

**APPENDIX 8
LANDSCAPE AND VISUAL
CULTURAL HERITAGE FEATURES WITH STATUTORY PROTECTION**

ID	Name	Status (HBNum)	NGR	NMRS NO (SMR)	Description / Baseline	Importance
L1	Paisley, Greenhill Road, Four Square Tobacco Factory	Listed Cat B (39130)	NS 4718 6501	NS46NE 114, 517 (50791)	1930s 3-storey rectangular-plan, flat-roofed factory building; subsidiary building attached now partly demolished. The block was erected by George Dobie and Son, makers of Four Square cigarettes at the factory. Its main façade is to the west, along Greenhill Road, and is best viewed from the south. It was added to the north of an earlier mid-19 th century building that once stood at the corner of Clark Street and Greenhill Road. The tobacco factory closed c. 1955 and by 1971 the complex was in use as a carpet factory. The older building was later demolished. The exterior of the listed structure appears neglected and its condition is deteriorating. A single-storey shed stands to the east of the 1930s building, but was not inspected at close quarters. Other buildings to the north of the factory building appear to be of more recent origin.	Regional
L2	Paisley, Underwood Road, St James Church	Listed Cat B (39125)	NS 4774 6440	NS46SE 58 (7741)	1880s Gothic cruciform church with steeple and hall to north. Stands beside, and towers over, the raised railway embankment.	Regional
L3	Paisley, Underwood Road, railway viaduct	Listed Cat B (39126)	NS 4787 6436	NS46SE 495	1840s railway viaduct built for the Paisley and Greenock Railway, running on a markedly skew alignment over Underwood Road. Has a larger central arch for roadway and smaller flanking arches for footways. The railway continues NW on an embankment retained on its SW side by a high brick wall, and to the SE on a raised brick-retained arcaded embankment that incorporates 24 arches formerly used as garages and storage areas, probably used by the former St James Street stables.	Regional
L4	Paisley, 5 Caledonia Street	Listed Cat B (38931)	NS 4792 6441	NS46SE 298	Early 19 th century 3-storey tenement. It forms part of a street frontage that faces E, not towards the railway line.	Regional

ID	Name	Status (HBNum)	NGR	NMRS NO (SMR)	Description / Baseline	Importance
L5	Paisley, 7 Caledonia Street	Listed Cat C(s) (38932)	NS 4792 6441	NS46SE 552	Early 19 th century 3-storey tenement. It forms part of a street frontage that faces E, not towards the railway line.	Local
L6	Paisley, St James Street, Sheriff Court House	Listed Cat A (39103)	NS 4816 6437	NS46SE 424 (42602)	1880s 2-storey classical courthouse, facing south. There are buildings on the opposite side of St James Street.	National
L7	Paisley, St James Street, Procurator Fiscal's Office	Listed Cat B (39104)	NS 4816 6437	NS46SE 424 (42602)	1890s 2-storey, asymmetrical classical block. There are partial views of Gilmour Street station from its frontage, but there are buildings on the opposite side of St James Street.	Regional
L8	Paisley, 20, 22 Back Sneddon Street and 13 Maxwell Street	Listed Cat B (38921)	NS 4827 6435	NS46SE 185	1890s Scots Renaissance T-plan asymmetrical 2-storey block, built as welfare offices. Other buildings intervene between it and the railway line. Currently appears disused.	Regional
L9	Paisley, 49, 51 Moss Street	Listed Cat B (39052)	NS 4818 6427	NS64SE 338 & 577	Early 19 th century 2-storey house. There are views of Gilmour Street station from the frontage of this building.	Regional
L10	Paisley, 53 Moss Street	Listed Cat B (39053)	NS 4818 6429	NS46SE 578	Early 19 th century 3-storey and attic house, with modern ground floor shops. There are views of Gilmour Street station from the frontage of this building.	Regional
L11	Paisley, North Croft Street, Wallneuk Church	Listed Cat B (39068)	NS 4854 6435	NS46SE 179	Perpendicular Gothic church built 1913-15. There are partial views of the railway line from this building, although there are intervening buildings at ground level.	Regional
L12	Paisley, County Square, Gilmour Street Railway Station	Listed Cat B (38950)	NS 4831 6423	NS46SE 89, 123 (20507)	Railway station built c. 1840 for Glasgow and Paisley Joint Railway and extended c. 1890. Four-platform through station raised on masonry arches. Refurbished 1990s.	Regional
L13	Paisley, 20 Oakshaw Street, Former Gaelic Church	Listed Cat B (39082)	NS 4803 6414	NS46SE 254 (42626)	Church building, erected 1793 and altered 1909. Faces S, but there may be extensive views over Paisley and beyond from the rear of the property (not visited).	Regional
L14	Paisley, 18 Oakshaw Street	Listed Cat C(s) (39081)	NS 4806 6414	NS46SE 359	1830s 1-storey and attic house. Faces S, but there may be extensive views over Paisley and beyond from the rear of the property (not visited).	Local
L15	Paisley, 16 Oakshaw Street	Listed Cat C(s) (39080)	NS 4808 6414	NS46SE 357	1830s 2-storey and attic house. Faces S, but there may be extensive views over Paisley and beyond from the rear of the property (not visited).	Local

ID	Name	Status (HBNum)	NGR	NMRS NO (SMR)	Description / Baseline	Importance
L16	Paisley, 12, 14 Oakshaw Street	Listed Cat C(s) (39079)	NS 4810 6414	NS46SE 358	1830s 2-storey and attic house. Faces S, but there may be extensive views over Paisley and beyond from the rear of the property (not visited).	Local
L17	Paisley, 10 Oakshaw Street	Listed Cat C(s) (39078)	NS 4812 6413	NS46SE 581	1830s 2-storey and attic house. Faces S, but there may be extensive views over Paisley and beyond from the rear of the property (not visited).	Local
L18	Paisley, 8 Oakshaw Street	Listed Cat C(s) (39077)	NS 4813 6413	NS46SE 356	1830s 2-storey and attic house. Faces S, but there may be extensive views over Paisley and beyond from the rear of the property (not visited).	Local
L19	Paisley, County Square, Head Post Office	Listed Cat B (38952)	NS4828 6417	NS46SE 227	1890s post office building, with later extensions. Stands adjacent to Gilmour Street Station.	Regional
L20	Paisley, 1-5 (odd) County Place, 15 Gilmour Street and 20 Moss Street	Listed Cat B (38951)	NS 4830 6412	NS64SE 226, 525, 537-9	1830s 3-storey terrace. Not visited, as remote from proposed scheme area in urban setting.	Regional
L21	Paisley, East Buchanan Street, Cathedral House and St Mirin's Old Academy	Listed Cat C(s) (46283)	NS 4875 6424	NS46SE 499	1893, 1905 and 1912 terraced group of school and residential properties, 2- and 3-storey with attic and part basement. Has views of section of railway line.	Local
L22	Paisley, Incle Street, St Mirin's Roman Catholic Cathedral with Boundary Walls and Piers	Listed Cat B (46284)	NS 4879 6422	NS46SE 392	Romanesque cathedral church built 1930-32 on site of earlier church of same name. Modern residential development is present between the cathedral and the railway line.	Regional
L23	Paisley, 38 Mansion House Road, Garage	Listed Cat B (39045)	NS 4916 6447	NS46SE 333	Later 18 th century outbuilding with Gothic Ashlar front; probably a garden building of Greenlaw House. The building lies within a residential setting.	Regional
L24	Glasgow, 18 Carillon Road, 67 Clifford Street, Ibrox Parish Church	Listed Cat B (33575)	NS 5596 6423	NS56SE 376.00	1860s Bellahouston Parish Church; Gothic church with modern link to gothic halls to east. Railway runs in a cutting on opposite side of M8 motorway.	Regional
L25	Glasgow, King George V Bridge over River Clyde, From Oswald Street to Commerce Street	Listed Cat B (33081)	NS 5864 6487	NS56SE 162	1920s bridge of reinforced concrete faced with granite, with 3 segmental arches. Memorial stone laid by King George V in 1927.	Regional

ID	Name	Status (HBNum)	NGR	NMRS NO (SMR)	Description / Baseline	Importance
L26	Glasgow, Jamaica Street, Glasgow Bridge	Listed Cat B (33062)	NS 5876 6478	NS56SE 444	1890s 7-arched masonry bridge with granite facing and 3 transverse arches. Replaced earlier Broomielaw bridges, the first built 1768-72 and the second designed by Thomas Telford in 1836.	Regional
L27	Glasgow, 71, 97, 99 Gordon Street, and 16, 18, 50 Hope Street, Central Station and Hotel (Former Caledonian Railway Station) with 229-263 and 194-240 Argyle Street , 15-19 and 12-24 Midland Street	Listed Cat A (33029)	NS 5872 6525	NS56NE 77, 140, 911 (8636, 13543, 19069, 47075)	Caledonian Railway Station, opened 1879 and extended to give 13 platforms 1899-1905. Hotel is a 5- and 6-storey and attic building in French Renaissance style with a massive corner tower, completed in 1883. Hotel extended in Hope Street 1905-7. Below the main station is the Low Level Station, opened in 1896, closed in 1964 and re-opened in 1979. The station is supported by an undercroft which houses offices, shops and stores. Railway bridge over River Clyde was built 1899-1905 and is of steel with granite piers each founded on five steel caissons. Bridge built for Caledonian Railway alongside an earlier bridge dating from 1875-8 (largely demolished 1966-7, with only piers and cast iron arches surviving).	National
C1	Paisley, The Cross and Oakshaw	Outstanding Conservation Area	NS 48 64		This Conservation Area covers most of Paisley Town Centre, including the Abbey area. Those parts of the designated area extending into the study corridor are around Oakshaw Hill, from where extensive views can be obtained northwards across Paisley and beyond, and around Gilmour Street. The Conservation Area extends into the scheme areas at Gilmour Street Station (L12).	National
C2	Paisley, Greenlaw	Conservation Area	NS 49 64		Developed as an elegant inner suburb on the eastern edge of Paisley during the 19 th century. The NW part of the designated area extends into the study corridor, including the Listed Buildings adjacent to Incle Street (L22) and Mansionhouse Road (L23). The scheme areas extend to the edge of the Conservation Area beside Mansionhouse Road, but do not project into the designated area.	Regional

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C3	Glasgow, Dumbreck	Conservation Area	NS 55 64		The northernmost part of this Conservation Area, comprising a residential area on the south side of Urrdale Road, extends into the study area. However, the scheme area does not extend into the Conservation Area.	Regional
C4	Glasgow, Central	Outstanding Conservation Area	NS 58 65		Glasgow Central Station stands within this designated area.	National

APPENDIX 2 – OTHER CULTURAL HERITAGE SITES

ID	Name	NGR	NMRS NO (SMR)	Description / Baseline	Importance
A1	Glasgow Airport	NS 4811 6615	NS46NS 43.01 (42717)	Site of WWII pillbox. This structure is no longer visible.	Lesser
A2	Glasgow Airport	NS 4804 6582	NS46SE 43.02 (42716)	Site of WWII pillbox. This structure is no longer visible.	Lesser
A3	Glasgow Airport	NS 4733 6616	NS46NE 43.11 (50834)	Two 1930s-1940s aircraft hangars associated with Abbotsinch Airfield. The hangars were present in 2003, but were not visited during this survey as they lie remote from the proposed scheme area.	Local
A4	Glasgow Airport	NS4729 6579	NS46SE 43.03 (42715)	Site of WWII pillbox. 1947 vertical aerial photographs depict the pillbox (CPE/SCOT/UK277, frame 5467). This structure is no longer visible. The NGR is different from that recorded by Pastmap / WoSAS, and reflects the site position as mapped by RCAHMS.	Lesser
A5	Greenock Road	NS 4732 6578		Early OS map editions depict two roofed buildings and gardens at this location, the northern named Mosside Cottage. The buildings no longer survive and recent substation buildings occupy the site.	Lesser
A6	Paisley, St James Park	NS 473 656 approx		<p>Site of burial ground of victims of the cholera epidemic of February 1832. 446 people from Paisley lost their lives to cholera, the majority of whom were laid to rest in this burial ground. A handbill issued by the Magistrates of Paisley on 18 February 1832 indicated that due to the lack of space in existing graveyards in Paisley a portion of the Community's lands near the toll-bar on Greenock Road had been set aside for the expected cholera victims.</p> <p>After the burial ground had begun to be used, evidence was allegedly found that at least one grave within the burial ground had been interfered with. This was believed by the local inhabitants to have been the work of 'resurrection men', prompting riots that resulted in damage being caused to the houses of local doctors who were believed to be acquiring corpses for dissection (e.g. Brown 1884, 282-5; Rowand 1993, 15). A report issued by a Committee of Inspection on 26 March 1832, that rebutted charges of widespread body-snatching, indicated that the burial ground was located "in the Moss of Paisley, near to the Toll-house on the Greenock Road".</p>	Local

ID	Name	NGR	NMRS NO (SMR)	Description / Baseline	Importance
				<p>An information plaque standing at the SE corner of St James Park indicates that the burial ground site is located within the playing fields opposite 172-176 Greenock Road. The potential site area depicted on Figure 8.1 is as provided to FaberMaunsell by Renfrewshire Council. It is based upon information produced in the 1960s, at the time of the construction of the M8 motorway. The area corresponds with a field numbered 14 on the first edition OS map, in the NE corner of which the map records the toll-house. However, Brown's (1884, 281) account of the epidemic states specifically that "The burying-ground was at the extreme west end of the field in which the toll-house stands, and is No. 14 on the Ordnance map". Assuming Brown's testimony to be accurate, his evidence would place the burial ground outside the scheme area and somewhere beneath the M8 and associated roads. However, no human remains are reported to have been discovered during the construction of the motorway.</p> <p>Based upon the available documentary evidence, the potential burial ground location is to be treated as approximate, as the precise locations of the graves, and their current condition, are not known. However, it seems likely that the burial site lies outside the scheme area. The second edition map depicts the toll-house building, by that time enlarged. It no longer survives and a road partly occupies its former location.</p>	
A7	Paisley, St James Park	NS 4742 6527 (grandstand) NS		<p>St James Park has been used for a variety of purposes in recent centuries. Early published maps (eg Roy 1747-55; Ainslie 1796; Thomson 1826) depict Paisley Moss extending across much of the park's current area. The information plaque on site indicates that St James Park has been used in the past for common grazing, as a racecourse, for mining and as the location for an annual fair. It is currently used as sports pitches.</p> <p>There are records of mineshafts present deep below the ground surface within and around the park area, which exploited fireclay and ironstone seams present up to 100m below the surface, the last date of working being 1914. A coal mine working is also recorded 150-170m down, and is recorded as last worked in 1886 (FaberMaunsell 2005a, 37). Whilst</p>	Local

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				<p>these underground mines were in operation St James Park was in use as a racecourse, as depicted on early OS map editions (extent shown on Figure 8.1). The second edition OS map depicts the position of a grandstand within what is now the SE corner of the park (A7a), although there are no visible traces of that structure.</p> <p>1947 vertical aerial photographs depict what might be a pillbox towards the centre of the park (CPE/SCOT/UK277, frame 5467). This structure is no longer visible (A7b).</p> <p>Previous ground investigation works indicate that drift deposits within the park comprise 0.55-1.9m of made ground (black ash and topsoil) over dark brown spongy peat varying in thickness between 1.15m and 1.9m. These findings have been confirmed by site investigation works conducted as part of GARL at the southern edge of the playing fields. The peat formation is likely to relate to the former Paisley Moss. Therefore any archaeological remains pre-dating the racecourse present within the scheme area may be sealed beneath the made ground, comprising topsoil and industrial waste. The made ground may have been deliberately dumped in the 19th century to raise the ground level and create firmer conditions required for the use of the land as a racecourse. However, this interpretation is not certain.</p>	
A8	Paisley, 86 Clark Street	NS 4722 6495	NS46SE 516 (50790)	Abercorn Rope Works, founded 1884 and depicted on the second edition OS map. Recorded by Hume (1976, 217) as a 2-storey, 4-bay ashlar office block, with single-storey brick ropewalk and finishing shed. The works closed in the 1970s (www.scran.ac.uk) and have since been largely demolished. An apparently disused building fronting Clark Street in the east part of the area, with a range behind, is depicted on the second edition map as forming part of the rope works. The west part of the site area is currently in use as a builder's yard. The land was not entered, and so the extent of archaeological survival is not known.	Local
A9	Paisley, Clark Street	NS 4750 6490	NS46SE 175 (42648)	Site of Caledonian Fireclay Works, now demolished and replaced by modern industrial units.	Lesser
A10	Paisley, Murray Street	NS 4742 6473		Site of starch works, as recorded on the second edition OS map of 1897. The site has been demolished and the ground is now level and open.	Lesser

ID	Name	NGR	NMRS NO (SMR)	Description / Baseline	Importance
A11	Paisley, Murray Street	NS 4753 6472	NS46SE 515 (50789)	Brick built factory complex latterly used as a cooperage, but the buildings appear more likely to have originated as a weaving factory, comprising single-storey weaving sheds and a four-storey preparation block. In 1924 it was owned by a drysalter and gum manufacturer (www.scran.ac.uk). Recorded as a firewood factory on the second edition OS map of 1897.	Local
A12	Paisley, 38 Macdowall Street	NS 4759 6465	NS64SE 511 (50787)	James Boyd and Sons Engineering Works. Recorded as a 'Hot House Works' on the second edition OS map of 1897. This factory complex has been demolished and the land is currently vacant.	Lesser
A13	Paisley, Murray Street	NS 4742 6464		Site of Caledonia Lane Cottage, as depicted on the first edition OS map. The building no longer stands.	Lesser
A14	Paisley St James Station	NS 4719 6479	NS46SE 64 (7748)	Railway station; recorded on the second edition OS map of 1897, and still in use.	Lesser
A15	Paisley, Murray Street	NS 4757 6460	NS46SE 170	Site of former Caledonia Engineering Works, now demolished (Hume 1976, 218).	Lesser
A16	Paisley, Underwood Mineral Depot	NS 4774 6447	NS46SE 514	Site of former mineral depot, recorded as a railway coal depot on the first two OS map editions. The depot closed in the 1970s and the rails were lifted (www.scran.ac.uk) and the site has since been partly redeveloped as a car park / depot area.	Lesser
A17	Paisley, Gilmour Street Station	NS 4812 6430		Later 19 th century curving cobbled access road to first floor of Gilmour Street Railway Station, built on ramped embankment incorporating arcaded recesses beneath. Probably associated with the expansion of the railway station around 1890. This feature was built on an earlier saw mill and part of a timber yard, as depicted on the first edition OS map.	Local
A18	Paisley, Incle Street	NS 4849 6422		Site of saw mill and timber yard recorded on first edition OS map, but no longer present.	Lesser
A19	Paisley, Wallneuk	NS 4861 6430		The first edition OS map depicts buildings lining both sides of Wallneuk on the north side of the railway line. These buildings no longer survive.	Lesser
A20	Paisley, Incle Street	NS 4866 6415		Area of buildings depicted on second edition OS map of 1897. The buildings have been demolished, apparently recently, as the surface is unvegetated and contains brick fragments and other demolition debris. The first edition OS map depicts part of a saw mill within this area.	Lesser
A21	Paisley Goods Signal Box	NS 4914 6459	NS46SE 164 (42226)	Site of 19 th century signal box built in the 1840s. It was built to control Paisley Goods Station. Both signal box and goods station were	Lesser

ID	Name	NGR	NMRS NO (SMR)	Description / Baseline	Importance
				demolished in the late 1960s, the former replaced by an automated signal box near the original site and latter now occupied by industrial units (www.scran.ac.uk).	
A22	Arkleston Road, Paisley	NS 4990 6500		Substantial single-arch masonry bridge carrying Arkleston Road over the railway line, at this point in a deep cutting. First recorded on the second edition OS map. The original 1840s railway line ran in a tunnel in this area, which was later modified to become a deep cutting requiring an overbridge.	Local
A23	South Arkleston Farm, Paisley	NS 503 652	(Event 1189)	Trial trenching around the site of a putative cropmark revealed evidence of cultivation furrows and a narrow drainage ditch. 18 th and 19 th century clay pipe and pottery was also recovered (<i>Discovery Excav Scot 2003</i> , 113). The alleged cropmark site was not located. The first edition OS map records the position of a roofed building to the south of the farm, but linked to it by a track (A23a). The building is absent from later editions, and its location was not examined during the trial trenching.	Lesser
A24	Glasgow, Hillington West Station	NS 5167 6508	NS56NW 201	Railway station. Still in use but modernised.	Lesser
A25	Glasgow, Hillington East Station	NS 5266 6483	NS56NW 131	Railway station. Still in use but modernised.	Lesser
A26	Glasgow, Cardonald Junction	NS 5325 6474		Site of signal box depicted on second edition Ordnance Survey map. The structure present at this location is a modern construction, possibly an automated signal box.	Lesser
A27	Glasgow, Moss Road, Cardonald Station	NS 5357 6466	NS56SW 110	Two-platform through station, with access from a road over-bridge. The booking office and shelters are modern, but the covered wood and steel footbridge is original. An extensive goods yard to the north is now disused (Hume 1976, 122). The station was opened in 1879 and extended in 1890. The footbridge has now been replaced (www.scran.ac.uk).	Lesser
A28	Glasgow, Berryknowes Road	NS 5375 6430	NS56SW 208	Craigton Cemetery, first recorded on the second edition OS map and formed within the grounds of the earlier Craigton House. Cemetery extant and in use.	Local
A29	Glasgow, Helen Street	NS 550 644	NS56SE 73 (8829)	Gas holder station. Extant and in use.	Local
A30	Glasgow, Ibrox Station	NS 5526 6430	NS56SE 854	Site of former railway station, as depicted on second edition OS map,	Lesser

ID	Name	NGR	NMRS NO (SMR)	Description / Baseline	Importance
			(47227)	comprising platforms, overbridge and two other buildings on the north side of the railway line. The remains of a platform appear to survive on the north side of the railway lines.	
A31	Glasgow, 241 Maclellan Street	NS 5630 6412	NS56SE 1354 (48084)	Site of former jam and confectionery works, recorded as Ibrox Flour Mills on the second edition OS map. Site demolished and redeveloped within Kinning Park industrial estate.	Lesser
A32	Glasgow, Maclellan Street	NS 566 641	NS56SE 90, 1250 (8849, 46636)	Clutha Works, at various times incorporating bakeries, lead works, foundry and crane works (eg as depicted on the second edition OS map). Elements of this complex survive, but much has been demolished and replaced by modern industrial units within Kinning Park industrial estate.	Local
A33	Glasgow, 126-40 Cornwall Street South	NS 5684 6401	NS56SE 1146 (47761)	Vulcan Tube Works. Founded in 1872 by Cruikshanks, Low & Co, malleable iron tube manufacturers, but soon after converted to a lead works and apparently forming part of the Clutha Works complex as recorded on the second edition OS map. Works closed in the 1990s, and have since been demolished. The site is currently vacant.	Lesser
A34	Glasgow, 39 Durham Street	NS 5692 6405	NS56SE 1503 (48666)	Warehouse recorded by NMRS. There is presently a warehouse on this site.	Local
A35	Paisley and Johnstone Canal	NS 563 639 – 568 639	NS56SE 1579 (see also below)	Route of former canal, as depicted on first edition OS map and early maps published by eg Forrest (1816) and Thomson (1826). An Act of Parliament was obtained in 1805 to construct a canal linking Glasgow, Paisley and Ardrossan, with the intention of transporting goods from Ardrossan Harbour into Glasgow Tradeston. Construction commenced in 1807, and navigation between Paisley and Johnstone opened in 1810, and between Glasgow (Port Eglinton) and Paisley in the following year. The section between Johnstone and Ardrossan was never built. The canal was used to transport both goods and passengers, the latter on three horse-drawn gig-boats that could carry up to 100 passengers each (NSA 1845, 277-9). A towpath ran along the north side of the canal. With the opening of the Glasgow and Paisley Joint Railway in 1840 the economic basis of the canal diminished, and in 1843 passenger and freight use of the canal ceased. The canal was later drained to allow the construction of the Glasgow and South Western Railway, which opened in 1886 (www.scran.ac.uk). The canal is not recorded on the second edition OS map.	Local

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				The route of the former canal runs south of the scheme area between Gower Street and Shields Junction. The land crossed by the former canal is now redeveloped. Field survey in accessible areas revealed no visible evidence of the canal.	
A36	Paisley, Incle Street	NS 4871 6424	NS46SE 30 (7710)	Findspot of worn bronze coin of Constantine I, picked up during groundworks on the former site of a Catholic Chapel on the north side of Incle Street (Robertson 1963, 148). The chapel is depicted on the first edition OS map.	Lesser
A37	Elderslie loop, Canal Junction Station	NS 4516 6337	NS46SE 200	The second edition OS map depicts the site of a railway station at this location, comprising three buildings, opposing platforms and connecting overbridge. By the time of the 1914 edition the earlier station had been demolished and a new station rebuilt further west (A37a), consisting of opposing platforms, each with roofed building, and new connecting overbridge. The remains of the masonry-built southern approach to the replacement overbridge survive to the south of the scheme area.	Lesser
A38	Elderslie loop, Paisley and Johnstone Canal	NS 454 634	NS46SE 492.41-42 (42818, 43052)	The route of the canal crosses the scheme area at Elderslie on a NW-SE alignment, as depicted on the first edition OS map. That map source depicts the railway crossing over the canal on a bridge (A38a), and the Paisley-Johnstone road crossing over the canal on the bridge a little further south (A38b), the latter just outside the scheme area. The features are not depicted on the second edition OS map, and field survey detected no trace of them.	Local
A39	Elderslie loop	NS 4556 6344		Masonry underpass beneath the railway line. Depicted on the first edition OS map and apparently an original feature of the railway line. There is no trace of a former toll building that once stood adjacent to the underpass and the Paisley-Johnstone road, and immediately outside the scheme area.	Local