponent of the one and the other is exemplified to the full by the completed works he left behind him. He acquired the business in 1878 after 17 years faithful service. He built a new factory after the original was outgrown at Waterford Road and was pronounced to be the best of its kind in Scotland. It was burned down by fire in 1896 in a short time, a new manufactory better equipped than ever rose from the ashes of the old buildings" *

*Ref: obituary Forres Gazette 9.4.1902

Undoubtedly this represents the largest building in the collection.
number C4

district Moray

map reference NJ 028588

frame type post & rail

listed status not listed

constructed circa 1935

Car Sales and Workshop, Greshop Road, Forres

Description: single storey, large volume of 11 bays, 120' x 34' rectangular plan with mezzanine storage and 4 bay lean-to extension to north east comprising storage shed and workshop

height to eaves 16'

height to ridge 24'

Roof: barrel roof of Belfast truss construction clad with corrugated iron; monopitch to north east

Frame: post and rail; 6" x 6" posts at 10'10" centres on concrete stub footings and 5" x 2 1/4" rails at 3'6" centres; top rail 5 1/4" x 3 1/4"

Cladding: variable 8" boards and 2 1/4" x 3/4" battens creosote finish; miscellaneous horizontal sheeting internally

North elevation: 2 no. 6 pane fixed light

East elevation: 2 no. 6 pane timber fixed lights; projecting lean-to element with recessed boarded arched bays

South elevation: 1 no. 6 pane timber fixed light; offset bipartite close boarded 14'3" x 14'3" sliding cargo access door

West elevation: 4 no. 6 pane fixed lights; 11' x 9'3" bipartite sliding access door and personnel door; 2 no. 3 pane fixed lights

Asbestos cement rainwater goods existing at date of record
Shop and House, Station Road, Nethybridge

Description: single storey rectangular 46' x 23'3" rectangular plan comprising house and butcher's shop

height to eaves  11'6"
height to ridge  20' est.

Roof: rectangular gabled part slated, part bituminous felt tiled roof with 10" projecting eaves to advanced bays; lead ridge and batten roll hips with proprietary zinc ridge ventilator; central gable dormer window; decorative cast iron finials to all 3 roof apexes; 2 no. brick chimney stacks with fluted fireclay pots at north end, plain to south; 10" composite bargeboard

Frame: unknown

Cladding: white painted roughcast

North elevation: later 9 pane steel window with central top hopper vents offset to east;

East elevation: variable level lean-to extensions with profiled metal deck roof; 1 no. 12 pane and 1 no. 9 pane casement and top hopper vent steel windows

South elevation: roughcast finish only to main building; 9 pane top vent fixed light steel window in lean-to extension to east; piended roof to rear

West elevation: 5 bays in 3 advanced gables; north gable with flanking 12 pane casement and top hopper vent steel windows; central bay with entrance doors to house and shop under sloping roof; 6 pane top hopper vent and fixed light steel window to north bay with single shop display timber window to south

Cast iron rainwater goods

existing at date of record
Shop and House, Station Road, Nethybridge
A record of timber frame construction in North East Scotland

number  C 23
district   Marr Aberdeenshire
map reference  NO 096894
frame type  post & dwang
listed status  not listed
constructed  1882

'Stuffers' Cottage, Inverey

Description: single storey, 3 bay, 35' x 12'4" cross plan with lean-to extension to south west rear corner consisting of large entrance porch and 2 flanking rooms.

| height to eaves | 9' |
| height to ridge | 14' 6" |

Roof: rectangular shingle gabled roof part corrugated iron to rear and composite, pierced decorative 12" x 1½" barge board to 9" gable projection; part zinc ridge flashing and wooden finial on western end; gabled roof to porch

Frame: post and rail on wall plate on 3 x 2½" floor joists at 18" centres on ground 6" x 2" posts at 18" centres 4" x 1½" dwangs

Cladding: 6½" x 5/8" horizontal weatherboarding; diagonal boarding to porch; cladding part painted mustard

North elevation: 3 bay, advanced porch with central bipartite diagonal boarded door flanking windows and pointed arch fanlight to form venetian composition all with plain architrave; 2 flanking double casement window frames with swept heads windows missing; remains of corrugated iron porch over eastern bay

East elevation: boarded gable only with board and batten cladding to rear extension double door and cladding to lean-to collapsed opening

South elevation: 6 pane fixed light in board and batten south gable and 3 pane fixed light in board and batten clad lean-to

West elevation: boarded gable only, double door and cladding to lean-to

Rainwater goods missing

The building was built for £55 and had been derelict for a number of years and was replaced with a replica building in 2003 – see following page

see following sheet
Stuffers' Cottage, Inverey (replica)

replica under construction
### Storage Shed, Burghead Harbour

<table>
<thead>
<tr>
<th>Description:</th>
<th>single storey, 40' x 20'4&quot; rectangular plan harbour storage shed</th>
</tr>
</thead>
<tbody>
<tr>
<td>height to eaves</td>
<td>10'5&quot;</td>
</tr>
<tr>
<td>height to ridge</td>
<td>17'6&quot; est</td>
</tr>
<tr>
<td>Roof:</td>
<td>rectangular slated gabled roof; no barge board; 6½&quot; gutter plate with 10&quot; projecting eaves</td>
</tr>
<tr>
<td>Frame:</td>
<td>post and rail system on sandstone rubble plinth</td>
</tr>
<tr>
<td>Cladding:</td>
<td>8¼&quot; x 7/8&quot; board and 4½&quot; x 5/8&quot; batten with weathered tar finish</td>
</tr>
<tr>
<td>nail fixings:</td>
<td>double nailed at edge of battens, 3' vertically; 6&quot; t&amp;g linings internally</td>
</tr>
<tr>
<td>North elevation:</td>
<td>board and batten cladding only</td>
</tr>
<tr>
<td>East elevation:</td>
<td>2 no. 5'2&quot; close boarded double leaf access door</td>
</tr>
<tr>
<td>South elevation:</td>
<td>board and batten cladding only</td>
</tr>
<tr>
<td>West elevation:</td>
<td>2 no. 3'9&quot; close boarded double leaf sliding access door</td>
</tr>
<tr>
<td>Rainwater goods missing:</td>
<td></td>
</tr>
</tbody>
</table>

existing at date of record
A record of timber frame construction in North East Scotland

number D 12

district Marr Aberdeenshire

map reference NO 152914

frame type possible stud

listed status B

constructed 1905

Former Bus Depot, Castleton Place, Braemar

Description: 2 storey, 31'4" x 21'9" rectangular plan comprising offices and waiting room with single storey garage 47' long to south and later asbestos sheet addition to south east

height to eaves 19'
height to ridge 26'

Roof: rectangular slated gabled roof with coped granite end stacks with triple fluted chimney pots and composite moulded barge board to gable projecting 1'; lower gabled roof to garage

Frame: stud system on granite plinth with cement coving

Cladding: 6" t&g shiplap painted cream and grey; bevelled spandrel panel to first floor and eaves; 3" v-jointed linings internally

North elevation: 3 bay central tripartite door with reeded architrave, 2 flanking tripartite windows; fascia above 3 windows at 1st floor level 2 windows to each floor on gable ends flanking stack; original geometric glazing at ground; 4 pane sash and case to 1st floor; 1 no. 4' x 3' sash and case window and 2 no. 2' x 4' casement

East elevation: 2 no. timber fixed lights with geometric glazing bars at lower level, 2 no. 4 pane sash and case timber windows at 1st floor level all with 4½" reeded architraves; shiplap boarding

South elevation: double leaf close boarded vehicle access door

West elevation: 2 no timber fixed lights with geometric glazing bars at lower level, 2 no. 4 pane sash and case timber windows at 1st floor level all with 4½" reeded architraves; roughcast wall finish

Cast iron rainwater goods, ogee gutters

existing at date of record
A record of timber frame construction in North East Scotland

number D 16
district Marr Aberdeenshire
map reference NO 148914
frame type unknown
listed status not listed
constructed circa 1930

Braemar Art Gallery, Mar Road, Braemar

Description: single storey with basement to rear, 31' x 37'10" rectangular plan comprising shop unit with recent residential accommodation extension to north

height to eaves 8'9"
height to ridge 17' est.

Roof: rectangular slated gabled roof with composite barge board; fireclay ridge tiles with 2 vents; gable frame and flag pole at south end

Frame: unknown on shuttered concrete under-building

Cladding: 6" t&g vertical boards with 1 3/8" x 3/4" half round battens painted green, white painted cement smooth cement rendered 'blockwork' effect to main frontage

North elevation: recent residential accommodation at first floor in similar board and batten style
East elevation: offset small top hopper vent timber window in otherwise board and batten cladding
South elevation: offset access door with flanking display windows offset swept head timber fixed light in smooth cement render 'blockwork' effect
West elevation: 2 bay 2 no. top hopper vent timber windows

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number D 17

district Marr Aberdeenshire

map reference NJ 108690

frame type stud

listed status not listed

constructed circa 1890

Airlie Fashions, Auchendryne Square, Braemar

Description: two storey, 36'4" x 23'4" (original building) rectangular plan with later one storey flat roof extension comprising shop and store

height to eaves 15'

height to ridge 24' est.

Roof: rectangular slated gabled roof with and 10" composite barge board projecting 15"; fireclay ridge tiles; flat roofed dormer in south east corner; exposed joist ends, gutter fixed with gutter brackets;

Frame: stud frame

Cladding: white painted roughcast with 3½" rebated t&g boarding fixed vertically to fascia board and horizontally above

North elevation: later roughcast flat-roofed extension

East elevation: 4 bay, central recessed glazed and panelled entrance door with fan light with flanking display windows, offset 2 pane display window in extension to north; central 4 pane sash and case timber window in gable at upper level

South elevation: offset timber single pane display window, later flat roofed extension to west, white painted roughcast finish, double bipartite timber window to flat roofed dormer in south east

West elevation: later flat roofed extension

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

Butcher’s Shop, Invercauld Road, Braemar

number D 18
district Marr Aberdeenshire
map reference NO 149914
frame type possible stud
listed status not listed
constructed circa 1890

Description: 2 storey, 39'10" x 21'6" rectangular plan shop unit with 28'10" x 7'6"
lean-to extension to west

height to eaves 10'4"
height to ridge 20' est.

Roof: rectangular slated gabled roof with central coped ashlar granite stack with
plain chimney pot and plain 10" x 2½" rafter as barge board projecting 12"; exposed
soffit and rafter ends at eaves projecting 1'; zinc flashing to ridge

Frame: possible stud frame system on roughcast plinth

Cladding: mainly white painted pebbledash roughcast but exposed 7" x 5/8"
rectangular weatherboarding on part south elevation painted blue-grey; 3½"
composite corner plates painted red; fixings generally at 16" horizontally double
nailed each board vertically

North elevation: 3 bay 3 no. 8 pane sash and case timber windows with 3½"
architraves
East elevation: central 6 pane fixed light at upper level; modified 6 pane sash and
case timber window at lower level
South elevation: lean-to weatherboarded extension with offset close boarded access
door, flanking 2 pane top hopper vent timber windows, 8 pane sash and case timber
window to main building
West elevation: central single leaf glazed and boarded access door, flanking 2
vertical pane display windows, fascia sign board; t&g vertical boarding including
single leaf door to lean-to extension on south elevation 6 pane fixed light in upper
gable

No evidence of fixings for rainwater goods

existing at date of record
Description: single storey, rectangular T plan 35' x 16'3" with 12'1" x 6' advanced entrance porch consisting of offices

height to eaves 11'8"
height to ridge 16'6"

Roof: rectangular slated gabled roof and 10" deep projecting pierced decorative barge and eaves boards projecting 1'; 4" moulded gutter board; zinc flashing to ridge and decorative wooden finial to advanced entrance bay

Frame: unknown system on roughcast plinth

Cladding: Skye marble roughcast finish

North elevation: central 3 pane top hopper vent timber window
East elevation: roughcast finish only
South elevation: central flush ply entrance door with plain horizontal fan light and flanking 2 pane fixed lights in advanced gabled vestibule; flanking 2 pane bipartite 5'6" high x 2'11" swept head fixed lights to offices either side with 3½" architraves all painted green
West elevation: roughcast finish only

Pvc rainwater goods

The building was originally built as a taxidermist’s workshop.

existing at date of record
<table>
<thead>
<tr>
<th>number</th>
<th>E 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 185627</td>
</tr>
<tr>
<td>frame type</td>
<td>steel portal frame to main building</td>
</tr>
<tr>
<td>listed status</td>
<td>not listed</td>
</tr>
<tr>
<td>constructed</td>
<td>1932</td>
</tr>
</tbody>
</table>

**Oakwood Motel, by Elgin**

Notes: illustration is of parallel, single and two storey blocks of rectangular plan comprising motel designed by Dougal and Andrew Duncan

The piended rectangular roofs with decorative fireclay ridge tiles and finials both ends have featured gabled dormers.

Although the 2 storey building is supported by a steel portal frame no study of timber buildings in this part of the country would be complete without acknowledging this eccentric example. The rustic style cladding is of split and half round logs, see detail below.

(existing at date of record)
Description: variable single and two storey, 3 part gabled 20'3" x 64' rectangular plan consisting of stores and office premises

height to eaves 18'
height to ridge 30' est.

Roof: rectangular slated gabled roof with moulded composite 16" x 1" projecting barge board; 4" eaves plain fireclay ridge tiles to main building and 4 skylights; cast iron finial to east

Frame: 5 1/8" x 2" stud frame at 20" centres generally on 6" x 2 1/2" base plate on raised concrete slab, on ventilated concrete subfloor

Cladding: 6 1/2" shiplap to showroom painted white and blue

North elevation: variable shiplap and sandstone and cement render party wall
East elevation: 3 bay with central glass panelled entrance door and flanking fixed light, full height shop windows
South elevation: 9 bay; 4 pane top vent timber windows painted white 4" facings to all windows; roughcast on expanded metal lath; corrugated iron clad lean-to
West elevation: triple gable; bipartite steel casement window in timber frame at high level; bipartite 6 pane fixed light; 2 no. 4 pane fixed lights in lean-to; brown coloured dry dash roughcast

Pvc and cast iron rainwater goods

The rear building is reported as being a former cod liver oil factory.
Former Goods Shed, Aberlour Station

Description: large volume single storey 14 bay 39'8" x 29'9" rectangular plan former transit shed

height to eaves 14' 6"
height to ridge 25' est.

Roof: rectangular corrugated iron gable roof painted green on trussed rafters; corrugated iron ridge flashing; 8" box eaves detail

Frame: stud frame; 7" x 3" studs on 10" x 10" bottom plate, top rail 7" x 2 ¾", 7" x 7" corner posts, 6½" x 2½" diagonal bracing over 3 extreme bays on inside face of studs, 2" x 1½" dwangs housed into studs; earth floor

Cladding: vertical corrugated iron sheeting painted cream

North elevation: 3 bay; high level louvred vents and 2 fixed lights flanking 3 central bays boarded up
East elevation: 2 no. bay clerestorey fixed lights between studs
South elevation: 10'6" x 12'6" central close boarded sliding cargo door, rail side
West elevation: 8'9" x 10' offset close boarded sliding cargo door

Cast iron rainwater goods
Description: large volume single storey generally 101' x 49'6" overall (excluding monopitch) rectangular plan of interlinked industrial spaces with miscellaneous single storey monopitch stores and workshops on all sides

height to eaves 15'9"
height to ridge 35' est.

Roof: rectangular gable corrugated asbestos clad roof with half round asbestos cement ridge flashings; structure consists of 12 no. light weight composite trussed rafters; fixed glazing panels on lower pitch both sides

Frame: post and beam frame which carries gantry crane with upper roof bolted through 2 transverse 9" x 4" est. stringers to top end of posts; posts bracketed to concrete floor slab; 10" x 10" principal posts at 8'6" centres with intermediate 8" x 3" studs at 4'3" centres at lower level; roof trusses supported on 8" x 6" posts with 8" x 3" intermediate studs; 9" x 4" diagonal bracing to lower main frame in south east corner

Cladding: generally 7" x ¾" checked weatherboarding with 2½" x 1¼" planted corner plates

North elevation: weatherboarding to lower level and miscellaneous ground floor level lean-to workshops; large corrugated iron clad sliding access door at west end
East elevation: 12' high braced ledged and vertically boarded sliding access door, 2 no. tripartite fixed timber fixed lights to lean-to, 6 pane top hopper timber vent; single access door
South elevation: 12 bays weatherboarding at upper level partly bituminous felt clad weatherboarding to lower level and miscellaneous ground floor level lean-to workshop
West elevation: vertical corrugated asbestos sheet to upper level; shiplap cladding to ground floor level lean-to workshop

Asbestos cement rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

Transit Shed, Cluny Harbour, Buckie

number  G 11a
district  Moray
map reference  NJ 408690
frame type  unknown
listed status  not applicable
constructed  circa 1880

Notes: illustration is of a single storey, large volume storage shed with slated piended roof, board and batten cladding painted red; see also MacDuff shed [J1a] Aberdeen Harbour transit shed [L26a]

The board and batten cladding and the evidence of the Aberdeen shed would indicate a post and rail frame
Description: large volume single storey 113' x 36' rectangular plan of double span industrial space

height to eaves 18'
height to ridge 28'6"

Roof: gabled barrel vault, corrugated iron roof of 11 no. tension rod trusses (see following page)

Frame: post and rail frame of 18 bays on concrete strip foundations: diagonal bracing is provided in the extreme 3 bays only

Cladding: vertical corrugated iron sheeting painted grey

The building had been demolished before a detailed survey was possible and the information has been obtained from a copy of the Dean of Guild Court drawing submitted in the year of construction by William Hendry, Architect, Buckie on behalf of Geo. Smith Jnr. as a boat building shed

The following is a particularly good illustration of the fact that in this frame type, the roof structure elements are not necessarily aligned with those of the walls.
Thomson's Boatyard, Barron Street, Buckie

Drawing shows lightweight timber and tension-rod truss
drawings courtesy of Elgin Library
A record of timber frame construction in North East Scotland

number G14
district Moray
map reference NJ 431659
frame type post & rail
listed status not listed
constructed circa 1880

Fishermen’s Store, 23-25 Commercial Road, Buckie

Description: large volume 3 storey 57'10" x 20'8" rectangular plan (westerly unit) comprising storage units

height to eaves 16'
height to ridge 27'6"

Roof: asbestos cement sheeting rectangular gable roof on 37/8" x 2" purlins on 67/8"x 21/2" rafters

Frame: post and rail on 9" x 2" sole plate; 7" x 21/2" posts at generally 6'6" centres; row of central 9¾" sq. 2 storey posts at 11'8" centres

Cladding: recently roughcast on board and batten sub-base

North elevation: offset close boarded access door at west end on ground floor
East elevation: internal adjoining wall
South elevation: adjoining roughcast lean-to extension at lower level
West elevation: roughcast finish on expanded metal lath on board and batten cladding

Asbestos cement rainwater goods

The building is currently used for the storage of fishing gear.

see construction drawing plate 6

existing at date of record
Fishermen's Store, 23-25 Commercial Road, Buckie

Illustration shows detail of central 2 storey post and checked stringer in the style of the balloon frame.

Detail of spliced joint in longitudinal beam.
number G 15

district Moray

map reference NJ 430659

frame type possible post & rail

listed status not listed

constructed circa 1920

Denholm Fish Selling Ltd, 21 Commercial Road, Buckie

Description: 2 storey, 66'3" x 36' rectangular plan with splayed south west corner consisting of retail warehouse and storage space

height to eaves 10'10"

height to ridge 20'3"

Roof: rectangular corrugated iron barrel roof comprising 7¼" x 2½" laminated arches at approx 6' centres; 6 profiled translucent sheets as roof lights

Frame: due to the large display windows and roughcast flank elevation, a clear assessment of this frame was not possible

Cladding: roughcast on expanded metal lath; 3" v-jointed linings internally

North elevation: lower floor 3 bay with splayed entrance and access door and flanking display windows; upper floor 3 bay with double central double 4 pane fixed light and flanking 4 pane fixed lights in the style of sash and case

East elevation: party wall

South elevation: 4 no. fixed lights in gable and 2 at ground level

West elevation: 4 bays miscellaneous fixed lights and security screens; splayed close boarded bipartite access door in south west corner

Asbestos cement rainwater goods existing at date of record
Denholm Fish Selling Ltd, 21 Commercial Road, Buckie

Illustration shows general view of upper sail loft space

detail view of timber laminated arch
A record of timber frame construction in North East Scotland 1999

number G 16a

district Moray

map reference NJ 425657

frame type unknown

listed status not applicable

constructed circa 1897

Photographic Studio, Low Street, Buckie

Notes: this poor illustration is of a particularly elegant 2 storey photographic studio with lean-to extension to the south with board and batten cladding suggesting a post and rail frame. The business had moved from an earlier timber single storey building in Baron Street.
A record of timber frame construction in North East Scotland

number G 33
district Marr Aberdeenshire
map reference NJ 441138
frame type post & dwang
listed status not listed
constructed circa 1880

Store, Glenkinchie Arms Hotel, Strathdon

Description: single storey, 14' x 42' rectangular plan currently used as hotel store and laundry

height to eaves 6'6"
height to ridge 11' est.

Roof: rectangular corrugated iron gabled roof with rubble stack and fluted can; corrugated iron ridge flashing

Frame: post and dwang

Cladding: generally 6½" boards and 2¼" battens creosoted finish

North elevation; sandstone rubble wall
East elevation: adjoining boundary wall
South elevation: 5 bays with 3 no. close boarded access doors, 1 with vision panel; 2 no. sash and case windows
West elevation: board and batten cladding; later panel of shiplap boarding; close boarded access door to north painted green

Rainwater goods missing

existing at date of record
A record of timber frame construction in North East Scotland

number: G 34

district: Marr Aberdeenshire

map reference: NJ 624018

frame type: possible post & rail

listed status: not listed

constructed: circa 1915

Office Unit, Main Street, Tarland

Description: single storey 40'10" x 17' rectangular plan

height to eaves: 10'

height to ridge: 15' est.

Roof: rectangular piended leaded roof; end brick stacks pots missing; 12" eaves overhang

Frame: possible post and rail system on unvented concrete basecourse

Cladding: 6" boards and 1½" x 7/8" half round battens painted duck green; fixings single nail per batten at mid board horizontally and 24", 24", 23", 24" and eaves vertically

North elevation: recent dry dash roughcast finish

East elevation: flush brick stack; close boarded access door north end; board and batten cladding

South elevation: flush brick stack; 4 pane sash and case timber window east end; board and batten cladding

West elevation: 5 bay; central 3 pane feature timber window flanking access doors, close boarded with high level vision panels to north and 2 glazed panels to south; 4 pane sash and case timber window to north end; feature window to south

Square section pvc rainwater goods

The building was originally built as offices for the Red Cross.

existing at date of record
**The Farm, Cullen Harbour, Cullen**

Notes: illustration is of a large volume possible single storey building adjacent to the harbour and of board and batten cladding.

Known as 'Patersons' farm these were steadings built around 1860 and used mostly as transit storage for import and export farm produce.

Ref: D Wood *Cullen: A Pictorial History* p 31
<table>
<thead>
<tr>
<th>number</th>
<th>H 21a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Marr Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 535395</td>
</tr>
<tr>
<td>frame type</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>listed status</td>
<td>not listed</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1880</td>
</tr>
</tbody>
</table>

### Notes:
Illustration shows 2 storey gabled storage shed owned by SAI Limited which was their depot at Huntly Station. The cladding is board and batten which suggests a post and rail frame.
BOBBIN MILL, FINZEAN

Description: 30' x 24'4" part 2 storey split level rectangular plan and single storey stores at lower level

- Height to eaves: 19' 9"
- Height to ridge: 30'

Roof: rectangular corrugated iron gable roof painted red; 2 skylights on east pitch, 3 on west; stub brick stack to north, can missing; corrugated ridge flashing; no eaves or bargeboards;

Frame: post and rail frame; 6" x 6" posts at 5' centres on 2'9" granite and lime mortared base

Cladding: 7½ - 8" boards and 2½ - 25/8" battens; fixings at 35", 35", 30" and eaves vertically; doubled nailed battens horizontally

North elevation: cast iron pulley wheel at centre flanking access doors, single to east bipartite to west both painted red

East elevation: 1 no. 9 pane fixed light; 2 no. multi paned fixed lights

South elevation: 6 pane fixed light at 1st floor; board and batten cladding; coursed rubble wall to ground floor

West elevation: 2 no. multi paned fixed lights

Rainwater goods missing

Existing at date of record
Description: L shaped plan 36'4" x 12'8" (gable width) with lean-to comprising working timber saw mill

height to eaves 9' 3"
height to ridge 16' 6" est.

Roof: rectangular gable corrugated iron roof painted red with corrugated iron ridge flashing; projecting eaves; projecting squared rubble and brick stack with missing pots; plain 6" x ¾" barge board projecting 3".

Frame: post and rail frame system on coursed rubble and lime basecourse; 6½" x 6½" posts at variable centres; 6" x 1½" rails at variable centres.

Cladding: generally 4" x ¾" boards and 2½" x ¾" battens with corrugated iron cladding on south elevation.

North elevation: 12 pane timber fixed light at high level in gable; board and batten access door; 9 pane fixed light; lean-to wood store.

East elevation: 12 pane timber fixed light at high level; 8 pane, 15 pane, 9 pane fixed lights at ground floor board and batten access door.

South elevation: 20 pane portrait fixed light, 20 pane landscape fixed light; corrugated iron wall cladding; mill wheel and lade.

West elevation: central projecting lime and rubble and brick stack; flanking 12 pane portrait timber fixed lights at high level; flanking square 16 pane fixed light at low level; board and batten cladding to sill level only, stone and lime dado wall.

Rainwater goods missing existing at date of record.
Description: single storey, 32'7" x 19' rectangular plan gallery and workshop (52' overall length)

height to eaves 6'4"
height to ridge 13'

Roof: rectangular slated gabled roof; scalloped 4" barge board; plain zinc ridge flashing; central skylights; projecting 3" eaves; lower corrugated iron roof to adjoining workshop

Frame: possible post and rail system on smooth cement render plinth

Cladding: 3" t&g checked vertical boarding; 1¼" x ¾" variable half round chamfered battens above shiplap boarded dado on south elevation; vertically ply sheeting to apex of gable all painted brown

North elevation: roughcast masonry wall
East elevation: adjoining wall to ramshackle shed
South elevation: replacement ply sheets on shiplap dado; miscellaneous timber windows
West elevation: 3 bays, central glass and boarded panel entrance door; flanking fixed light display windows; ply sheeting over to gable

Rainwater goods missing

existing at date of record
Description: single storey rectangular plan 33'4" x 16' former slaughterhouse now used as workshop

height to eaves 9'8"
height to ridge 15' est

Roof: rectangular 2 part gabled, corrugated iron roof with 2 no ridge ventilators at 1/3 position on length of ridge and 6" x ¾" projecting barge board; fireclay ridge tiles

Frame: post and rail system on concrete slab; stone and lime dado wall to 3' on west elevation

Cladding: vertical corrugated iron fixed at 2'10", 5'8" vertical intervals painted grey

North elevation: 3 no. blocked up window openings
East elevation: 3 bay with window openings boarded -up
South elevation: bipartite corrugated access door
West elevation: corrugated sheeting above stone and lime dado wall to 3'10"

Rainwater goods missing

The building is presently used as a workshop.
number I 13

district Garioch

Aberdeenshire

map reference NJ 631275

frame type post & dwang

listed status not listed

constructed circa 1880

Barrem Motors Ltd, Station Road, Insch

Description: single storey, large volume 49' x 31'3" rectangular plan workshop and office

height to eaves 12'

height to ridge 24' est.

Roof: rectangular piended corrugated iron roof painted red with 3 skylights to north; zinc ridge and hip flashings; 8" eaves; 3 no. skylights to north;

Frame: post and dwang with 6"x2" posts at 30" centres; 6" x 2" dwangs at 4' centres on 6" x 4" bottom and head rails; frame fixed to concrete floor; substantial stone and lime building to rail side (south)

Cladding: vertical corrugated iron painted blue; sheets 48" wide fixings at 6" horizontally and 3' vertically;

North elevation: 3 bays 2 bipartite sliding door bipartite ledged and braced close boarded door; multiple pane steel window

East elevation: corrugated iron cladding only

South elevation: corrugated iron cladding only

West elevation: tripartite casement & top vent steel window

Mixed cast iron and pvc rainwater goods

existing at date of record
<table>
<thead>
<tr>
<th>number</th>
<th>119a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Garioch Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 698112</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1910</td>
</tr>
</tbody>
</table>

Notes: illustration shows single storey large volume shed with gabled roof shed of similar proportions to that at Strathdon [F27]. However, unlike Strathdon, the cladding is a combination of both weatherboarding on the long elevation and board and batten on the gable with the access door hung internally.

The building was demolished in May 2003 and the remaining concrete floor slab measures 15'10" wide x 32' long approx. On the long (north) elevation are the remains of a 8" deep x 12" wide sleeper type section which was the base plate and has 2 x 2½" mortices at variably 35" centres.
A record of timber frame construction in North East Scotland 1999

number 121

district Marr, Aberdeenshire

map reference NJ 625017

frame type post & rail

listed status not listed

constructed circa 1920

Garage Workshop, Station Road, Torphins

Description: single storey 40' x 40'4" rectangular plan comprising garage/workshop

height to eaves 9'6"

height to ridge 14'3"

Roof: rectangular gable barrel corrugated iron roof comprising 5 bays of Belfast roof trusses; lean-to extension to south; 12" x 1" composite barge board projecting 6"

Frame: 6" x 6" posts at 8' centres with 6" x 2" top rail and 5" x 2" intermediate rails on concrete basecourse; 6" x 2" full height diagonal bracing in outer bays

Cladding: vertical corrugated iron fixed at variable vertical intervals painted grey; fixings at 6½" horizontally and 34" vertically; sheet size 26" x 8'6"

North elevation: 2 no. former timber windows now with perspex sheeting, t&g linings as fascia board

East elevation: 2 no. modern bi-folding 2 leaf sliding access doors; glazed and close boarded access door to south; top hopper vent; 6" curved fascia

South elevation: cement rendered wall to lean-to

West elevation: 2 no. 10 pane timber fixed lights; 6" curved fascia

Cast iron rainwater goods

The building is reputed to be half of a World War I aircraft hangar.

existing at date of record
number J 1a

district Banff & Buchan Aberdeenshire

map reference NJ 704647

frame type possible post & rail

listed status not applicable

constructed circa 1910

Transit Shed, MacDuff Harbour

Notes: illustration shows a single storey large volume storage shed with piended slated roof. The building was known as the Matje shed and built circa 1910 as part of the 1903 harbour improvement scheme.

The building is very similar to the transit shed at Buckie harbour [G11a] and the much larger shed at Aberdeen harbour. [L26a]

See Macduff Harbour 1783 – 1966 published by Banffshire County Council
Drum Garage, Wartle, by Inverurie

Description: single storey, large volume 36'4" x 22'6" rectangular plan with lean-to storage extensions on north and east elevations

height to eaves 10' 4" (frame 9'6" above concrete upstand)
height to ridge 16' est.

Roof: rectangular, barrel roof of 7 no. Belfast trusses clad in corrugated iron sheeting; 2 galvanised skylights to north and 3 to south; 6" composite bargeboard projecting 6"

Frame: post and rail system on 14" concrete upstand; 6" x 3" posts at 3'3" centres rails generally at 28" vertically variable on gable and flank walls

Cladding: corrugated iron sheeting painted dark grey; fixings at variably 6 – 6½" horizontally and 28" vertically

North elevation: later flat roofed roughcast shop extension; lean-to corrugated iron toilet with bipartite top vent timber windows
East elevation: flat roofed, roughcast extension to south; central 4 pane fixed light and to north with 3½" x ¾" facings painted orange
South elevation: 2 no. 4 pane fixed lights; bipartite fixed light; former close boarded access door to east
West elevation: 4 pane large display window to north 3 pane window; 8 pane former glazed door; later roller shutter vehicle access door to south

Pvc and cast iron rainwater goods

Built by Moir of Colpy, local joinery contractor

existing at date of record
A record of timber frame construction in North East Scotland

number | J9

district | Formartine Aberdeenshire

map reference | NJ 625017

frame type | possible post & rail

listed status | not listed

constructed | circa 1910

Former 'blackshop' at Roseseat, Wartle

Description: single storey 34'9" x 22'6" rectangular plan

height to eaves | 8'

height to ridge | 15' 3"

Roof: rectangular corrugated iron gabled roof piended at rear with projecting 8" barge board and eaves; metal stove pipe on south pitch

Frame: possible post and rail

Cladding: vertical corrugated iron painted black; fixings 32" vertically

North elevation: corrugated cladding only

East elevation: 3 bay; 3 no. casement windows painted white

South elevation: corrugated cladding only

West elevation: 3 bay; central panelled entrance door with fan light, flanking display windows boarded up

Building used as domestic store but built as local shop.

the building was demolished in 2002
A record of timber frame construction in North East Scotland

number  J 14

district  Garioch
Aberdeenshire
map reference  NJ 785176
frame type  post & rail
listed status  B
constructed  1938

Storage Shed, Kintore

Description: single storey large volume, 60'3" x 60'3" square plan former aircraft hangar now used as store

   height to eaves  12'3"
   height to ridge  20' est.

Roof: rectangular gable barrel corrugated iron roof with 5 no. Belfast roof trusses; 10" x 1" plain flush curved barge board

Frame: double 9" x 2" stud and 4" x 2½" rail system on concrete floor slab in 5 structural bays

Cladding: vertical corrugated iron painted black; fixings at 6½" horizontally and 37", 34½", 36" and eaves vertically; sheet size 26½" x 77"; sheeting sits on inward facing sill plate

North elevation: 3 holding down tension rods from eaves to ground 1 missing; 3 no. skylights in central bays; glazed access door and flanking glazed panels at west end

East elevation: central 7 no. fixed light window

South elevation: 4 holding down tension rods from eaves to ground and corrugated cladding only; 3 no. skylights in central bays

West elevation: later central vehicular access door with earlier close boarded sliding hangar doors used as flanking fixed cladding; 2 pane top vent window and flush panel door to north end

Pvc rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland 1999

| number | J 21 |
| district | Kincardine & Mearns Aberdeenshire |
| map reference | NO 716713 |
| frame type | post & rail |
| listed status | not listed |
| constructed | circa 1885 |

**Former Stables, 28 Johnston Street, Laurencekirk**

**Description:** generally single storey but part 2 storey, rectangular plan 16'3" x 27'3" to stables (54' overall) comprising domestic store

- height to eaves: 7'6"
- height to ridge: 14' 9"

**Roof:** rectangular slated gable roof with fireclay ridge tiles; 4 skylights on east facing roof pitch; 4" plain barge board projecting 4"; substantial timber post to support 3 no. stalls also support roof

**Frame:** post and rail system of variable centres on 1' concrete upstand

**Cladding:** 6" t&g vertical boarding to east elevation; 6½ - 7" boards and 1¾" x ½" round battens to south with tarred finish: fixings at 3", 32", 26" and eaves vertically, 2 nails per board horizontally; variable v-jointed linings internally

**North elevation:** adjoining building

**East elevation:** 4 bay with 4 pane fixed light with braced and ledged close boarded sliding door and single personnel door

**South elevation:** access door in gable and board and batten cladding

**West elevation:** party wall to adjoining building

**Cast iron rainwater goods**

The building was originally built as a store and stables for local carter's business.
Morrison's Garage, New Byth

Description: large volume, single storey 60' x 40'3" rectangular plan with lean-to extensions to east and west comprising garage workshop and office aircraft hangar now used as store

height to eaves 10'6"
height to ridge 20' est.

Roof: rectangular gable roof of corrugated iron sheeting painted red with central pyramidal ridge vent; Warren roof trusses comprising 7" x 4" rafters, 5" x 2" struts and 6¾" x 4" tie beam in 6 bays at 10' centres; corrugated ridge flashing 8" plain barge board projecting 10"

Frame: post and rail system

Cladding: vertical corrugated iron painted grey; sheet size 7' x 27" but 10' 6" x 27" on west elevation; 4" v-jointed linings internally

North elevation: corrugated iron sheeting and close boarded access door
East elevation: large sliding vehicle access door of corrugated iron; offset 20 pane timber fixed light
South elevation: 3 no. 16 pane timber sash and case windows; double leaf flush panel access door
West elevation: 5 no. 8 pane clerestorey fixed lights under eaves; roughcast finish to wall

Mixed cast iron and pvc rainwater goods

The building was originally built as canteen facilities at the World War 1 airship station at Linabo airfield. It was moved to its present site in 1922 for use as a Women's Rural Institute hall.
number K3
district Formartine Aberdeenshire
map reference NJ 861338.
frame type unknown
listed status not listed
constructed circa 1930

Notes: illustration is of 3 small shop units variously clad in roughcast and plywood sheet and ranging between 19'3" x 12' with an eaves height of 8'8" and 20'1" x 25' wide and 7' eaves. Both gable and piended roofs are of corrugated asbestos cement.

PVC rainwater goods

Roof: rectangular slated planked shed over the 3 shop units which are elevated on brick piers. The roof has single holed cast iron gutters and guttering is corrugated asbestos cement. No fascia or soffit is present.

Frame: stud frame on brick piers

Cladding: 1½ x 8½" weatherboard and weatherboard with single holed cast iron guttering. The roof is corrugated asbestos cement.

North elevation: central recessed door with flush ply doors flanked by 8½" weatherboard flanking bays containing 1½ x 8½" weatherboard panels, the panels separated by brick piers. The timber windows are in extreme bays.

East elevation: flush ply doors with 8½" weatherboard flanking bays and 1½ x 8½" window,

South elevation: central 8½" panelled door with 8½" weatherboard flanking bays, the doors with 1½ x 8½" window

West elevation: door 8½" paneled with 8½" weatherboard flanking bays.

Cast iron rainwater goods

This is the former Oldmills Inn and was built as part of the extended Robert Burns Hotel in 1829. This is a later Great Western hotel and is more in keeping with the design.
Notes: subsequent enquiries have established that this building was a former World War II aircraft hangar which had been brought to the present site to serve as a garage sometime in the mid 1950’s.
Description: single storey, 60'2" (main building) x 8'4" rectangular plan with 8' x 14' former toilet blocks at both ends comprising offices and ancillary accommodation

height to eaves 10'9"
height to ridge 16' est

Roof: rectangular slated piended roof with decorative fireclay ridge tiles complete with finials both ends; lead hip roll flashings; central coursed granite stack to north with single fluted can; flat bitumen finish roof to toilet extensions at both ends

Frame: stud frame on rounded concrete basecourse

Cladding: ex 6½" checked and chamfered timber weatherboarding with featured 9" x 1½" bottom rail painted white and blue; miscellaneous linings internally

North elevation: central recessed bay with 2 no. bipartite 3 pane timber windows; advanced flanking bays containing 2 no. 3 pane single windows; single 2 pane timber windows in extreme bays
East elevation: flush ply access door to north; 2 pane fixed light to south
South elevation: central 8 element 3 pane window above dado height later flush ply access door, flanking tripartite window south end
West elevation: close boarded access door 2 pane top vent timber window

Cast iron rainwater goods

This is the former Oldmeldrum Station and although the station originally opened in 1856 this is a later Great North of Scotland Railway type 4 elaborated standard design.
Joinery Workshop, Commercial Road, Oldmeldrum

Description: large volume, single storey overall rectangular plan 83' x 56'8" former agricultural mart now used as joinery workshop and funeral parlour

- height to eaves: 8'
- height to ridge: 25' est.

Roof: pyramidal piended corrugated iron roof painted green with lead flashings to hips; central former belfry/vent complete with weathervane; rectangular gable roof to later extension to east; flat roofed extension to funeral parlour to south; single roughcast coped stack with plain can in flat roof

Frame: possible post and rail

Cladding: generally pebbledash roughcast but with corrugated iron sheeting on north elevation all painted cream; profiled metal painted brown to later extension to east

North elevation: 3 no. close boarded sliding access doors painted brown; 2 pane toilet window to east; corrugated iron cladding

East elevation: later gabled portal frame extension

South elevation: central glazed and panelled door with fan light and lay lights; flanking square bay tripartite 5 pane sash and case windows; metal bipartite 4 pane casement; single 4 pane top hopper vent to west; later flush ply and glazed bipartite door to extreme east bay

West elevation: central recessed entrance area with close boarded former entrance door in board and batten cladding; flanking pairs of 8 pane top hopper vents; larger 5 pane fixed light to north end; 3" face plate painted brown; bipartite 2 pane sash and case windows to later flat roofed extension to south; shiplap fascia over

Cast iron rainwater goods

existing at date of record
Description: single storey, stub L plan 72'3" (92'3" overall) x 20'1" (excluding later workshop extensions) comprising joinery workshop

height to eaves 10'8"
height to ridge 18' est.

Roof: rectangular pended slated roof with lead roll ridge and hip flashings with wooden finial to west end; single dressed granite coped stack with plain can to west end; profiled metal decking to former toilet extensions at east end; 12" eaves projection all round

Frame: stud frame on unvented coved concrete base

Cladding: ex 6½" x 1½" checked and chamfered weatherboarding with plain 9" chamfered base plate all painted cream

North elevation: later miscellaneous storage accommodation with close boarded timber cladding and horizontal profiled metal cladding
East elevation: 2 pane fixed light to former toilet; single leaf flush ply access door glass; later tripartite fixed lights on concrete blockwork and shiplap cladding
South elevation: 5 bays; central bay of 7 element 3 pane glazed screen; flanking vertical boarded panels and horizontal fixed light; outer bays 3 no. 3 pane timber windows to east; same as in west but with middle panel for former station clock; later flat roofed roughcast extension to west; single 2 pane sash and case timber window to former toilet in east
West elevation: 2 bays; later ‘picture’ window fixed light to office and 2 pane top hopper vent to toilet in south

Cast iron and rain water goods

This is the former Cults Station and although the station originally opened in 1856 this is a later Great of North of Scotland Railway type 6 design.
Number: K 20a

District: Kincardine & Mearns, Aberdeenshire

Map reference: NO 876865 est.

Frame type: Possible post & rail

Listed status: Not applicable

Constructed: 1863

Sandy Clark's Boatshed, Stonehaven

Notes: Illustration shows single storey, large volume, boat shed of board and batten cladding - note external bracing
Description: single storey large volume 52' x 26'9" rectangular plan consisting of former goods shed/workshop with adjoining brick built single storey, low volume office

height to eaves 17'
height to ridge 25' 6"

Roof: rectangular gabled slated roof supported on substantial king post trusses and purlins with 4" x 2½" rafters; brick chimney to office; 8" x 6" projecting barge boards at west and east gables; 7 no king post roof trusses comprise 6" x 2½" collar with 6 ins sarking boards; note 2" x ½" reinds planted between sarking boards

Frame: post and beam with infill stud frames; 7" x 5¾" posts with 5¼" x 2" studs at approx 2' centres and the frame is braced with 5" x 2¾" diagonal bracing; there are no dwangs It appears that the frame disappears into the ground but further examination indicated that the posts were supported on a submerged pier/scarcement

Cladding: horizontal timber 6¾" x ¾" rectangular section boarding set into 1½" x 1¼" check in posts

North elevation: 2 no. 4 pane sash and case windows and 1 no. 2 pane casement; corrugated clad extension with double timber access door

East elevation: 1 x 4 pane sash and case window roughcast panel to former chimney closed at eaves

South elevation: double 2 pane sash and case windows, single top vent to kitchen, 1 4 pane top hopper vent, single access door

West elevation: access door, double 2 pane sash and case windows, 1 2 pane sash and case window, 2 pane top hopper vents and 2 fixed lights

existing at date of record
<table>
<thead>
<tr>
<th>number</th>
<th>L 1a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Banff &amp; Buchan Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 999673 est.</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>unknown</td>
</tr>
</tbody>
</table>

Herring Market, Fraserburgh

Notes: having identified this building late in the study it has proved difficult to obtain any details other than it had been dismantled in the 1970s with a view to re-erection as a heritage centre but the panels subsequently disappeared.
A record of timber frame construction in North East Scotland

number L 5
district Buchan Aberdeenshire
map reference NJ 925479
frame type post & rail
listed status C (S)
constructed circa 1925

Hairdressing Shop, Market Street, Maud

Description: single storey, rectangular 12'6" x 33' plan adjoining dwelling house comprising hair dressing salon

height to eaves 7' 3"
height to ridge 20' est.

Roof: rectangular piended slated roof with trefoil finial to west end; fireclay ridge tiles; galvanized zinc hip flashings gutter fixed with gutter brackets

Frame: post and rail or post and dwang on ventilated lime and rubble base course; 2' roughcast upstand to west

Cladding: recent vertical corrugated steel cladding painted blue; fixings at 5", 29", 30", and eaves vertically

North elevation: adjoining property
East elevation: later top hung single pane window and roughcast finish
South elevation: cladding only
West elevation: recent upvc display bay window central vehicular access door with offset entrance door

Cast iron and pvc rainwater goods

The building was originally erected as a tearoom by Morrison who ran the bakery below the shop and owned the adjoining house.

existing at date of record
Notes: illustration shows a single storey, large volume workshop of substantial timbers. It appears that the frame is a variation on the post and rail type but with the roof trusses aligned with the posts. Clearly the horizontal and vertical members are in line although it is not possible to establish whether the joints are half checked. The diagonal bracing is particularly worthy of note as is the size of the upper horizontal panels at the gable end.
A record of timber frame construction in North East Scotland

number L 30a

district City of Aberdeen

map reference NJ 944062

frame type post & beam

listed status not applicable

constructed 1902

Transit Shed, Aberdeen harbour

Notes: illustration shows the construction of a single storey, large volume, transit shed with a piended roof. The principal frame is of post and beam construction with infill of post and rail framing which was used to support the subsequent board and batten cladding.
Notes: illustration is of a single storey, rectangular plan, carpenter's workshop on the site of the construction of the breakwater at Aberdeen Harbour.

The construction is a post and beam frame in post holes with elaborate bracing and the interesting detail of what appears to be stabilizing cross members to foot of the posts.

This building was selected as representative of an extensive collection of timber framed structures built in the harbour area in the mid to late 18th century and as illustrated in the Washington Wilson photo archive.
<table>
<thead>
<tr>
<th>number</th>
<th>L 38</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>City of Aberdeen</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 930035</td>
</tr>
<tr>
<td>frame type</td>
<td>stud</td>
</tr>
<tr>
<td>listed status</td>
<td>not listed</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1930</td>
</tr>
</tbody>
</table>

**Deebridge Service Station, Bridge of Dee, Aberdeen**

Description: large volume, single storey 40' x 41'3" square plan with various extensions to east, comprising garage and workshop

- height to eaves: 11' 9"
- height to ridge: 18'

Roof: rectangular multi-gable corrugated iron/asbestos cement and flashings with 2 panel profiled plastic sheets as roof lights; metal stove flue; roof with 5 no. Belfast roof trusses; 6" plain barge board and 8" soffit

Frame: stud frame with 5½" x 2½" studs at 23 – 24" centres on concrete floor slab

Cladding: vertical flat asbestos or similar sheeting painted white with applied 3¾" x ½ " timber battens painted grey; sheet size 27" x 92" est.

North elevation: 5 bay; 2 advanced gables to west; lower comprising glazed flush panelled entrance door with flanking display windows; higher west bay with 2 upper fixed lights and panelled detail; east bay large 4 panel close boarded folding access door with 4 pane fixed glazing at top;

East elevation: roughcast finish to blockwork on east extension

South elevation: asbestos sheeting and boarded-up openings; profiled metal cladding to east extension

West elevation: 3 bay; 2 no. top vent upvc replacement windows; original 9 pane top vent timber window to south

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland 1999

number M1
district Banff & Buchan Aberdeenshire
map reference NK 043665
frame type post & rail
listed status not listed
constructed circa 1905

Former Sail Loft, Church Street, Cairnbulg

Description: large volume, single storey 33'2" x 42' est. rectangular plan former sail loft now used as garage

height to eaves 9'
hight to ridge 20' est.

Roof: rectangular mansard type corrugated asbestos sheet roof with up-stand timber ridge vent offset to north end

Frame: post and rail frame on masonry dado wall to east

Cladding: vertical corrugated iron painted black; fixings 37", 34½", 36" and eaves vertically; sheet size 26½" x 77"; sheeting sits on inward facing sill plate

North elevation: offset v-jointed boarded bipartite garage door stained black; v-jointed linings painted green; 2 no. fixed 6 louvre timber vents; 2 pane fixed light
East elevation: v-jointed linings painted green; offset louvre vent to south
South elevation: recently re-clad metal profile sheeting
West elevation: 4 no. multi-pane fixed lights; 4 pane access door to north; corrugated iron cladding painted green

Cast iron rainwater goods

existing at date of record
A record of timberframe construction in North East Scotland

miscellany distribution map

The fieldwork and data sheets are extract only and are based on the Ordnance Survey 10 Mile Sheet. The locations are within the individual buildings and are from the south to north. The names of the buildings which have been demolished are to the left. The map has been prepared by an R. D. thesis submitted to The Robert Gordon University.
## Miscellany place name index

<table>
<thead>
<tr>
<th>ref</th>
<th>page no.</th>
<th>address</th>
<th>local authority district</th>
<th>grid ref</th>
<th>frame type</th>
<th>listed</th>
<th>mnemonic</th>
</tr>
</thead>
<tbody>
<tr>
<td>L26a</td>
<td>498</td>
<td>Aberdeen, Mechanics Institute</td>
<td>City of Aberdeen</td>
<td>unknown</td>
<td>unknown</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>L25a</td>
<td>497</td>
<td>Aberdeen, Open Air Ward, Childrens Hospital</td>
<td>City of Aberdeen</td>
<td>NJ914054</td>
<td>stud</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>L24a</td>
<td>496</td>
<td>Aberdeen, Panorama Building, King Street</td>
<td>City of Aberdeen</td>
<td>unknown</td>
<td>unknown</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>L24</td>
<td>494</td>
<td>Banchory, Glen o’Dee Hospital, Corse Road</td>
<td>Aberdeenshire Kincardine</td>
<td>NO695966</td>
<td>post &amp; beam</td>
<td>B</td>
<td></td>
</tr>
<tr>
<td>F11</td>
<td>485</td>
<td>Bellie, Store at Swiss Cottage</td>
<td>Moray</td>
<td>NJ369597</td>
<td>post &amp; rail</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>D33</td>
<td>482</td>
<td>Braemar, Dairy and Game Larder at Keeper's Cottage, Corremulzie</td>
<td>Aberdeenshire Marr</td>
<td>NO108891</td>
<td>possible stud</td>
<td>B</td>
<td></td>
</tr>
<tr>
<td>D19</td>
<td>480</td>
<td>Braemar, Tyenbruich Cottage, Achendryne Square</td>
<td>Aberdeenshire Marr</td>
<td>NO147914</td>
<td>unknown</td>
<td>C(S)</td>
<td></td>
</tr>
<tr>
<td>D31</td>
<td>481</td>
<td>Braemar, Venison Larder, Mar Lodge Estate</td>
<td>Aberdeenshire Marr</td>
<td>NO099901</td>
<td>stud</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>G10a</td>
<td>489</td>
<td>Buckie Harbour, Lifeboat Shed</td>
<td>Moray</td>
<td>NJ428659</td>
<td>possible post &amp; rail</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>A8</td>
<td>478</td>
<td>Cawdor Primary school</td>
<td>Highland Nairn</td>
<td>NH846501</td>
<td>possible post &amp; dwang</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>E23</td>
<td>483</td>
<td>Corgarff, Garage, Allargue House</td>
<td>Aberdeenshire Marr</td>
<td>NJ258095</td>
<td>unknown</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>E26</td>
<td>484</td>
<td>Crathie, Bothy at Lebhall</td>
<td>Aberdeenshire Marr</td>
<td>NO298961</td>
<td>post &amp; rail</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>G3</td>
<td>488</td>
<td>Findochty, Former Fishermens' Store</td>
<td>Moray</td>
<td>NJ461679</td>
<td>post &amp; rail</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>G32</td>
<td>492</td>
<td>Glenkinchie, Former Stables, Breber House</td>
<td>Aberdeenshire Marr</td>
<td>NJ436138</td>
<td>post &amp; rail</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>I9</td>
<td>493</td>
<td>Insch, Store at Mayfield Terrace</td>
<td>Aberdeenshire Garioch</td>
<td>NJ634276</td>
<td>post &amp; dwang</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>K7</td>
<td>495</td>
<td>Methlick, Haddo House, Meat Larder</td>
<td>Aberdeenshire Formartine</td>
<td>NJ866345</td>
<td>possible post &amp; rail</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>C20</td>
<td>479</td>
<td>Nethybridge, Stables at Forest lodge</td>
<td>Highland Badenoch &amp; Strathpey</td>
<td>NJ019160</td>
<td>post &amp; rail</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>G21a</td>
<td>491</td>
<td>Rathven Parish Hospital</td>
<td>Moray</td>
<td>unknown</td>
<td>unknown</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F27</td>
<td>487</td>
<td>Strathdon, Former Bus Garage</td>
<td>Aberdeenshire Marr</td>
<td>NJ355130</td>
<td>post &amp; beam</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>F26</td>
<td>486</td>
<td>Strathdon, Steading at Home Farm, Roughpark</td>
<td>Aberdeenshire Marr</td>
<td>NJ344121</td>
<td>post &amp; rail</td>
<td>-</td>
<td></td>
</tr>
</tbody>
</table>
A record of timber frame construction in North East Scotland

number A8
district Nairn Highland
map reference NH 846501
frame type possible post & dwang
listed status not listed
constructed 1913

Classroom, Cawdor Primary School, Cawdor

Description: single storey rectangular 59'3" x 18' plan with central advanced lean-to entrance porch to north.

height to eaves 12'6"
height to ridge 18' est

Roof: rectangular slated gable roof with slates projecting 2" at gables, 2 no. proprietary ridge ventilator cowls located equally either side of central chimney stack with lime harled projecting chimney on east gable; zinc ridge flashing; 8" chamfered bargeboard, 6" chamfered gutter board

Frame: possible post and rail

Cladding: corrugated iron cladding fixed at 3', 3' and 2'10" vertically but variable in places; painted mushroom; fixings: 12" centres horizontally 36" vertically bolt and washer

North elevation: 5 bays with advanced lean-to porch with central bipartite 3 no. 8 pane composite windows
East elevation: central advanced lime roughcast stack with flanking bipartite 8 pane top hopper vent timber windows with 4" facings
South elevation: 4 bay, single 8 pane top hopper vent timber windows in extreme bays, 2 no. bipartite 8 pane top hopper vent timber windows all with 4" facings
West elevation: tripartite 12 pane top hopper vent timber windows without facings

Cast iron rainwater goods

existing at date of record
Description: 2 storey rectangular plan 74' x 19'6" with single storey gable end projections (9'6" deep x 22'4" wide) to east.

height to eaves  9'6" on projections and 14' to main block
height to ridge  21'8"

Roof: main roof rectangular double pitch of corrugated iron with advanced gabled end bays at extremities; projecting 6" barge board

Frame: post and rail system on 14" concrete upstand; posts at 3'6" centres rails at 2'4", 3'6", 3'9" – variable on gable and flank walls

Cladding:  71/4" x 5/8' boards and 33/4" x 5/8" battens stained black

North elevation: double access panel at ground floor double access door at 1st floor
East elevation: 1 no. 4 pane sash and case windows on both projecting gables 2 sliding access doors 9' x 9'
South elevation: 3no. 4 pane sash and case windows at ground level and 1st floor access door
West elevation: 1 no. 4 pane sash and case window on ground floor, former brick chimney to eaves; 1 no. ventilator panel and 3 skylights

Cast iron rainwater goods

Used as general storage spaces.

existing at date of record
<table>
<thead>
<tr>
<th>number</th>
<th>D 19</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Marr Aberdeenshire</td>
</tr>
<tr>
<td>map reference</td>
<td>NO 147914</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>C(S)</td>
</tr>
<tr>
<td>constructed</td>
<td>unknown</td>
</tr>
</tbody>
</table>

Tyenabruich Cottage, Auchendryne Square, Braemar

Description: single storey with attic, generally rectangular plan 27'9" overall x 13' comprising 2 roomed store and lean-to monopitch extension to east

height to eaves 7'
height to ridge 14' est.

Roof: rectangular slated gabled roof with coped shuttered concrete external stack with plain chimney pot on south elevation; 2½" plain barge board projecting 5" projection; fireclay ridge tiles and 2 skylights

Frame: possible post and rail on ventilated smooth cement rendered basecourse rubble plinth,

Cladding: corrugated iron sheeting painted grey; sheet size 26" wide 7' high fixed at 27", 28" and 26" intervals vertically generally; v-jointed linings internally

North elevation: corrugated cladding only to gable; 2 pane timber fixed light to extension
East elevation: central 4 pane timber sash and case window to lean-to extension
South elevation: central external shuttered concrete stack, offset 4 pane sash and case timber window with 4" architraves in monopitch roof extension; lean-to store
West elevation: modern replica extension

Cast iron rainwater goods

The property was formerly a shoemakers shop.
Venison Larder, Mar Lodge Estate, Braemar

Description: single storey 42'3" (64'3" overall length) x 25'3" rectangular plan consisting of former venison larder and office

height to eaves 12'
height to ridge 20' est.

Roof: rectangular corrugated iron gambrel roof to main building; lower gabled roof to north end; lime mortared coped granite stack with 2 no. recent fireclay cans; 10" x 1½" plain bargeboard painted black projecting 8"; exposed rafter ends projecting 8"

Frame: stud frame system on mortared granite plinth, posts at 21" centres

Cladding: 5½" rectangular horizontal weatherboarding painted white; 4" x 2" black painted corner posts; fixings at variable 1'7" - 1'10"

North elevation: central lime mortared granite stack and flanking 6" horizontal weatherboarding
East elevation: 3 bay with 3 no. 4 pane fixed lights with 3" x ¾" jamb boards all painted black and 2 bay close boarded single leaf access door and sash and case window to office extension
South elevation: central bipartite glazed and panelled entrance door with bipartite glazed fanlight over; flanking 4 pane fixed lights with 3" x ¾" jamb boards all painted black; diagonal weatherboarding above eaves level
West elevation: 3 bay with 3 no. 4 pane fixed lights with 3" x ¾" jamb boards all painted black and sash and case window to office extension

Cast iron rainwater goods

eexisting at date of record
number D33

district Marr Aberdeenshire

map reference NO 108893

frame type possible stud frame

listed status B

constructed circa 1890

Game Larder, Dairy, at Keeper's Cottage, Corriemulzie

Description: combined single storey, octagonal plan 17'6" x 17'6" dairy and 21' x 14' 11" linked rectangular store

height to eaves 10' (octagon) 7'10" rectangle

height to ridge 20' (octagon) est. 16' rectangle est.

Roof: octagonal bellcast slated verandah roof overhanging 4'; central wind vane and lead rolled hip flashings; rectangular piended slated roof with central ashlar stack and single plain can; lead flashings to hips and ridge

Frame: possible stud frame system; 8 no. 8" dia. tree trunk supports to verandah roof on mortared granite rubble plinth; fixings to store at 19 - 21" centres

Cladding: smooth cement render finish to dairy; 5½" rectangular section weatherboarding to store

North elevation: central 4 pane pointed arched window painted green

East elevation: linked covered way open to south

South elevation: central 4 pane pointed arched window painted green

West elevation: central 4 pane pointed arched window painted green

Cast iron rainwater goods gutters fixed with gutter brackets

existing at date of record
Motor Garage, Allargue House, Corgarff

Description: single storey, 21'2" x 24'3" rectangular plan, single volume garage

height to eaves 8'8"
height to ridge 15'

Roof: rectangular slated gabled roof with 4" coping boards on composite roof trusses of 6" x 3" rafters at 5' centres; 13/8" composite projecting chamfered barge board to 12" gable projection zinc ridge flashing and 2 proprietary ridge vents flanking skylights

Frame: possible post and rail system on 3' roughcast granite rubble upstand; concrete slab; note: inside north and south elevations was a clearly evident 1¼" plate at 8" above floor level: nail fixings difficult to detect; variable when evident

Cladding: 6" boards and 1½ x ¾" half round battens painted green; 4" vertical v-jointed linings internally

North elevation: 2 bays with double 8 pane top hopper vent window and board and batten cladding; 13" overhanging eaves
East elevation: 2 bays with double 8 pane top hopper vent window and board and batten cladding
South elevation: 2 bays with double 8 pane top hopper vent window and board and batten cladding; 13" overhanging eaves
West elevation: 8'5¼" x 8'9" ledged double sliding doors with v-jointed boarding 4 pane fixed lighting under top rail

Cast iron rainwater goods

Manufacturer's plate by The Bath Garage & Motor Company (C. Fullers) Ltd., Kingsmead Street, Bath. on inner east gable.

existing at date of record
Bothy at Lebhall, Crathie

Description: single storey, 10'7" x 17'6" rectangular plan currently used as store

- height to eaves: 5'
- height to ridge: 11'

Roof: rectangular corrugated iron gabled roof with opening at east end for hinging lum; 3" plain barge board to 6" gable projection; corrugated iron ridge flashing; 4" x 2" rafters at variable 23½ – 26½" centres; 7" x ¾" sarking

Frame: post and rail on south and west side; granite rubble walling on north and east; 4¼" x 4¼" posts at 5'3" and 5'7" centres; 6" x 2½" top rail; 3" x 2½" rails at 28" centres

Cladding: board and batten with variable 6¾ – 8" x ¾" boards and 'backs " as battens all creosoted

North elevation: stone boundary wall to eaves
East elevation: granite rubble wall
South elevation: close boarded door single leaf and 4 piece timber pane fixed light horizontal
West elevation: timber cladding only

No rainwater goods

The bothy has a reasonably good example of a ‘hinging lum’.existing at date of record
A record of timber frame construction in North East Scotland 1999

number  F 11

district  Moray

table:

<table>
<thead>
<tr>
<th>Field</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>number</td>
<td>F 11</td>
</tr>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 369597</td>
</tr>
<tr>
<td>frame type</td>
<td>post &amp; rail</td>
</tr>
<tr>
<td>listed status</td>
<td>not listed</td>
</tr>
<tr>
<td>constructed</td>
<td>unknown</td>
</tr>
</tbody>
</table>

Store at Swiss Cottage, Bellie

Description: part 2 storey 28'8" x 14'2" rectangular plan consisting of 3 partitioned compartments with attic storage area in 9 bays irregular at east end

height to eaves  6'

height to ridge  12'

Roof: rectangular slated gabled roof of 4¾" x 2½" rafters at 18" centres sitting on top plate; slates fixed with open joints; zinc ridge flashing

Frame: post and rail system on rubble stone and lime base 1' wide and 9" above stone cobbled floor; 5½"x 2½"posts at 40" centres tennoned into 9 x 2½" top and bottom rail with 5 x 5" corner posts; 3 x 1½"dwang at mid position checked into post 2¾" x 1¾" diagonal bracing

Cladding: variable 5 - 7" x 1" boarding and 3" x ¾" battens

North elevation: central window in board and batten cladding

East elevation: board and batten only

South elevation: 3 bays single leaf close boarded door evidence of repair 3 bay fixed glazed window 38" x 30" high 1½ leaf close boarded (wagon) door

West elevation: board and batten only

Rainwater goods missing

The building remains reasonably wind and weather proof.
A record of timber frame construction in North East Scotland

number F 26
district Marr Aberdeenshire
map reference NJ 344121
frame type post & rail
listed status not listed
constructed unknown

Steading at Home Farm, Roughpark, Strathdon

Description: single storey, 53'4" x 20'6" rectangular plan consisting mid terrace agricultural storage building

height to eaves 8' to variable 34" upstand
height to ridge 16' est

Roof: rectangular corrugated iron gabled roof painted black with zinc ridge flashing; plain barge board 6" gable projection to west only; 4" eaves projection

Frame: post and rail system on stone and lime basecourse; 6 x 2¾" posts at generally 6' 3" centres checked into 6 x 1¾" wall plate on lime bed; 2¼" x 3¾" rails half checked to posts; 6 x 2¾" head plate

Cladding: 61/8" x ¾" boards and 23/8" x 5/8" battens painted cream; unlined internally

North elevation: board and batten only
East elevation: internal partition wall
South elevation: 3 bays with 2 no. single leaf close boarded sliding access doors and part corrugated sliding door painted red
West elevation: internal partition wall

Pvc rainwater goods

existing at date of record
Former Bus Garage, Strathdon

Description: single storey, large volume 30'9"x 26'8" rectangular plan comprising former bus garage now used as store

height to eaves 12'
height to ridge 18' est.

Roof: rectangular corrugated iron gabled roof painted grey with zinc ridge flashing; 3 galvanised skylights each pitch; composite moulded barge board

Frame: post and beam system on 6" concrete upstand, 6" x 6" posts at 10'3" centres with infill panels of 41/4" x 15/8" to support cladding

Cladding: 65/8" board and 11/2" x 7/8" decorative ogee batten painted light grey; fixings not visible

North elevation: single leaf close boarded access door high level louvred gable vent
East elevation: 2 bay double 6 pane top hung vent timber windows
South elevation: board and batten only with later bay extension
West elevation: remains of 2 bay double 6 pane top hung vent timber windows partly boarded up

Cast iron rainwater goods

existing at date of record
A record of timber frame construction in North East Scotland

number G 3
district Moray
map reference NJ 461679
frame type possible post & rail
listed status not listed
constructed circa 1910

Former Fishermens’ Store, the Harbour, Findochty

Description: two storey 35'6" x 25'5" rectangular plan storage shed formerly co-operative fishermens’ store

height to eaves 14'
height to ridge 20'6" est.

Roof: rectangular corrugated asbestos sheet gable roof with proprietary ridge flashing

Frame: possible post and rail system on concrete slab

Cladding: later drydash roughcast photographic evidence of previous board and batten timber cladding

North elevation: drydash roughcast only
East elevation: central later panelled access door with close boarded access door above in gable painted grey
South elevation: drydash roughcast only
West elevation: drydash roughcast only

Note: this is similar to an earlier building at Portgordon harbour.

existing at date of record
A record of timber frame construction in North East Scotland

<table>
<thead>
<tr>
<th>number</th>
<th>G 10a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>NJ 428659</td>
</tr>
<tr>
<td>frame type</td>
<td>possible post &amp; rail</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>circa 1925</td>
</tr>
</tbody>
</table>

Notes: this is a typical, large volume single storey superficially standardised lifeboat shed on an elevated frame.

The plan width of, Stromness (drawing dated 1925) 21'3", Peterhead (drawing dated 1939) 20'0½", and Longhope (drawing dated 1924) 22'1½", belie the apparent standardisation

The construction used is a variant of post and rail construction and in the case of Stromness 10" x 8" posts at 10'9½" bay centres providing 6 bays with an overall length of 65'9", however this used a ramped launching technique whilst the Buckie shed due to constrictions within the harbour area used a lowering platform launch technique.

As can be seen from the accompanying sections overleaf all used the barrel roof section but with various metal roof trusses.

All were clad in vertical corrugated sheeting painted grey.

The Buckie station is the only one of the group with a projecting ridge lantern.
Illustration is the sectional drawing of Stromness Lifeboat station and shows clearly the post and rail construction and vertical board cladding.
<table>
<thead>
<tr>
<th>number</th>
<th>G 21a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>Moray</td>
</tr>
<tr>
<td>map reference</td>
<td>not known</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>1912</td>
</tr>
</tbody>
</table>

**Rathven Parish Hospital**

Notes: drawing reference RHP 30880 in the West Register House collection is of a 75' x 23'4" rectangular plan with very similar proportions to Cawdor classroom [A8] the walls are 8" thick; height to eaves 12' and height to ridge 21'. The colouring of the walls is yellow suggesting unwrought timber.

The drawing was approved in 1912 (Local Government Board for Scotland ref. 86635 and an extension by R. M. Fulton, architect, Buckie is recorded at September 1919.
A record of timber frame construction in North East Scotland

number  G 32

district   Marr Aberdeenshire

map reference  NJ 436138

frame type  post & rail

listed status  not listed

constructed  1906

 Former Stables at Breber House, Glenkinchie

Description: generally single storey, part 2 storey former hay loft rectangular plan 40'4" x 16' consisting of garage and store formerly stables/coach house as part of row of various external stores

height to eaves  6'6"

height to ridge  13'

Roof: rectangular corrugated iron gabled roof painted red/brown with zinc ridge flashing; 6" x ¾" bevelled barge board projecting 4" on south elevation; 3 no. galvanised skylights to east end; gutter brackets

Frame:  4¾" x 2½" post and rail system on 10" stone and lime upstand on concrete floor slab concrete slab, posts at 4' centres approx and rails at 27" centres vertically

Cladding:  8½" board and 2¾" x ¾" batten painted brown nail fixings shown at 25", 22" and eaves height vertically, battens double nailed horizontally; unlined internally

North elevation: internal partition wall

East elevation: 5 bays with 3 no. braced and ledged close boarded double leaf access doors 2 no. close boarded personnel doors; single leaf close boarded sliding access doors; 4 pane sash and case timber windows

South elevation: adjoining with newer construction

West elevation: board and batten only

Cast iron rainwater goods

existing at date of record
Description: single storey, rectangular plan 30'3" x 15'7" domestic garage and store

height to eaves 7'2"
height to ridge 14' est.

Roof: rectangular corrugated iron gabled roof painted red 6" chamfered barge board 3" gable projection; 6" cope plate; corrugated zinc ridge flashing and central hooped ridge ventilator 1 skylight to south pitch

Frame: 4" x 2" posts and dwangs on 7" x 1" bottom plate on concrete slab; 4" x 4" corner posts

Cladding: 7⅓" board and 1½" x ¾" half round batten with v-jointed sliding access door painted green

North elevation: adjoining boundary wall
East elevation: central 2 pane timber fixed light in board and batten cladding
South elevation: central close boarded access door with flanking 2 pane fixed timber light and 4 pane (tiny) window; close boarded sliding door
West elevation: offset gothic tracery window in board and batten cladding

Cast iron rainwater goods

The remains of horse stalls and feed box suggest that it was originally a stables and garage for a trap as at Brebner House. [G32].
Description: cranked, rectangular plan, 3 storeys with 5 storey central granite tower; main block plan 485' variable 32'10" - 49'3" width, with storage extension on north elevation, single storey dining and recreation rooms extending from east and extending south, partly gabled

height to eaves 29'
height to ridge 37'

Roof: tall generally rectangular saddle back roof with gabled and hipped projections; decorative fireclay ridge tiles; various decorative finials

Frame: post and beam system on ashlar granite base

Cladding: 45/8" board and ¾" half round battens painted cream

North elevation: miscellaneous piended roofed original services extensions and some modern additions; generally board and batten lading; generally 9 pane fixed lights and casement windows

East elevation: board and batten cladding and miscellaneous windows to kitchen extension extensively rebuilt; 2 storey board and batten clad staff quarters

South elevation: central tower and base of granite masonry; long ward range to west with 2 pavilions at W is a later addition (the original balconies to W have been removed); to E similar range of office and treatment rooms at ground, wards above; large casement windows now with some variety of details and some modern and upvc replacements; dining room (with coved ceiling) and recreation block extending from E downhill to S both single storey partly gabled; the recreation block with large glazed opening screen to S and 2 canted windows to W

West elevation: board and batten cladding over 3 storeys; return of bay window S; 12 pane top vents and 2 pane fixed light to stair tower; evidence of former balcony extension

existing at date of record
Meat larder, Haddo House, Methlick

Description: single storey 15'2" x 31'2" rectangular plan built on 1'3" concrete piers with ventilated underfloor space

height to eaves 10' from top of plinth
height to ridge 18' est.

Roof: rectangular piended slated roof with lead flashings to ridge and hips; timber finials at both ends with central square pavilion roof/pyramid ventilator; projecting rafter ends project 1'3"

Frame: possible post and rail frame with 3 levels of nail centres vertically between floor and eaves level

Cladding: 9" board and 2½ x ¾" battens painted grey masonry paint

North elevation: 2 no. composite triangular fixed glazed light on rectangular louvre panel 2'4" x 5'6" overall
East elevation: 2 no. composite triangular fixed glazed light on rectangular louvre panel 2'4"x 5'6" overall with central single leaf 2'10" x 6'3" t&g entrance door
South elevation: 2 no. composite triangular fixed glazed light on rectangular louvre panel 2' 4" x 5'6" overall
West elevation: 3 no. composite triangular fixed glazed light on rectangular louvre panel 2'4" x 5'6" overall

Cast iron rainwater goods

Used as store and in watertight condition

eexisting at date of record
A record of timber frame construction in North East Scotland

<table>
<thead>
<tr>
<th>number</th>
<th>L 24a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>City of Aberdeen</td>
</tr>
<tr>
<td>map reference</td>
<td>unknown</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>pre 1832</td>
</tr>
</tbody>
</table>

Panorama Building, King Street, Aberdeen

no illustration available

Notes: despite no information being available on this building it has been included in the survey because it predated 1832.

"Simpson (Archibald) and George Clerihew (builder) were deputed to make enquiries with regard to the 'panorama building' – a circular wooden structure in King Street which was demolished in 1832"

G. M Fraser. Aberdeen Mechanics Institute: A record of Civic and Educational progress p. 14
Number: L 25a  
district: City of Aberdeen  
map reference: NJ 914054  
frame type: stud  
listed status: not applicable  
constructed: 1916

Open Air Ward, Aberdeen Sick Childrens’ Hospital, Kepplestone, Aberdeen

Notes: the illustration is of a rectangular, single storey, open sided building which was used as an experiment when the Sick Childrens’ Hospital was temporarily housed on the site of Kepplestone House.

“On May 12th 1916 an open air ward to accommodate 26 cases was opened at the Kepplestone and has proved an unqualified success. With the aid of plenty blankets and hot water bottles, it is quite possible to keep the children warm even in the most bitter weather and they bear ample testimony to the value of open air treatment in their increased brightness, alertness and better general health. Wounds too, heal more quickly and readily than in the closed wards.”

The Fortieth Annual Report Royal Aberdeen Hospital for Sick Children p. 7
<table>
<thead>
<tr>
<th>number</th>
<th>L 26a</th>
</tr>
</thead>
<tbody>
<tr>
<td>district</td>
<td>City of Aberdeen</td>
</tr>
<tr>
<td>map reference</td>
<td>unknown</td>
</tr>
<tr>
<td>frame type</td>
<td>unknown</td>
</tr>
<tr>
<td>listed status</td>
<td>not applicable</td>
</tr>
<tr>
<td>constructed</td>
<td>1840</td>
</tr>
</tbody>
</table>

**Exhibition Building Mechanics Institute, Union Street, Aberdeen**

Notes: despite no information being available on this building it has been included in the survey because it predated the Disruption Churches of 1843.

“In July 1840 the Mechanics Institute erected a wooden exhibition building in Union Street which stood next to the Advocates Hall between Belmont Street and Back Wynd.”

G. M. Fraser *Aberdeen Mechanics Institute: A record of Civic and Educational progress* p. 20
Conclusions
The study offers, particularly with the evidence of the previously unknown frame type, a challenge to the view that Scottish building and architecture are defined by stone and lime technology only. The extant buildings in association with the archive material demonstrate the comprehensive use of frame constructions of varying types throughout the geographical area and throughout the 19th century.

One particular contribution of the study is that it provides a broader geographical and historical context for the cogent archaeological evidence of the various surveys carried out in the 1970s. The Inverness survey by Ewart identified a possible two storey 8 metre long timber building with sill boards. The Aberdeen evidence consists of both the excavations in Broad Street in 1973 which found definitive proof of wattle cladding in oak frames and of reports in the New Statistical Account of Scotland and the Ordnance Gazetteer of Scotland. More recently Walker and Atkinson in 1995 examined a post and beam house in Grantown on Spey, all of which adds considerably to the wealth of knowledge gleaned from the 1966 survey of Kinnoul Lodging in Perth.

Despite Coutts's grand design of the three storied Glen o' Dee hospital, the powerful presence of Forest Lodge and the industrial cathedral that is the Jones's boat building shed, the sheer volume of building in stone and lime over the same period of three generations makes any such timber frame tradition of little comparative substance. It might be argued, however, that it was the far less imposing bothies of Mosstodloch, Drumduan and Oatyhill which represent the true survivors of a timber frame lineage from medieval times.

What emerges from the historical analysis is a clearly defined gap in the evidence. On the one hand, there is the clear medieval tradition of timber building in Scotland as confirmed by the great fires which devastated Dunfermline in 1624 and Edinburgh, Glasgow, Cupar and all but destroyed Kelso in the period 1660-1707. There are Kinnoul Lodging in Perth, the wooden houses which formed the west side of Broadgate in Aberdeen ‘even down to 1741’ as recorded by the Ordnance Gazetteer of Scotland, and the previously mentioned one or two storey, 8 metre long building with sill boards at Inverness.

It is evidence from the period 1740 to the 1820s which is missing and which might provide the necessary clues as to the transposition of the medieval techniques into the diversity of frame types recorded by the fieldwork. This would appear to be the first study of historic timber construction in a rural part of Scotland and it highlights the need for further research in several complementary areas before an unambiguous picture can emerge.

One of several anomalies, the cruck frame, is the sole building technique which spans the period of the fairmtouns and emerges beyond the reach of the Improvers. Yeoman's
illustration of the Springwood Park long house in which the extended human family coexisted with their animals, represented a permanency of the fairmtouns in marked contrast to the subsequent transient nature of contract agricultural labour. Yet the cruck frame was the common denominator between these two markedly different phases of rural development.

In responding to the missing evidence for the period 1740 to the 1820s, there are a number of distinct aspects for further study. Firstly is the significant cultural cleansing of the Improvers and their impact on medieval values and traditions.

It is not merely the principals such as the 4th Duke of Gordon, or Sir Archibald Grant of Monymusk, but the interaction between these protagonists and their willing acolytes, which would appear to be the key. Adams in Papers on Peter May Land Surveyor 1749-1793 suggests that Scotland’s future in more ways than the obvious was decided on the Culloden battlefield. Except for a notable minority, the final defeat of the Jacobites closed the doors on a political future at Westminster for a generation of talented aristocratic Scots irrespective of their political orientation. Consequently this group, comprising amongst others, 5th Duke of Argyll, 4th Duke of Gordon, 2nd Earl of Hopetoun, and Sir James Grant of Grant, ‘gave their unstinting energies to the improvement of Scotland and as such had influence over a much wider region than merely their own very substantial estates’. Clearly the majority of this group was based in the North East and constituted a closely integrated group of interests. However, when linked to the work of the North East School of Scottish Land surveyors, the collective perspective on a brave new world, coupled with their experiences and contemporaneous surveys, would appear to represent the sharpest focus for this gap in knowledge.

The other clear need is a detailed study of the Dee and Spey forest industries of the period. Smout and Anderson have covered a considerable amount of this ground but the following references were identified in a preliminary review of the Seafield Muniments. Perhaps these sources contain the true economic value of 18th century timber and the reasons for the prohibition on its use for dwellings for more than mere cruck frames. This is particularly apposite in the case of the Spey mouth boatbuilding enterprises at that time and the demands this made on the timber resources of the area.

In marked contrast to the characteristic noble peasant of Walter Scott’s novels, the 18th century highlander on Deeside and his family were living a mere subsistence existence. ‘The houses of the common people are shocking to humanity, formed of loose stones and covered with clods, which they call devots or with heath broom or branches of fir: they look at a distance like so many black mole hills’. Yet their local laird would appear to have legislated against any improvement to their condition through the terms of their lease

and it is here specially enacted and declared that in building houses, no big fir timber shall be used except for couples, pan, roof fork, and that the branches of the firs shall

501
Can there be any more conclusive evidence against the case for a timber frame tradition than this?

In terms of the literature, Lowell Cummings & Innocent have contributed hugely to our understanding of the great frame. The multi-disciplinary study of Carson, Barka, *et al.*, in combination with Buchanan, provides clear evidence of the antecedents of the North American balloon frame. Yet for future historians of timber frame construction in Scotland, particularly in an area of timber frame production of UK significance, there is a clear need for further research into post and rail construction. That it does not appear to have been recorded previously is unlikely to be due to the fact that it is restricted to this particular part of the world. With its clear antecedents to palisade construction derived from prehistory, it is more likely to be that its universality is the reason for the lack of record. Consequently its position within the north west European tradition, in marked contrast to the earth fast stud frame of the North American tradition, is a very significant area of further research.

What then of the available evidence?

Whilst the evidence presented in the survey is of extant buildings and archival evidence of buildings dating from the latter half of the 19th century, the use of timber frame construction is emphatically not a late 19th century phenomenon. The evidence cannot take account of buildings which may have existed prior to the Victorian's fascination with the new photographic medium and George Washington Wilson's extensive social recordings. Indeed, examples which were to have been included in the survey have been *demolished during* the period of the field work.

It is equally important to be circumspect about the arrival of timber frame technology with the Railway Age. There are two main contradictions to such an argument. Despite the extensive use of timber by both the Great North of Scotland and Highland Railway companies, it was not the universal material for railway buildings. There appears to be no discernible logic for its use for one station building as to the adoption of stone and lime for an adjacent station on the same line. The sequence of stations on the line between Aberdeen and Huntly is a particularly good example: at Kennethmont [II23] there is the standard timber ‘C’ plan, with stone and lime at Gartly to the north and the crow stepped gabled pavilion at Insch only ten miles to the south and east. On the Inverness to Perth line, Culloden station is of stone and lime, yet ostensibly the same design in timber is used for the next station at Carrbridge [B7].
The study has identified the railway companies’ use of three main types of frame construction with variations and that the greatest number, the post and rail, is distributed throughout the area of study, appearing at the opposite end - Laurencekirk [J20] and [J21] from that of the Highland Railway stations. This evidence might suggest that the stud frame, predominantly but not exclusively used by the GNSR, is an import, and then the Highland Railway adopted an indigenous construction technique.

The only building type not represented in the buildings classification is farm building. The steading at Roughpark [F26] was originally considered to be the only representative of farm buildings, but subsequent enquiries established that it was originally built as a coach shed and stables for the local inn. The distinct lack of agricultural building types appears a clear and significant omission as the use of timber for the purposes of animal husbandry is undoubtedly a widely accepted practice in other cultures. Does such omission suggest evidence that the agricultural Improvers had a prejudice against timber buildings, particularly since all subsequent dynamic economic generators of shipbuilding, fishing and the railways relied on timber?12

Perhaps the real value of the survey is not only the extent and range of building types built with timber frame but the number of eccentric examples. Whilst the upper floors of the Pilot House at Aberdeen harbour is perhaps the earliest evidence of the use of timber frame in the study area, it is not the most significant example in the survey. Nor is the wonderful Swiss cottage [F12] in its Hansel & Gretel setting in Fochaber’s woods. The use of medieval post hole construction for Ballater station [F34] is startling, and notwithstanding the evidence of Elgin football stand [E3a] and the Carpenters shop at Aberdeen Harbour [L25a], Ballater (prior to the renovation works) was the only extant post hole building in the survey and provided a tangible link to both the medieval past and the Chesapeake evidence.

Mention has been made previously of the essential modernity of the majority of building types in the field study.

In the case of the majority of the dwellings, they too were modern. Forest Lodge [C21] was a new idea. These lodges were an educated response to the needs for domestic accommodation: they were products of the pattern book, of an architectural training and associated cultural values. Lister-Kaye writes of the Victorian Sporting Class:

With one great painting commissioned by the 1852 government for the House of Lords The Monarch of the Glen, Landseer spotlight the red deer stag at the epicentre of this accelerating social whirlwind. Popular etchings of this and others of its genre soon graced the overmantles of sporting lodges from where its imperial gaze and its haughty, thrusting antlers seemed to justify the epidemic of ostentatious, spiky towered and turreted Balmoral-look-alike castles and lodges which had arisen mushroom like up every glen and beside every salmon river, in the middle of vast peat bogs against every mountain backdrop.13
At the opposite end of the scale, there are the ‘wee houses’ of Braemar, to which the owners retreated during the summer months to benefit from the Victorian tourist industry.

What then of the humble bothies [F8], [F10], [F18], [I28], [I26], distributed across the area of study? Were they designed or were they a clear vernacular response to the needs of single person accommodation?

The idea of accommodation for a single farm labourer would be an alien concept in the days of the collective *fairmoun*. In contrast, at the height of the agricultural revolution, the single farm servant was a key element of an economy dependent on itinerant contract labour. Churches, dwellings and mills are the only categories with historical precedent. In the first instance there is unfortunately but one visual example available - Woodside [L17a] - and there is no means of knowing if the churches at Rhynie [I125a] or Fochabers [F16a] both built in the space of a few days were similar board and batten creations. However, the fact that timber was the material of choice at a time seven years prior to the arrival of the railway at Aberdeen and similar to the prefabricated barracks and hospitals used by the British Army in the Crimea peninsula some twelve years later, presents irrefutable evidence of both appropriate skills and knowledge.

It is abundantly clear from the evidence provided by Anderson that Scotland had the material to produce a rural timber building tradition in the manner of both 18th century Chesapeake and the Baltic States. It is equally clear that Scotland had the knowledge to both produce and trade in building timbers and construct timber buildings.

The durability of the material has been no barrier and the variety of timber buildings provides ample evidence of its robustness. The study provides numerous examples, such as Blacksboat [D6], Swiss Cottage [F12], of buildings in reasonable condition and more than one hundred years old. And those who built the cruck frame at Auchtavan [E27] understood the physics of rising damp when they positioned the crucks about eighteen inches above the floor level.

It may be that the development of bylaws in urban centres, to eliminate the destructive effects of fire were the primary cause of the demise of the medieval tradition of Scottish timber construction. However, the threat of fire was the common denominator of hundreds of ‘timber communities’ such as Trondheim, Bergen, Turku, Memel, yet these communities did not turn to stone and lime as a safer alternative.

Ringbom in *Stone Style & Truth: The vogue for natural stone in Nordic architecture 1880-1910* 15, explores the search for an architecture of a national character and the definition of a National Style in contrast to the Scandinavian timber vernacular which was seen as a
necessary development in elevating the Nordic cultural consciousness. Ironically it was another significant 19th century entrepreneur, Alexander MacDonald, with his invention in 1832 of steam powered machines for dressing and polishing granite, who turned Aberdeen into a leading centre of the granite industry in fulfilment of civic aspirations of a number of cities on the international stage.

Smout may offer a significant clue with his view on the paternalism, or perhaps it should be authoritarianism, of Scots landlords. ‘By tradition, no landowners were more deeply and sincerely paternalistic than the Scots, treasuring the old values that a laird’s worth was still to be measured as much by the abundance of the dependent population around him as by the weight of his rent roll’.16

What appears to be a very important difference between Scotland, the Baltic States and North America and their respective approaches to timber construction, is the social standing of the individuals who built these various and varied buildings. In 17th century North America, and indeed in the subsequent economic surges of the mid-west, the general populace were constructing for themselves first and foremost as a yeoman class. Similarly in the extensive coastal Baltic areas and Scandinavia the various timber vernacular traditions were constructed by bonder and all in marked contrast to the vassal status of the native Scots bound as he was as tenant to his feu superior.

Harper quotes a settler in Michigan territory writing in reply to his brother in Aberdeen, “...if you wish to enjoy equality, social and intelligent neighbours, with independence from all supercilious and brow-bearing superiors, independence from cares and poverty, I would say come here”.17

A fundamental feature of the field study is the interaction of the designed and the vernacular. All the railway buildings are designed and built to a clear specification as evidenced by their conformity to type with only the most minor of decorative variations. The largest buildings were designed – Forest Lodge [C21] (architect unknown) and Glen o’ Dee hospital [I24], designed by Aberdeen architect George Coutts and based on the Nordach approach to the treatment of tuberculosis pioneered in Baden. These two buildings were built twenty years apart and in the construction literature of that period, no mention is made of timber construction for external load bearing structures, nor in the City and Guilds syllabus of 1887 some thirteen years earlier. Yet, incontrovertibly, the skills were available in the trade to construct all these buildings.

This suggests that such a transfer of knowledge is reasonable evidence of a tradition at work.

In the quest for a lost tradition it is important to identify that mere lack of evidence may be a reflection on the quality of the research effort rather than a fundamental fact. Lack of
evidence cannot be a conclusive basis on which to establish that a 'lost tradition' never existed. Had it not been for the comprehensive research effort of Carson, Barka et al, the knowledge of the Chesapeake would not be available to change current thinking on 18th century history in that part of the world. 'To be told that the seventeenth-century civilisation of England's largest and most populous American dominion, the Chesapeake colonies of Virginia and Maryland, has vanished almost without trace above ground, challenges credulity.'

The initial impetus behind the study was the evidence of timber buildings in the Spey and Dee river systems yet the fieldwork map shows a reasonable distribution of timber frame construction throughout the area with only a minor concentration of timber framed buildings in both river valleys.

In developing conclusions it is necessary to weave between various elements of contradictory evidence and a diverse set of data, diversity of frame type, diversity of size and of both history and geography. Yet diversity is the essence of the study – a diverse collection of buildings using lightweight timber frames over a period which spanned the working lives of three generations of tradesmen in rural and coastal communities and larger towns alike.

Whilst the origins of the frame constructions remain obscure and may be descended from the medieval stud or even iron age palisade, the quest for a lost tradition has failed to survive either of the tests posed by the Rev John Grant of the parish of Abernethy or the Duke of Fife and the strictures he placed on his tenants. Yet, only fifty years later, there is the evidence of The Disruption and a collection of timber framed buildings which provided 'instant' places of worship in both rural and urban centres across the study area.

The use of timber frame construction after the 1930s is significantly different from that which went before in that there was a focus by the national government on addressing acute shortages of labour, decimated in the First World War, and the shortage of materials particularly bricks and timber. British forestry houses, although not included in the study, were developed as a contribution, but despite the wealth of skills and knowledge indigenous in the area, the later buildings of the field study (post 1920) are not part of this national preoccupation with prefabrication in the fulfilment of socio-economic policy. In addition to addressing post war labour shortages and creating employment during The Depression, the teachings of the Bauhaus and the hunger of a modernism for a new age added to this momentum. Thirty years were to elapse between the hangar at Kintore and the construction of the 'Janitor's House' at the new Banff Academy in the late 1960s. The design of this modest house was part of a resurgence of interest in timber frame construction and which led ultimately to the development in the North East of a timber frame manufacturing capacity of UK significance.
Whilst the field study evidence is not sufficient to fulfil the hypothesis of a lost tradition, it emphatically demonstrates a rich literacy in frame construction and undoubtedly a forgotten heritage perhaps best illustrated by the evidence of Ballater station [F34]. This was a modern building type with conspicuously Victorian cultural values which utilised the distinctly medieval technique of post hole construction; this type of construction was not unique in the fieldwork, yet the knowledge used had to cross a time span of more than 150 years.

It is clear that until there is a better understanding of the following:

- the role of estate carpenters in the rural economy in its radical transition between the late 18th and early 19th century
- the evangelical endeavour of Peter May on behalf of his Improving masters
- the socio-economic factors which resulted in the coexistence of the cruck frame and its demountability compared with the permanency of post hole construction
- the Victorian use of the post and rail frame and its atavistic links to the Iron-age palisade

then the search for a lost tradition of timber frame construction in North East Scotland must continue.
2 The New Statistical Account of Scotland Vol XII p. 22 refers to a report of 8'-10' projecting balconies and forestairs in Guestrow and 'a double row of houses was erected, apparently at first of wood in the middle of the Broadgate at the beginning of the eighteenth century'; and in the Ordnance Gazetteer of Scotland: a Survey of Scottish Topography, Statistical, Biographical and Historical, ed. by Francis H Groome ([n. p.]: C Jack, 1886), the entry for Aberdeen records 'even down to 1741, wooden houses formed the west side of Broadgate'
3 The House, Grantown on Spey: analytical demolition and excavation of a post and beam house in Grantown on Spey, Invernesshire undertaken on behalf of Grantown Heritage Trust carried out by the Glasgow University Archaeological Research Division (1995), J A Atkinson, 'Demolishing the past: saving our heritage', Avenue no.19: The magazine for Graduates and Friends of the University of Glasgow, vol 23 (January 1996) pp. 16 - 18
see also also Historic Scotland: Ancient Monuments; Grants Museum and Heritage Centre, South West High Street, Grantown on Spey, Architect's Advisory Report by Dr Bruce Walker, file ref AMJ/2763/2 (1993)
6 'Thus few if any cruck framed buildings in Scotland ante-date the period of agrarian improvements, but paradoxically they embody one of the most primitive forms of timber construction which persisted in parts of the country and especially the highland zone, until well into the nineteenth century', Hay p. 32
8 ibid, p. xiv
9 ibid. according to Adams the man who made the greatest contribution to the foundation of the 'northeast school' was Peter May. Not only did his own work change the face of the countryside but he trained a series of apprentices who carried his influence much further afield, brothers Alexander and George Taylor, Thomas Milne and George Brown - were to carve careers in land surveying, cartography and civil engineering which were landmarks in their day and also John Hume of Banff
11 National Archives of Scotland ref. MS 3175 F11/2; Duff House Papers Copy Acts anent the fir woods and forests of Braemar 1725
12 see R W Dickson, Practical Agricultural or a Complete System of Modern Husbandry with the Methods of Planting and Management of Livestock 2 vols (London: [n. pub.], 1805) p.82, in two volumes of advice and guidance on Improving methods he cites timber construction only in the case of cottages for farm workers
14 however in Social Life in Scotland from Early to Recent Times Vols 1-3, (Edinburgh: Grampian Field Club, 1884 - 1886) p 233, Rogers cites the observation of John Ray in 1661 'The farm-house was the headquarters of those who worked upon the farm, for though the hands at night were lodged elsewhere, it was to all, including the married labourers, who occupied HUTS,(my emphasis) a place of daily resort'
15 Sixten Ringbom, Stone Style & Truth : The Vogue for Natural Stone in Nordic Architecture1880-1910, Suomen Muinaismuistoyhdistyksen (Helsinki: [n.pub.], 1987)
19 see R B White, Prefabrication: A History of its development in Great Britain, ([n. p.], HMSO, 1965)
Bibliography & reference lists
Reference List


Andreas, A T, *History of Chicago*, (Chicago: [n.pub.], 1884);


Brewster, David, *The Edinburgh Encyclopedia*, (Edinburgh, [n. pub.], 1830)


Campey, Lucille, *Cromarty: Highland Gateway for Emigrants Sailing to British North America 1784 -1855*, ([n. p.]: [n. pub], [n.d.])


Cavanagh, T, 'Balloon houses: the original aspects of wood frame construction re-examined', *Journal of Architectural Education* 51 (1), (Sept. 1997)

Clark, Victoria E, *The Port of Aberdeen*, (Aberdeen: D Wylie & Son, 1921)


Dickson, R W, *Practical Agricultural or a Complete System of Modern Husbandry with the Methods of Planting and Management of Livestock*, 2 vols (London: [n. pub.], 1805)


Field, Walker, 'A re-examination into the invention of the balloon frame', *Journal of the Society of American Historians*, (2 Oct 1942)


Glassie, Henry 'Eighteenth-Century Cultural Process in Delaware Valley Folk Building’ *Winterthur Portfolio 7* (1972)


Hay, G D, 'The Cruck-building at Corrimony Invernesshire', *Scottish Studies 17*, (1973)


Historic Scotland: Ancient Monuments; Grants Museum and Heritage Centre, South West High Street, Grantown on Spey, Architect’s Advisory Report by Dr Bruce Walker, file ref AMJ/2763/2 (1993)


National Archives of Scotland ref RHP 22333 Series No1; Church to contain 350 sittings; Drawing by Cousin & Gale Architects 12 Royal Exchange Edinburgh

National Archives of Scotland ref RHP 35985

National Archives of Scotland ref. MS 3175 F11/2; Duff House Papers Copy Acts anent the fir woods and forests of Braemar 1725


Peterson, Charles E, 'Early American Prefabrication', *Gazette des Beaux Arts*, No 33 (1948)


Peterson, Charles E, 'Prefabs for the Prairies' *Journal of the Society of Architectural Historians*, vol xi (1952)


Scots Proprietors, *A brief account of East New Jersey in America, published by the Scots Proprietors Having Interests There*, (Edinburgh: John Reid, 1683)


Smith, Samuel, *The History of the Colony of Nova Caesaria or New Jersey* (Philadelphia: David Hall, 1765)


Stell, Geoffrey, 'A Note on Medieval Timber Flooring and Roofing', *Materials and Traditions in Scottish Building*, (Scottish Vernacular Buildings Group, 1992)


513
van Osdel, J M, 'History of Chicago Architecture Part II ', Inland Architect and News Record I (1883)


Walker, Bruce, 'The Vernacular Buildings of North East Scotland: an Exploration', Scottish Geographical Magazine, April (1979)

Walker, Bruce, Colin McGregor, 'Timber Building Traditions in Scotland: A Preliminary Investigation' (unpublished paper provided by author)


White, R B, Prefabrication: A History of its Development in Great Britain, ([n. p.], HMSO, 1965)

Witness, The, 19th July, 1843


Wright, J. S, Chicago: Past Present Future, (Chicago: Horton & Leonard, 1868);

Yeoman, Peter, Medieval Scotland: An Archaeological Perspective, (London: Batsford, 1995),


Primary sources

Drawings collections

Moray Council Dean of Guild Drawings Collection, Elgin Library
105 Curing Station Buckpool; 209 Boat Building Shed for Alexander Cormack Injetown; 253 Additions to shed at Highland Railway Station; 269 New Studio Cluny Place, John Brown Architect; 289 Cabinet makers shop; 481 New stable Highland Railway station; 491 corrugated iron workshop; 516 Skating Rink; 523 Shed at Great North Station; 538 New Business premises Buckie Harbour; 644 Boat shed for Geo. Smith Jnr.; 664 garage; 714 Net store; 763 garage; 775 Lifeboat house; 778 wooden houses; 814 fish house

National Archives of Scotland Drawings collection, West Register House, Edinburgh
RHP 8827-9094 Plans from the Seafield Collection
RHP 9899-9999 Plans from the Earl of Haddo RHP 15012 Volume of Plans of the Inverness & Perth Junction Railway, Forres – Bimham 1860 RHP 2391 Architectural Plan & Elevation of proposed Kennels Huntsman’s Quarters at Gordon Castle Circa 1766; RHP 2397-RHIP2404 Plans Elevations and Sections of Farm Buildings 1829; RHP 9037 Granary at Portsoy 18th cent.; RHP 24352 Plans Sections and Elevations of Engine Shed at Peterhead Harbour of Refuge 1884; RHP 12947 Aultmore Shooting Lodge Craibstone mid 19th cent.; RHP 24352
Engine Shed at Peterhead Harbour 1884; RHP 24805 Plans Sections and Elevations of typical
YMCA Buildings 1919; RHP 27225 Plans Sections and Elevations of Standard Coal Shed &
Signal boxes Caledonian Railway 1910; RHP 27348 Plans Sections and Elevations of
Recreation Pavilion at Harlaw Road Inverurie 1921-22; RHP 27361 Plans and Elevations of
Recreation hall for Workmen at Constitution Street Inverurie1908; RHP 27376 Plans Sections
and Elevations of Shed for Motor Lorry at Newburgh 1915; RHP 30880 Rathven Parish
Hospital August 1912; RHP 35985 Section of Sawmill at Allanaquoich Braemar 1740; RHP
36948/1-3 Architectural Section and Elevation of a Sawmill at Fochabers 1756; RHP 42073
Engine, boiler house and barn Nether Mains Monymusk 1864; RHP 42166 Plans of Farm
Offices at Cloies late 19th – 20th century; RHP 42840 Plan of Turning and Sawmill Monymusk
late 19th century; RHP 42858-59 Elevations and Sections of Drill Hall and Gun Shed at Silver
Street Aberdeen 1879; RHP 44150 Harbour Stores Buckie; RHP 44151 Harbour Store Low
Street Buckie; RHP 44152 – 3 Fish Curing buildings Low Street Buckie circa 1881; RHP
44292 Stores Cluny Harbour 1881; RHP 44917-18 Coastguard watch tower Peterhead 1891;
RHP 45089 Bound plans and Sections of the Fochabers to Garmouth Railway including
Gazette Notices1862; RHP 45493 Plans Sections and Elevations of Racquets Court &
Bowling Alley at Fyvie Castle 1903; RHP 46078-79 Hemp Store for Marshal’s Rope Works
Buckie1878; RHP 46097 Workshop premises Clunie Terrace Buckie 1919; RHP 48527

Photographic collections

Aberdeenshire Photographic Archive
Aberdeenshire Council Library Department, Oldmeldrum

Glasgow City Archive
TD 636 Spiers & Co. Mitchell Library Glasgow

Moray Photographic Archive
Moray Council, Elgin

George Washington Wilson Photographic Archive
University of Aberdeen

Great North of Scotland Railway Association Archive
Secretary: Guildtown Perth

Archival document collections

National Archives of Scotland, Register House and West Register House, Edinburgh
Seafield Muniments
122/1 – 125/10 New Sawmill Book of Sawing 1745;168/5 14 Account of the Work at the
New Garmouth Sawmill 1744/45; 168/6 12 Comparison of Spey & Norway Timber Quality
1745; 173/2 13-14 Further Commentary on Timber 1748;174/1 120 Comments on Timber
Prices 1750; 174/1 30 Further Commentary on Timber 1750 175/2 46,Culnakyle Report on
State of the Upper Woods of Abernethy April 25 1752;
419/1 – 421/22 Papers of the Strathspey Forest 1854-1908; 422/15 Report on Invercauld
Woods and Forest 1861;438/9 – 441/13 Timber Merchants correspondence
531/1-2 – 531/7 Contracts on Sales of Timber 1850s; 546/4 The York Buildings Company
1735-91;

BR/GNS/1/1 Minutes of Meetings of Proprietors, Directors and Committees May 1854

Directories

as available in National Library of Scotland Edinburgh, Aberdeen City Library and Elgin
Library Local Collection

The (Piggott's) Commercial Directory of Ireland, Scotland and the four most northerly
counties of England 1821-22, and 1823 Aberdeen City Library
A Directory for the City of Aberdeen and its vicinity 1828-29 Aberdeen City Library

The Bon Accord Directory 1840-45 Aberdeen City Library

Russell’s Morayshire Register & Elgin & Forres Directory 1844, 1847, 1850

Black’s Morayshire Directory including the upper district of Banffshire 1863

Banffshire Year Book and County Directory 1890, 1892-96, 98–1915, 1918, 1919

Cornwall’s New Aberdeen Directory 1853

The Peterhead Almanac (& Buchan) Directory 1853, 1864

Worrall’s Directory of the north eastern counties of Scotland, comprising the Counties of Forfar, Fife, Kinross, Aberdeen, Banff and Kincardine 1877
Books and other material published prior to the period of study
available in the British Library and RIBA Library

anon., An abstract, or abbreviation of some few of the many…. (Printed by T Milbourn, 1681)

anon., A brief account of the province of East New Jersey 1683, (London, 1683)

Anderson, James, General View of the Agriculture of Aberdeenshire, (Edinburgh, 1794)

Chamber’s Picture of Scotland vos 1 & 2 (1827)

Clough, A Bryant, The Contractor’s Manual and Builders Price Book, (1855)


Cordiner, Charles, Antiquities and Scenery of the North of Scotland 1780, in a Series of Letters to Thomas Pennant, (London, 1780)

Ferguson, R, A Just and Modest Vindication of the Scots Design for Having Established a Colony at Darien, (Edinburgh, 1699)

Franklin, B, An advertisement to all tradesmen, husbandmen, servants and others who are willing to transport themselves unto the Province of East New Jersey in America, printed in The Bannatyne Club Miscellany 3 (Edinburgh 1858)

Greenhaugh, Richard, ed., The Building Educator (London, 1611)

Halfpenny’s, Art of Sound Building, (1725)

Hoppus, Edward, Practical Measuring Made Easy (Surveyor to the Assurance Co) printed and sold by E Wickstead (1738)

Hoppus, Edward, The Gentleman’s and Builder’s Repository, (1738)


Johnston, S W, Rural Economy: Containing a Treatise on Pise Building as Recommended by the Board of Agriculture and Great Britain, (New York: J Riley, 1806)

Kelly, Thomas, Practical Carpentry and Joinery and Cabinet Making, (London: Thomas J Rider, 1826)

Langley, Batty, Ancient Masonry, (1733)

Langley, Batty, The Builder’s Complete Assistant, (1738)

Langley, Batty, The Builders and Workman’s Treasury, (1741)

Langley, Batty, The Builder’s Jewel

Mackie, John, A letter giving a Description of the Isthmus of Darien, (1699)

Moxon’s, Mechanical Exercises, 2nd edn., (1693)

Nicholson, Peter, The Carpenter and Joiner’s Assistant: containing practical rules for making of all kinds of joints for the construction of floors, partitions, soffits... printed by I & J Taylor at the Architectural Library (1797)
Nicholson, Peter, *Mechanical Exercises of the Elements and Practice of Carpentry, Joinery, Bricklaying, Masonry* ... (London: J Taylor, 1812)

Nicholson, Peter, *The Mechanics Companion or the Elements and Practice of Carpentry, Joinery* ... (London: Bartlett & Hinton, 1825)


Pain, William, *The Carpenters and Joiners Repository* (1778)


Pain, William, *The Practical Builder*

Pain, William, *The Practical House Carpenter* (1791)

Price, Francis, *The British Carpenter*, (1735)

Richards, Godfrey, *Translation of the First Book of Palladio*, 3rd edn, (1676)


Smith, *The Carpenter's Companion*, (1733)

Society of Gentlemen, *Encyclopedia Britannica or a Dictionary of Arts and Sciences*, (Edinburgh: Bell & MacFarquhar, 1771)


Swan, Abraham, *Designs in Carpentry*, (1759)

Ware, Issac, *A Complete Body of Architecture* (1768)

Wightwick, G, *Hints to young architects including model specification*, 1st American edn, (John Weale, 1847)
Bibliography

Ackwort, W M, *The Railways of Scotland*, (London: [n. pub], 1890)


Bevan, G Philip, *British Manufacturing Industries*, (London: Edward Stanford, 1876)


Buchan Field Club 2, Transactions of the, *History of Strichen*, (1891)


Carvel, J L, One Hundred Years in Timber 1849-1949: The History of the City Saw Mill, (Glasgow: Brownlee & Co, 1949)


Davidson, R L, 'Progress in Prefabrication', Journal of American Institute of Architects, 1/5 (May 1944)

O'Dell, A. C, Railways and Geography in North East Scotland, (A paper at the Railway Students Association Aberdeen Convention), Institute of Transport, 30th Sept. 1937

O'Dell, A. C, 'A Geographical Examination of the development of railways in North East Scotland', Newbiggin Memorial Essay, reprinted from Scottish Geographical Magazine, 55 (May 1939)


Dobson, David, Ships from Scotland to America 1628-1828, (Baltimore: Genealogical Publishing Co, 1998)

Dobson, E, A Rudimentary Treatise on Foundations and Concrete Works, (London: John Weave, 1850)

Dobson, E, Rudiments of the Art of Building, (London: John Weave, 1849)


Ewing, Rev William, ed. Annals of the Free Church of Scotland, ([n. p.]: [n.pub], 1914)


Fenton, A, *Continuity and Change in the Building Tradition of Northern Scotland*, (Reykjavik: Reykjavik Thodminjasafn Islands, 1979)


Fraser, G M, Glen Tanar, *Deeside Field* (1925)


Grant, I D, *Landlords and Land Management in North East Scotland 1750-1850*, (Edinburgh University: unpublished PhD, 1979)


Jensen, Robert, ‘Board and Batten Siding and the Balloon Frame: Their Incompatibility in the Nineteenth Century’, *Journal of the Society of Architectural Historians*, 30/ 1 (March 1971)


Marcellus, Rev A A, 'Extract from a paper on The Discovery and Settlement of Monmouth', proceedings of *The New Jersey Historical Society*, (May 7th 1846) pp. 155 - 168


Moffat, A, *Scottish Railways: Their Present and Future Value*, (Edinburgh: [n. pub.], 1849)


Morton, John C, *Cyclopedia of Agriculture I*, (Edinburgh: [n. pub.], 1855)

Nelson, E W, *Documents Relating to the Colonial History of the State of New Jersey*, ([n. p.]: [n. pub.], 1890)


Parland, P J, *Notes on the Scots Darien expedition...taken from books and contemporary pamphlets*, ([n. p.]: n. pub.], 1888)

Pryde, George S. *The Scots in East New Jersey*, Proceedings of the New Jersey Historical Society Vol.XV 1930


Reid, Rev. William, *Grantown and Adjacent Country, a Guide to Strathspey: with Reduced Ordnance Survey Map*, (Grantown: A Stuart, 1890)

Ritchie, T, 'Plankwall Framing, a Modern Wall Construction with an Ancient History', *Journal of the Society of Architectural Historians*, 30/1, (March 1971)

Ryde, E, *General Textbook for the Constant Use of Architects, Engineers, Surveyors etc....* (London: [n. pub.],1854)


Steen, James, *New Aberdeen or the Scotch Settlement of Monmouth County New Jersey*, (Matawan: Journal Steam Print, 1899)


Wilson, John, *Wilson's Carpentry & Joinery*, (Manchester: [n. pub.], 1887)


<table>
<thead>
<tr>
<th><strong>Bønder (Norwegian)</strong></th>
<th>a freeholder on a small scale</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dwang (Scot and NZ)</strong></td>
<td>a piece of wood timber used to reinforce joists, etc., a strut</td>
</tr>
<tr>
<td><strong>Girts (1)</strong></td>
<td>a small girder, a rail or intermediate beam in a wooden-framed building, often carrying floor joists</td>
</tr>
<tr>
<td><strong>(2)</strong></td>
<td>cladding rail or horizontal beam running between columns on the outside wall of a building carrying horizontal wind load from the external cladding so they are laid flat, not on edge.</td>
</tr>
<tr>
<td><strong>Rabbets (Scot)</strong> or rebates:</td>
<td>checked or stepped-shaped rectangular recess along an edge</td>
</tr>
<tr>
<td><strong>Shim(s)</strong></td>
<td>a thin slip of metal, wood or stone used to fill small gaps for adjustment</td>
</tr>
<tr>
<td><strong>Shiplap cladding</strong></td>
<td>weatherboards of rectangular cross section with a rebate cut on each edge, fitting into corresponding rebates in adjoining boards</td>
</tr>
<tr>
<td><strong>Siding (USA)</strong></td>
<td>general term for horizontal cladding</td>
</tr>
<tr>
<td><strong>Summer beam</strong></td>
<td>a horizontal beam esp. one supporting joists or rafters</td>
</tr>
<tr>
<td><strong>Yeoman (historic after the 15th cent)</strong>.</td>
<td>a member of a class of small farmers, usu freeholders, the next grade below gentlemen</td>
</tr>
</tbody>
</table>