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Crossrail Archaeology Framework

Archaeology West - Contract No. C254
Old Oak Common
Salvage Recommendations

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C O N T E N T S

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1. INTRODUCTION

1.1.1 This assessment document provides an expansion of a previous list of items recommended for salvage at Old Oak Common (OOC) by Pre-Construct Archaeology (PCA, Detailed Desk-Based Assessment, document reference C150-CSY-T1-RGN-CR076_PT001-00011 Rev 4.0). It should be read in conjunction with Oxford Archaeology/Gifford's (henceforth OAG) Historic Items Recommended Salvage List (last updated 23 Dec 2010) and OAG drawing 16188/CHA/001 (Fig.1). The assessment uses the results of the historic building recording currently being undertaken at OOC by OAG, and responds to a request from the PDP Project Archaeologist and PDP Site Manager for more information.

1.1.2 The approach to the salvage will necessarily have to strike a balance between the interest and significance of the heritage features and the practicalities of reusing/retaining them. In general, the most significant items (original trusses, column and gantry cranes) are also those which would be logistically the most challenging to remove, store and re-use. There are a number of features which, although they are of lower significance, should be salvaged because they can be removed and stored with little difficulty.

1.1.3 The list includes a number of trusses and although it would be desirable to keep a representative example of each main type it may be that as a compromise it is agreed to keep just one truss or it is agreed to keep the main connectors and fixings but not each truss in their entirety.

1.1.4 The clear aim should be to incorporate as many of the items as possible into new buildings at the new Crossrail facility to be constructed at OOC. The items clearly have a relationship with this site and they would have the potential to form a valuable link between the past and future of Old Oak Common. Their heritage interest would inevitably be reduced once removed from OOC and reused elsewhere. Most items are of limited intrinsic significance but as part of this site they do have a meaning and heritage value.

1.1.5 The main items with the potential to be reused in the new buildings at OOC would be the teak herringbone floor (Item H), urinals (Item R), railings (Item I) and window (Item N). Other more logistically challenging items which could be reused would include the roof trusses and column (Items A to F).

1.1.6 Other items may not have the potential for reuse in their original function but could be incorporated into the development as interpreted artefacts for display at the site, either internally or externally.

1.1.7 Some of the items may have the potential for being accessioned by a railway museum or heritage railway, while other items which would not warrant deposition as a formal artefact within a museum could be donated to, and regarded as a valuable memento by, a railway museum, heritage railway or a former employee.

1.1.8 The recommended salvage list included below should therefore be seen as an aspiration, one which would undoubtedly help assuage any concerns held by heritage groups or other interested individuals. However, the buildings at OOC are not statutorily designated and there is therefore no legislative or statutory requirement to enforce their retention.

1.1.9 It is noted that the establishment of a visual connection between the new development and the history of the site through salvaged and re-used items such as these may be more important at OOC than many other comparable redeveloped historic complexes. This is due to the fact that at OOC all the buildings are being demolished, whereas most redevelopments of historic complexes would include a mixture of converted historic and new buildings.

1.1.10 This report provides an assessment of the significance of each item, the location of the item, the potential for re-use, perceived storage and demolition issues and suggestions and recommendations. The contents of this report represent the considered opinions of Oxford Archaeology/Gifford and do not purport to represent those of PDP or Crossrail.

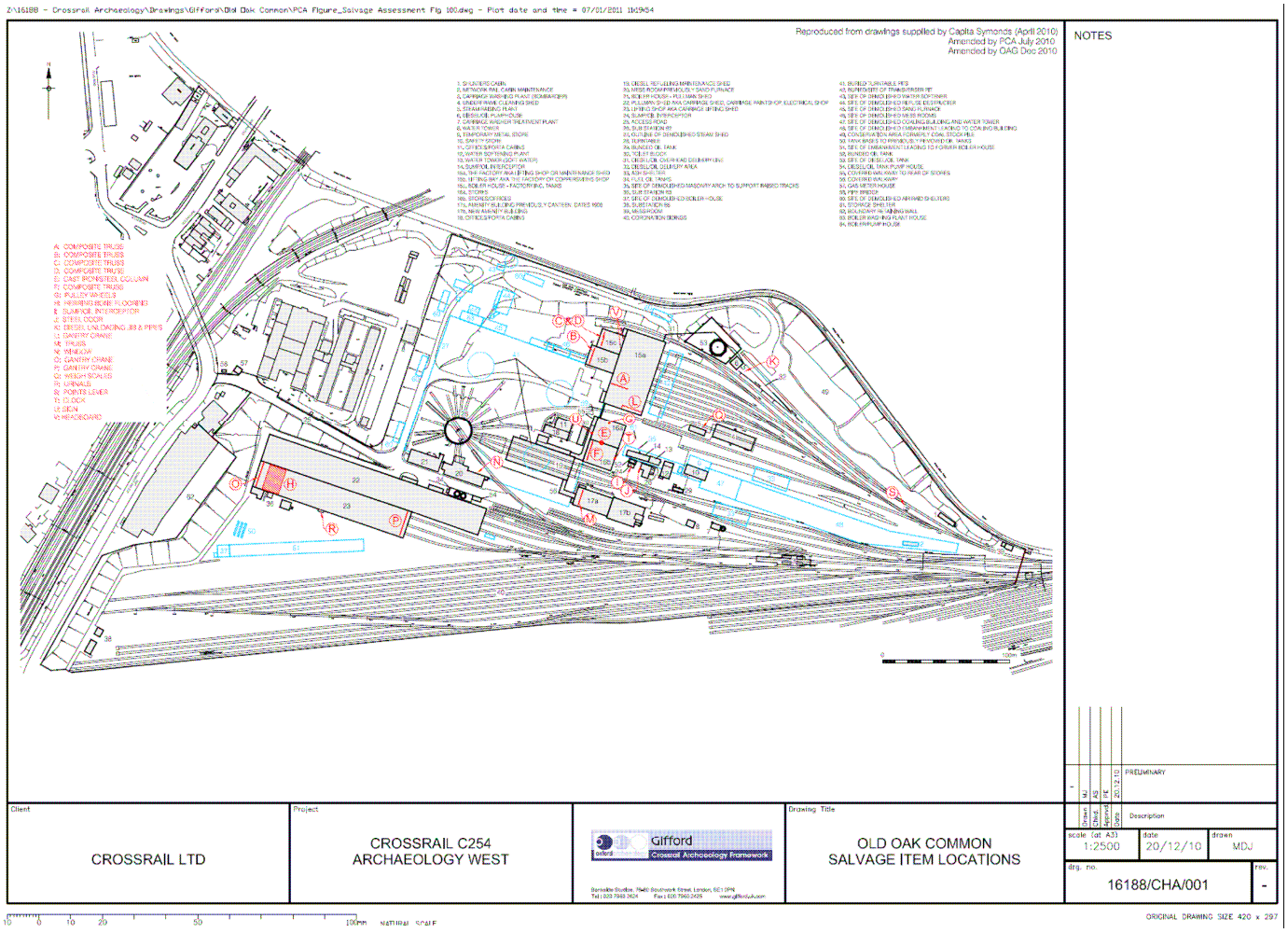

Figure 1: Salvage Item Locations

2. SALVAGE ITEM LIST ASSESSMENT

A	**Item**	**Truss (4th truss from SW end of 15a)**		
	Building	15a (The Factory)	**Demolition Phase**	2
	Approx size	Very large		
	Significance/ interest	The composite trusses in both Buildings 15 and 16 are original features and are among the most structurally interesting surviving elements of the OOC complex. Although the use of composite trusses such as these was relatively well established by the turn of the 20th century these are particularly elegant and Malcolm Tucker (a recognised expert on historical structural engineering such as this) has suggested that they represent 'a new level of sophistication in the typology of composite trusses'. This truss in the main lifting shed is very similar to Item B (trusses in Buildings 15b) but on a larger scale.		
	Reuse potential	Good. Could be used in a porch or other new buildings.		
	Perceived storage issues	Although the truss is large it could be stored on site in the short/medium term, probably in Buildings 22/23 (subject to PDP approval).		
	Perceived demolition issues	Would have to be carefully removed and would presumably require removal of a section of the roof to allow the truss to be lifted in one piece by a crane.		
	Suggestions/ Recommendations	One example truss should be carefully dismantled, labelled and stored either for reuse in a porch of a new building at the new Crossrail facilities or another structure (ideally at OOC). Further assessment should be made of the condition of timber components after demolition. Alternatively, if it was decided that salvaging the whole truss was impractical then it could be that just the iron/steel elements could be salvaged and reused in due course with new timber members. This would diminish the interest of the feature but would at least retain some elements.		

B	**Item**	**Truss (1st from west end of 15b)**		
	Building	15b (The Factory)	**Demolition Phase**	2
	Approx size	Large		
	Significance/ interest	The composite trusses in both Buildings 15 and 16 are original features and are among the most structurally interesting surviving elements of the OOC complex. Although the use of composite trusses such as these was relatively well established by the turn of the 20th century these are particularly elegant and Malcolm Tucker (a recognised expert on historical structural engineering such as this) has suggested that they represent 'a new level of sophistication in the typology of composite trusses'. This truss is very similar to Item A above but is on a smaller scale. Re-using at least one of these trusses in the new Crossrail facilities would form a valuable link with the past.		
	Reuse potential	Moderate potential for reuse within redeveloped OOC site		
	Perceived storage issues	Could be stored on site (subject to PDP approval).		
	Perceived demolition issues	Would have to be carefully removed and would presumably require removal of a section of the roof to allow the truss to be lifted in one piece by a crane.		
	Suggestions/ Recommendations	Should be carefully dismantled, labelled and stored for possible reuse. Further assessment should be made of condition of timber components after demolition		

C	**Item**	**Truss (1st truss from west end of 15c – Southern half)**

	Building	15c (The Factory)	**Demolition Phase**	2
	Approx size	Large		
	Significance/ interest	The composite trusses in both Buildings 15 and 16 are original features and are among the most structurally interesting surviving elements of the OOC complex. Although the trusses in Building 15c (Items C and D) lack the important cast-steel junction rings found on Items A and B they are still of considerable interest and would enhance the heritage interest of the new Crossrail facilities should they be re-used. Re-using at least one of these trusses in the new Crossrail facilities would form a valuable link with the past.		
	Reuse potential	Good potential for reuse within the new Crossrail facilities.		
	Perceived storage issues	Could be stored on site (subject to PDP approval).		
	Perceived demolition issues	Would have to be carefully removed and would presumably require removal of a section of the roof to allow the truss to be lifted in one piece by a crane.		
	Suggestions/ Recommendations	Should be carefully dismantled, labelled and stored. Further assessment should be made of condition of timber components after demolition		

D	**Item**	**Truss (1st truss from west end of 15c – Northern half)**		
	Building	15c (The Factory)	**Demolition Phase**	***2***
	Approx size	Large		
	Significance/ interest	The composite trusses in both Buildings 15 and 16 are original features and are among the most structurally interesting surviving elements of the OOC complex. Although the trusses in Building 15c (Items C and D) lack the important cast-steel junction rings found on Items A and B they are still of considerable interest and would enhance the heritage interest of the new Crossrail facilities if they were reused. Re-using at least one of these trusses in the new Crossrail facilities would form a valuable link with the past.		
	Reuse potential	Good potential for reuse within the new Crossrail facilities		
	Perceived storage issues	Could be stored on site (subject to PDP approval).		
	Perceived demolition issues	Would have to be carefully removed and would presumably require removal of a section of the roof to allow the truss to be lifted in one piece by a crane.		
	Suggestions/ Recommendations	Should be carefully dismantled, labelled and stored. Further assessment should be made of condition of timber components after demolition		

E	**Item**	**Column and load-bearing steelwork in Building 16**		
	Building	16a and 16b (Stores)	**Demolition Phase**	1
	Approx size	Large		
	Significance/ interest	These are important primary features of the complex which provide a representative example of the structure of the Stores building as well as predicting the structure of the main Engine Shed (Historic photographs suggest that this column and steelwork are identical to those in the former Engine Shed).		
	Reuse potential	The column should have good potential for reuse at the new Crossrail facilities, the load-bearing steelwork probably less so.		
	Perceived storage issues	The column is large but could be stored in the short/medium term at the site (subject to PDP approval).		

	Perceived demolition issues	Although the column is robust, expert conservation engineering advice should be taken on whether it would have to be carefully removed prior to full demolition or whether it would be likely to survive sufficiently intact from a controlled demolition and could be removed from the debris.
	Suggestions/ Recommendations	The column should be carefully dismantled, labelled and stored with the aspiration that it could be incorporated into one of the new buildings at the new Crossrail facilities.

F	**Item**	**Truss (1st from West end of Building 16)**		
	Building	16 (Stores)	**Demolition Phase**	1
	Approx size	Large		
	Significance/ interest	This truss is essentially identical to Item A (see above).		
	Reuse potential	Moderate potential for reuse in the new Crossrail facilities		
	Perceived storage issues	Could possibly be stored on site in short/medium term in Buildings 22/23 (subject to PDP approval).		
	Perceived demolition issues	Would probably have to be removed as a single unit through the roof using a very large crane.		
	Suggestions/ Recommendations	The trusses in Building 16 are essentially the same as those in Building 15 and it is therefore recommended that trusses from only one of these buildings be removed and salvaged. Item F should only be salvaged if the trusses in Building 16 (particularly Item A) cannot be kept.		

G	**Item**	**Two cast-iron pulley wheels between 2nd and 3rd truss from east end of Building 16**		
	Building	16	**Demolition Phase**	1
	Approx size	Small		
	Significance/ interest	Attractive features of some minor interest as artefacts from this building, which was an original part of the complex.		
	Reuse potential	No obvious potential for re-use but could form a small 'relic' from the building.		
	Perceived storage issues	None (subject to PDP approval).		
	Perceived demolition issues	Could be removed prior to demolition		
	Suggestions/ Recommendations	Should be removed prior to demolition		

H	**Item**	**Late 1930s teak herringbone pattern floor**		
	Building	23 (Carriage lifting shop)	**Demolition Phase**	3
	Approx size	Large area		
	Significance/ interest	At the west end of the Carriage Lifting Shop there is an area of floor formed by the rounded edges cut from the centres of iron-bound wooden carriage wheels. This is an interesting feature which could be reused in the new Crossrail facilities and which would therefore form a link between the site's past and future.		
	Reuse potential	Good potential for reuse as a floor surface with heritage interest in the new Crossrail facilities.		
	Perceived storage issues	As the floor is within Demolition Phase 3 there are no imminent works planned to this building and it can remain *in-situ* in the short term whilst plans for re-use are formed		

	Perceived demolition issues	Could be lifted prior to demolition.
	Suggestions/ Recommendations	The blocks could be lifted individually and incorporated into a floor surface in the new complex. It is not necessary to number the blocks or to ensure that they are re-laid in the existing arrangement.

I	**Item**	**Cast iron railing**		
	Building	24	**Demolition Phase**	1
	Approx size	Small		
	Significance/ interest	These attractive railings probably formed part of the original Churchward complex and they therefore have a heritage value.		
	Reuse potential	They would presumably have good potential for reuse at the OOC site (or an appropriate railway heritage centre).		
	Perceived storage issues	None - could be stored externally (subject to PDP approval).		
	Perceived demolition issues	Could be removed prior to full demolition.		
	Suggestions/ Recommendations	Re-using these railings in the redevelopment would add to the heritage interest of the site. They should be removed and stored with the aspiration that they could be re-used in the new Crossrail facilities.		

J	**Item**	**Metal door, west end of substation**		
	Building	26	**Demolition Phase**	1
	Approx size	Medium		
	Significance/ interest	This impressive, distinctive and strong door probably formed part of the original complex. The PCA DBA states that it is 'an interesting and unusual survival from the earliest phase of the depot'.		
	Reuse potential	Moderate potential. It may be possible to incorporate this door into the new development, probably as an unusual feature rather than as a functioning door.		
	Perceived storage issues	Could be stored on site (subject to PDP approval).		
	Perceived demolition issues	Building 26 is a small structure and it should be possible to remove the metal door from the debris after careful demolition rather than requiring a more specialist approach to the demolition.		
	Suggestions/ Recommendations	The door should be stored on site with the aspiration that it could be re-used in the new Crossrail facilities.		

K	**Item**	**Diesel oil unloading jib**		
	Building	32	**Demolition Phase**	2
	Approx size	Medium		
	Significance/ interest	The pumping equipment in the oil/diesel delivery area comprises surviving fragments from an important phase in OOC's and Britain's railway history when part of the depot was converted into a fuelling facility for two experimental gas turbine locomotives.		
	Reuse potential	No potential for re-use other than as an important 'relic' or artefact from the OOC site. Some elements could be displayed and interpreted at the site or their significance may warrant them being taken by a museum.		
	Perceived storage issues	Could be stored on site (subject to PDP approval).		
	Perceived demolition issues	Can be removed prior to main phase of demolition		

	Suggestions/ Recommendations	It is not considered practical or justifiable to salvage all the pipes and structures that relate to this experiment but the diesel oil unloading jib should be removed and stored with the aspiration that it is either re-erected at the new Crossrail facilities or taken by an appropriate museum.

L	**Item**	**50 ton gantry crane at SE end of former lifting shop (Building 15a)**		
	Building	15 (The Factory)	**Demolition Phase**	2
	Approx size	Very large		
	Significance/ interest	This is a larger 1928 replacement of the gantry crane in the original complex. The PCA DBA states that 'it is likely that most if not all of the Great Western's former locomotive lifting shops would have had overhead cranes of a similar configuration', although the others have all been demolished. The gantry crane has a huge symbolic value to the complex and represents the heavy engineering undertaken there.		
	Reuse potential	The crane probably remains in working order or could be made functional again relatively easily. The reuse potential is, however, likely to be limited. It could potentially be incorporated into a new railway museum or a shed for a heritage railway group, possibly either as a non-functioning (or semi-functioning) exhibit. Alternatively it may be that it could be reused overseas purely for its functional value (as opposed to any heritage value).		
	Perceived storage issues	Storing the crane on site in the hope that a suitable body could be found to take it would be expensive and possibly logistically greater than its heritage interest would justify.		
	Perceived demolition issues	If it was to be salvaged the crane would have to be carefully dismantled prior to demolition. Individual elements of the crane could be identified which may have potential for more practical salvage and these should be removed prior to demolition.		
	Suggestions/ Recommendations	Reasonable efforts should be made prior to demolition to identify a group who would take this item. If no group can be identified then it should not be retained speculatively in the hope that a group can subsequently be found. It is not considered that the significance of the crane would justify its speculative salvage and storage. However, individual elements of the crane could be identified which may have potential for more practical salvage.		

M	**Item**	**Timber truss apex steel/cast iron connectors**		
	Building	17a (Amenities Block)	**Demolition Phase**	1
	Approx size	Large (*c*.13 m long)		
	Significance/ interest	As primary trusses from part of original complex these have a heritage interest, although they are of more conservative design that the composite trusses in Buildings 15 and 16 and they consequently have a lower intrinsic significance.		
	Reuse potential	The trusses could be reused in the new Crossrail facilities but the significance of the trusses would not justify their speculative salvage and storage.		
	Perceived storage issues	Could be stored on site (subject to PDP approval).		
	Perceived demolition issues	None		
	Suggestions/ Recommendations	One representative example of the apex steel/cast iron connectors should be salvaged from the debris after demolition and donated to a railway museum.		

N	**Item**	**Window (2nd window from W end of Mess Room)**		
	Building	20 (Mess Room, former Sand Furnace)	**Demolition Phase**	1
	Approx size	*c*.2 m tall x 1 m		
	Significance/ interest	This is the only surviving window from the original Engine Shed and therefore has a heritage interest.		
	Reuse potential	It should be possible to incorporate the window into a building at the new Crossrail facilities.		
	Perceived storage issues	None - could be stored in the short/medium term in Building 22/23 (subject to PDP approval).		
	Perceived demolition issues	Should be carefully removed prior to demolition.		
	Suggestions/ Recommendations	Should be removed and stored with the aspiration that it can be incorporated into the new Crossrail facilities.		

O	**Item**	Gantry Crane		
	Building	23 (lifting shop)	**Demolition Phase**	3
	Approx size	Very large		
	Significance/ interest	The crane forms part of a late 1930s phase at the site and is original to this building. he crane is an iconic symbol of this lifting shop and has considerable heritage value within the context of this unlisted building.		
	Reuse potential	The crane probably remains in working order or could be made functional again relatively easily, but the re-use potential is likely to be very limited or logistically impractical. It could potentially be incorporated into a new railway museum or a shed for a heritage railway group, possibly either as a non-functioning (or semi-functioning) exhibit. Alternatively it may be that it could be reused overseas purely for its functional value (as opposed to any heritage value). Specialist salvage companies should be consulted.		
	Perceived storage issues	Storing the crane on site in the hope that a suitable body could be found to take the crane would be expensive and possibly logistically more challenging than its heritage value would justify.		
	Perceived demolition issues	If it was to be salvaged the crane would have to be carefully dismantled prior to demolition. Individual elements of the crane could be identified which may have potential for more practical salvage and these should be removed prior to demolition.		
	Suggestions/ Recommendations	Reasonable efforts should be made prior to demolition to identify a group who would take this item. If no group can be identified then it should not be retained speculatively in the hope that a group can subsequently be found. It is not considered that the significance of the crane would justify its speculative salvage and storage. Individual elements of the crane could be identified which may have potential for more practical salvage.		

P	**Item**	Gantry Crane		
	Building	23 (Carriage Lifting Shop)	**Demolition Phase**	3
	Approx size	Very Large		
	Significance/ interest	The crane forms part of a late 1930s phase at the site and is original to this building. The crane is an iconic symbol of this lifting shop and has considerable heritage value within the context of this unlisted building.		

	Reuse potential	The crane probably remains in working order or could be made functional again relatively easily. The reuse potential is likely to be limited. It could potentially be incorporated into a new railway museum or a shed for a heritage railway group, possibly either as a non-functioning (or semi-functioning) exhibit. Alternatively it may be that it could be reused overseas purely for its functional value (as opposed to any heritage value). Specialist salvage companies should be consulted.
	Perceived storage issues	Storing the crane on site in the hope that a suitable body could be found to take the crane would be expensive and possibly logistically more challenging than its heritage value would justify.
	Perceived demolition issues	If it was to be salvaged the crane would have to be carefully dismantled prior to demolition. Individual elements of the crane should be identified which may have potential for more practical salvage and these should be removed prior to demolition.
	Suggestions/ Recommendations	Reasonable efforts should be made prior to demolition to identify a group who would take this item. If no group can be identified then it should not be retained speculatively in the hope that a group can subsequently be found. It is not considered that the significance of the crane would justify its speculative salvage and storage. Individual elements of the crane could be identified which may have potential for more practical salvage.

Q	**Item**	**Weigh Scale**		
	Building	5 (Steam Raising Plant	**Demolition Phase**	2
	Approx size	Small/medium (not fixed but heavy)		
	Significance/ interest	Of limited intrinsic significance but of interest as an 'illustration of day-to-day activity at the depot' (PCA DBA).		
	Reuse potential	Reasonable potential for reuse at a minor exhibit at the new Crossrail facilities or in a museum as an artefact.		
	Storage issues	None - could be stored in the short/medium term in Building 22/23 (subject to PDP approval).		
	Demolition issues	Should be removed prior to demolition.		
	Recommendations	Should be labelled, stored on site and offered to interested bodies		

R	**Item**	**Urinals**		
	Building	23 (Carriage Lifting Shop)	**Demolition Phase**	3
	Approx size	Medium		
	Significance/ interest	The urinals are not of particular intrinsic significance, but if they could be incorporated into the redeveloped OOC (or perhaps in a railway museum elsewhere) they would have some heritage interest as a link to the past.		
	Reuse potential	Could be salvaged and reused as urinals in the new Crossrail facilities or railway museum elsewhere.		
	Perceived storage issues	None (subject to PDP approval)		
	Perceived demolition issues	Would have to be carefully removed prior to demolition.		

	Suggestions/ Recommendations	Efforts should be made prior to demolition to either incorporate them into the designs for the new Crossrail facilities or to find a suitable recipient body to take them. As they form part of Phase 3 the demolition of this building is not imminent. If it does not prove possible to incorporate them into the new Crossrail facilities, and no-one can be found to take them prior to the demolition of this building, they should not be stored speculatively in the hope that an interested group may one day want to take them. Their historic significance would not justify this.

S	**Item**	**Points Lever**		
	Building	49 (in bushes)	**Demolition Phase**	3
	Approx size	Very small (portable)		
	Significance/ interest	Of limited intrinsic significance but of interest as an illustration of day-to-day activity at the depot		
	Reuse potential	Cannot be re-used but is the type of item which has value as an artefact from the site and should be offered to relevant groups.		
	Perceived storage issues	None (subject to PDP approval) .		
	Perceived demolition issues	None - can be easily removed prior to main demolition.		
	Suggestions/ Recommendations	Should be securely stored on site whilst efforts are made to find a museum of heritage railway who would take it for re-use/display.		

T	**Item**	**Clock on external east elevation of Building 16**		
	Building	16 (Stores)	**Demolition Phase**	1
	Approx size	Circular, *c*.1 m diameter		
	Significance/ interest	The clock would be a familiar and recognisable feature to the thousands of employees who worked at OOC. It therefore has a local/social history value with resonance or meaning to many people.		
	Reuse potential	The clock can probably be overhauled and returned to working order. It could then be incorporated as a functional feature with heritage interest in the redeveloped OOC or at a suitable railway museum or heritage railway.		
	Perceived storage issues	None. Could easily be stored in the short/medium term in Building 22/23 (subject to PDP approval)		
	Perceived demolition issues	Would have to be carefully removed from wall prior to demolition.		
	Suggestions/ Recommendations	Should be removed and securely stored to allow its possible re-use in the new Crossrail facilities, or at a suitable railway museum or heritage railway.		

U	**Item**	**'Lifting Tackle' sign on west elevation of Building 16 (in covered walkway)**		
	Building	16 (Stores)	**Demolition Phase**	1
	Approx size	Small - *c*.0.75 m x 0.5 m		
	Significance/ interest	Little intrinsic significance but would have some interest or meaning to a heritage railway, railway museum or former employee.		
	Reuse potential	None other than as an artefact/memento.		
	Perceived storage issues	None (subject to PDP approval)		
	Perceived demolition issues	None - can be very easily unscrewed		

	Suggestions/ Recommendations	Should be unscrewed, securely stored and offered to a heritage railway, railway museum or former employee.

V	**Item**	**Headboard**		
	Building	Building 15c (Former Carpenters' and Coppersmiths' Shop)	**Demolition Phase**	3
	Approx size	Small		
	Significance/ interest	The existence of this item is not confirmed, and requires trial openings into the fabric of Building 15c in order to try and locate it. Potentially of some intrinsic significance as a relic of the use to which OOC was put.		
	Reuse potential	Good. Displaying this item in the new Crossrail facilities should be easily achieved and would help form a valuable link with the past and present use of the complex.		
	Perceived storage issues	None. Could easily be stored in the short/medium term in Building 22/23 or offices (subject to PDP approval).		
	Perceived demolition issues	Requires trial openings into building fabric in several locations prior to main demolition commencing.		
	Suggestions/ Recommendations	If this item does exist, it should be carefully removed and securely stored on site prior to display in the new Crossrail facilities.		

Old Oak Common: Historic Items Recommended Salvage List

Updated 21 Jan 11

Items Recommended for Salvage, Storage or Reuse		
Item	**Location**	**Description**
A, B or F	The Factory: Lifting Shop, Building 15a and 15b Stores and Offices, Buildings 16a & 16b	One of three composite material truss structures (4th truss from south-west end of former Lifting Shop, 1st truss from west end of Stores/Offices and 1st truss from west end of former Smiths' Shop) should be salvaged for re-use.
C or D	The Factory: Former Carpenters' and Coppersmiths' Shop, Building 15c	One of two composite material truss structures, (1st truss from west end of former Carpenters' and Coppersmiths' Shop, Southern half and Northern half) should be salvaged for re-use.
E	Stores and Offices, Buildings 16a & 16b	Probable cast iron column and load bearing steel work in centre of Stores/Offices
G	Stores and Offices, Buildings 16a & 16b	Cast iron pulley wheels, between 2nd and 3rd truss from east end of Stores
H	Carriage Lifting Shop, Building 23	Late 1930s teak herringbone pattern floor at the west end of Carriage Lifting Shop
I	Sump/Oil Interceptor, Building 24	Cast Iron railing
J	Sub Station B2, Building 26	Metal door west end of Substation
K	Oil/Diesel delivery area, Building 32 (associated with Diesel/Oil Tank and Pump House, Buildings 6 and 53)	Diesel oil unloading jib
M	Amenities Block, Building 17a	Timber truss apex steel/cast iron connectors
N	Mess Room (Former Sand Furnace), Building 20	Original window and south external wall of demolished engine shed, second window from west end of Mess Room
Q	Steam Raising Plant, Building 5	Weigh scale
S	Locomotive Shunting Yard	No. 49- points lever
T	Stores, Building 16	Large clock on the eastern elevation
U	West elevation of Building 16 (in the covered walkway)	'Important Lifting Tackle' sign
V	The Factory: Former Carpenters' and Coppersmiths' Shop, Building 15c	Headboard (NB The existence of this item is not confirmed, and requires trial openings into the fabric of Building 15c in order to try and locate it).
Elements that should be considered for salvage only if repositories have been confirmed		
L	The Factory: Lifting Shop, Building 15a	50-ton gantry crane, south-east end of former Lifting Shop, the Factory
O and P	Carriage Lifting Shop, Building 23	Two gantry cranes at east and west end of Carriage Lifting Shop
R	Carriage Lifting Shop, Building 23	Three original urinals, middle of south wall of Carriage Lifting Shop