

An Industrial Heritage Survey of Railways in Counties Monaghan and Louth Part 2



SITE INVENTORY: VOLUME 3

Carrickmacross Branch Armagh - Castleblaney Line Cootehill Branch

for
Monaghan County Council and Louth County Council
December 2007



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INTRODUCTION

This is the third volume detailing all railway-related sites in counties Louth and Monaghan. This particular volume focuses on sites on the Carrickmacross and Cootehill Branches and Armagh-Castleblaney Line. All are situated within Co Monaghan with the exception of 04119–04123 which are in Co Louth.

The inventory for each line or branch is divided into three parts. The first notes the lines' salient historical facts and general route.

The second part details notable stretches of track bed:

Stretch	Number (according to line, section, and sequence within section).
Type	Each stretch comprises one or more of a Cutting, Embankment or Level (i.e. neither a cutting nor embankment).
Length (m)	Length of stretch in metres.
Description	Outline of stretch characteristics.
[Photographs]	These are contemporary photographs of the site and are listed by Image Number. They begin with general site views, followed by those for each of its components in sequence.
	Photographer: FWH = Fred Hamond.
	Date of photograph.
	Caption.

The third part describes each site as follows:

Site	Number (according to line, section, and sequence within section).
Name	Site name (where known). In the case of stations, their abbreviated names as given in the Working Timetables are also noted in brackets.
History	Overview of site's development.
[Historical photographs]	Image number (by site number and image sequence within site).
	Photographer.
	Date of photograph (where known).
	Source of photograph.
	Caption
	Only photographs for which permission has been granted are depicted.
[Map]	In the case of stations, a 25-inch (1:2500) map showing the location of all site components is included.

Site component – all components within the site are itemised in numerical sequence	
Component	Numerical suffix to site number.
Type	Type of component.
County	Louth or Monaghan
OS 6-inch map	County abbreviation + map sheet number.
Grid	Easting and northing to nearest 1m.

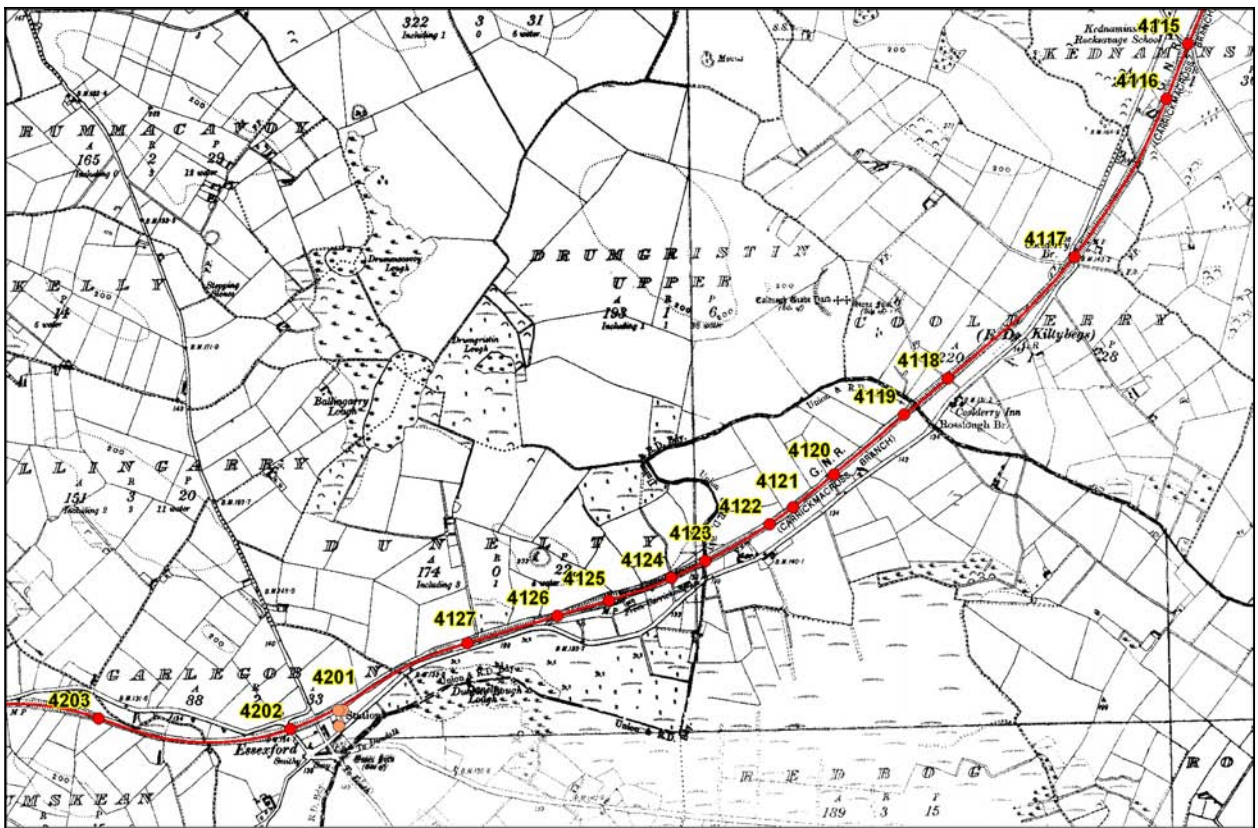
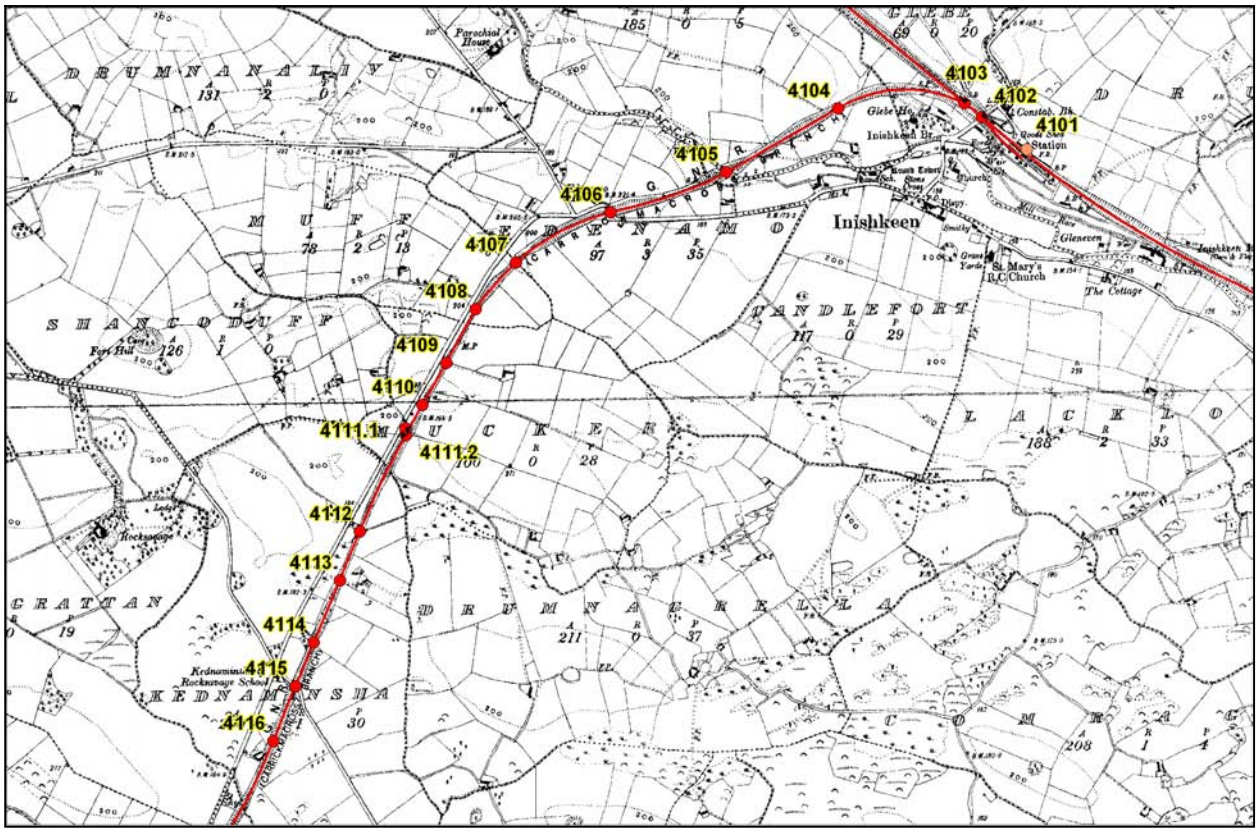
Surveyed?	Y = Yes; N = No.
Survey date	Day/ Month/ Year.
Surveyor	Fred Hamond. AR&R = Architectural Recording & Research.
Completeness	No visible remain[s]. Traces. Some remains. Substantial remain[ns]. Complete.
Condition	Good = Maintained. Fair = Sound but not maintained. Poor = Unsound. N/A = Not applicable where no remains survive.
Use	Present use (not applicable in case of sites with no remains).
Description	Details of form, materials, embellishment etc.
Interest categories	The following National Inventory of Architectural Heritage categories are used: Architectural, Historical, Social, Technical, Group, Setting and Uniqueness/Rarity.
Evaluation	Assessment of industrial heritage significance based on component attributes which match the above categories of interest.
Significance	Record Only = No special significance. This applies to components which have no upstanding remains and to those where the remains are of no special interest. Otherwise, the site is of Local, Regional or National industrial heritage significance.
Protection	Level of statutory protection currently applied to site. Protection generally takes the form of inclusion in the Record of Protected Structures (RPS), the list number of which is also given.
Action	Recommendations for further action (such as including in RPS).
Other databases	Other databases in which this site component is included. This is usually the National Inventory of Architectural Heritage (NIAH), the inventory number of which is also given.

[Photographs]	These are contemporary photographs of the site and are listed by Image Number. They begin with general site views, followed by those for each of its components in sequence.
	Photographer: FWH = Fred Hamond; AR&R = Architectural Recording & Research.
	Date of photograph.
	Caption.

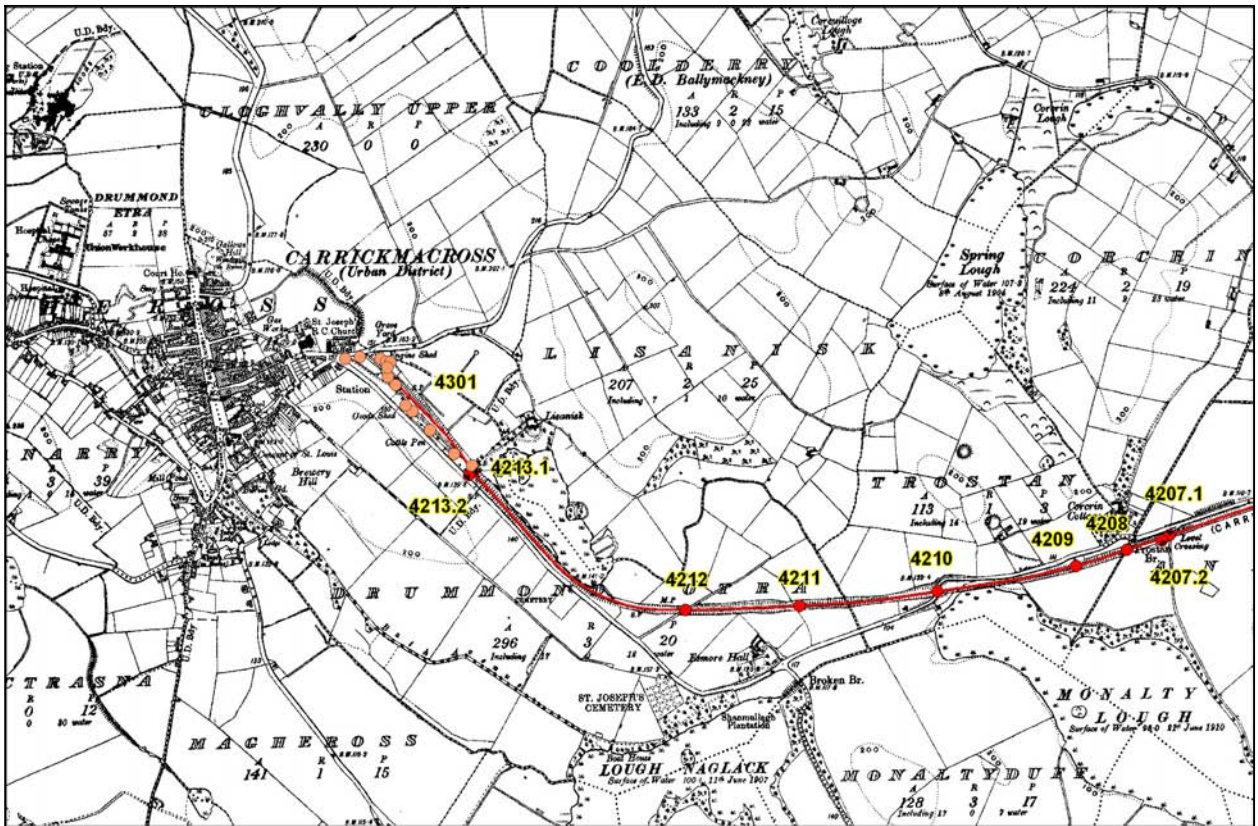
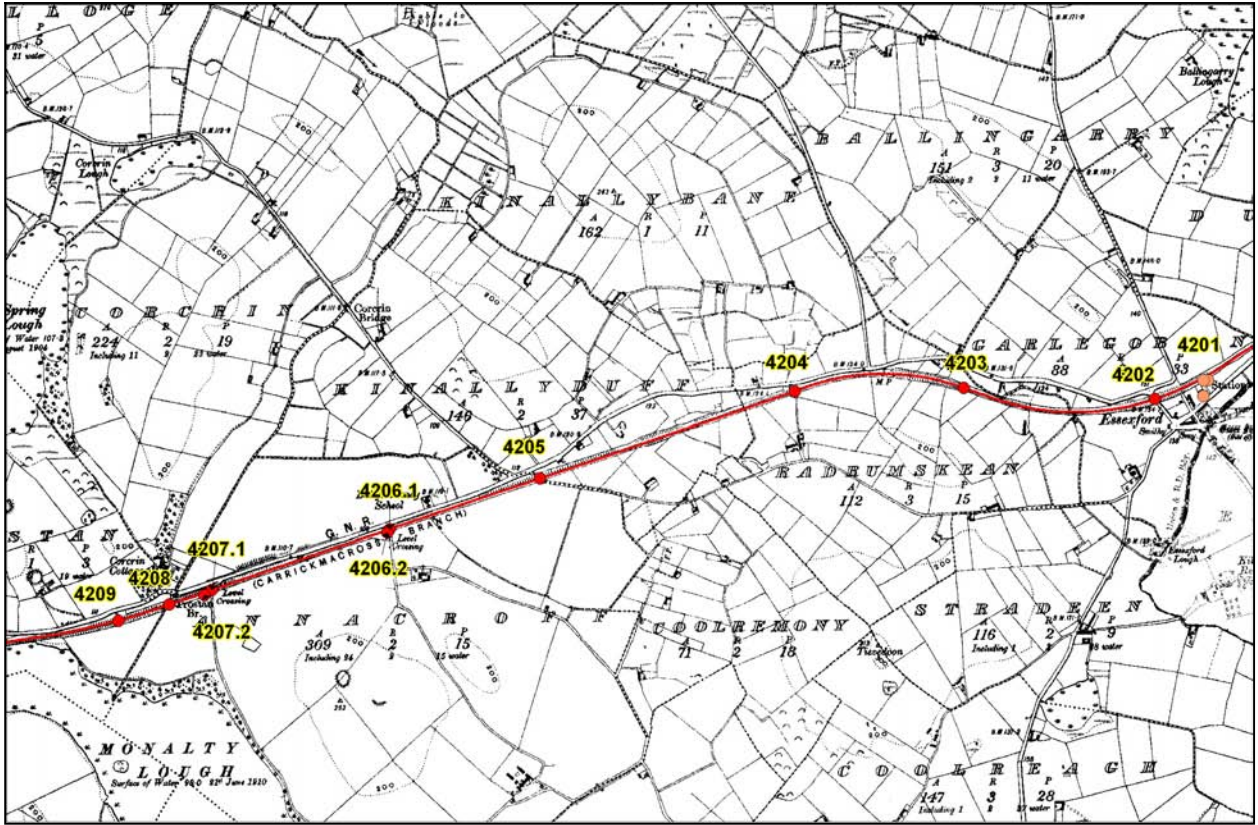
4 CARRICKMACROSS BRANCH

From/To	Inniskeen / Carrickmacross
Opened	31 July 1886.
Opened by	Great Northern Railway (Ireland)
Total length	10.8 km
Length in study area	10.8 km
Length in Co Louth/ Monaghan	0.7 km/ 10.1 km
Operated by	Great Northern Railway (Ireland)
Closed to passenger traffic	9 March 1947
Closed to goods traffic	31 December 1959





Site maps 4101 - 4203



Site maps 4201 - 4301

Site **04101**

Inniskeen Station (IKN)

History Served the Carrickmacross branch line from July 1886 until the line's closure in December 1959.

Component	04101	Type	Station			
County	Monaghan	OS 6-inch map	MO029	Grid	293449	307035
Surveyed?	Y	Survey date	25/09/2007	Surveyor	AR&R	

Description See 03301 for details.

Site 04102

History Line opened by the GNR(I) in July 1886; the extension to the existing bridge, on the Dundalk-Enniskillen line, would have been made shortly before then. Line closed by Córas Iompair Éireann in December 1959.

Component	04102	Type	Bridge (rail/road)		
County	Monaghan	OS 6-inch map	MO029	Grid	293330 307119
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond
Completeness	Substantial remai	Condition	Fair	Use	Disused
Description	See 03302 for details.				
Interest	Architectural; Historical; Technical; Setting				
Evaluation	See 3302 for evaluation. This bridge is a Protected Structure in the Co Monaghan Development Plan (Local 56).				
Significance	Regional	Protection	Monaghan RPS Local 56.		

Site 04103

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

04103_01 E.M. Patterson 31/07/1958 Source C. Friel Collection: EMP43L.

Junction of Enniskillen line (at right) with Carrickmacross branch (left).



Component	04103 01	Type	Junction
County	Monaghan	OS 6-inch map	MO029 Grid 293283 307158
Surveyed?	Y	Survey date	03/08/2007 Surveyor Fred Hamond
Completeness	No visible remain	Condition	N/A Use N/A
Description	The earthworks associated with where the two lines diverged have been removed.		
Interest	None		
Evaluation	No industrial heritage significance.		
Significance	Record only		

Site 04104

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04104 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO029	Grid	292949 307142
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	Nothing of this accommodation crossing survives.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 04105

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04105 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO029	Grid	292654	306974
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description A skew arched bridge carries the single-track embanked railway over the Fane River. The abutments are of roughly-dressed, randomly-sized masonry blocks which taper inwards as they rise. They are embellished with rusticated and margined quoins. There are tapered rock-faced buttresses on each side, also with rusticated and margined quoins. A chamfered masonry string course runs through the arch at spring level and around the quoins. The arch is of segmental profile and of skewly-laid bricks throughout (six soldier courses deep). The abutments are spaced at 10.7m measured orthogonally, and 11.4m on the skew. The actual span of the arch is upwards of a metre wider owing to the abutments' taper. The spandrels and parapets are detailed as the abutments. The parapets, which are 4.60m apart, have a chamfered masonry string course along their base and oversailing moulded brick copings. There are curved squared random rubble wing walls at each end, except at SW where it has been removed to facilitate access to a water treatment works. These walls are coped with moulded bricks. The earthen embankment has been completely removed at the west end of the bridge and lowered at the east end.

Interest Architectural; Historical; Setting

Evaluation Despite the removal of the embankment, this bridge is of architectural interest because of its size, quality of construction and prominent setting. It also has an historical association with the railway. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.

Significance Regional Action RPS

04105_01 FWH 03/08/2007 South elevation, from south.



04105_02 FWH 03/08/2007 South elevation, from SW.



04105_03 FWH 03/08/2007 East abutment and soffit detail.



04105_04 FWH 03/08/2007 Looking west across former track.



04105_05 FWH 03/08/2007 View from west, with embankment removed.



Site 04106

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04106 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO029	Grid	292346	306868
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	This bridge has been demolished and the road realigned to remove the dogleg approaches.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04107

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04107 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO029	Grid	292095	306734
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Poor	Use	Disused	

Description An arched bridge carries the embanked single-track railway over an accommodation track. The abutments are of roughly-dressed, randomly-sized masonry blocks, embellished with rusticated and margined quoins. They are 8.30m deep. The arch is of semicircular profile and of brick throughout (three soldier courses deep). It spans 2.16m. The spandrels are detailed as the abutments and are coped with oversailing moulded bricks. The east end of the north spandrel is now missing. There are wing walls at each end, detailed as the abutments and coped with moulded bricks. The earthen embankment has been completely removed at both ends and the approach through the bridge from the SW end is now partly infilled.

Interest Architectural; Historical

Evaluation This is the smallest of the surviving bridges on this line and also has historical interest because of its association. It is of local industrial heritage merit.

Significance Local

04107_01 FWH 03/08/2007 NW elevation.



Site 04108

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04108 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO029	Grid	291989	306610
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives. Houses have been built over the former track bed.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04109

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04109 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO029	Grid	291911	306468
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives. Houses have been built over the former track bed.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04110

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04110 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO032	Grid	291847	306355
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04111 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO032	Grid	291804	306277
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04111 02	Type	Level crossing house			
County	Monaghan	OS 6-inch map	MO032	Grid	291803	306294
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	A modern house has been built on the site of the former level crossing keeper's house.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04112

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04112 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO032	Grid	291681	306022
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04113

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04113 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO032	Grid	291629	305892
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04114

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04114 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO032	Grid	291560	305727
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives, the ground having been reclaimed for use as a sports pitch.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04115

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04115 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO032	Grid	291511	305611
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description A skew arched bridge carries a road over the single-track line, here in a cutting. The abutments are of rock-faced, randomly-sized masonry blocks, embellished with margined quoins. There are tapered squared random rubble buttresses to each end, with rusticated and margined quoins. A chamfered masonry string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and of skewly-laid brick throughout (five soldier courses deep). It spans 8.57m, measured orthogonally, and c.9.01m on the skew. The spandrels and parapets are of roughly-dressed random masonry blocks. A chamfered masonry string course runs across the base of the parapets which are 7.67m apart and coped with oversailing moulded bricks. They terminate in out-projecting piers coped with dressed stone. The arch has been partly infilled at its NE end.

Interest Architectural; Historical

Evaluation This well-executed bridge is of historical interest due to its association with the railway. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.

Significance Regional Action RPS

04115_01 FWH 03/08/2007 NE elevation.



Site 04116

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04116 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO032	Grid	291453	305466
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04117 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO032	Grid	291210	305046
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	This bridge has been demolished and the road realigned to remove the dogleg approaches.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04118

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04118 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO032	Grid	290874	304724
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	The embankment has been completely removed and no traces of this bridge which carried the line over an accommodation track survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04119

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04119 01	Type	Level crossing			
County	Louth	OS 6-inch map	LH010	Grid	290758	304628
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04120

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04120 01	Type	Level crossing			
County	Louth	OS 6-inch map	LH010	Grid	290572	304470
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04121

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04121	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH010	Grid	290463 304383
Surveyed?	Y		Survey date	03/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04122

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04122 01	Type	Level crossing			
County	Louth	OS 6-inch map	LH010	Grid	290401	304338
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04123

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04123 01	Type	Bridge (rail/road)		
County	Louth; Mona	OS 6-inch map	LH010; MO0	Grid	290231 304241
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	The embanked railway line has been removed and no traces of this bridge which carried the line over an accommodation track survive.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 04124

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04124 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO031	Grid	290141	304196
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Fair	Use	Disused	
Description	A beam bridge carries the embanked single-track line over a road. The abutments, which are 5.72m deep, are of rock-faced, randomly-sized masonry blocks, embellished with rusticated and margined quoins. A chamfered masonry string course runs along the tops of the abutments and around the quoins. The actual deck has been removed; it spanned 3.62m. There is a dressed stone terminal pier on top of each abutment quoin. There are squared random rubble wing walls to each side, coped with moulded bricks. The embankment has been completely removed at the west end of the bridge, to reveal stone buttresses.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

04124_01 FWH 03/08/2007 North elevation.



Site 04125

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04125 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO031	Grid	289975	304136
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description An arched bridge carries an accommodation track over the single-track line, here in a cutting. The abutments are of rock-faced, randomly-sized masonry blocks, embellished with margined quoins. There are tapered buttresses to each end, detailed as the abutments. A chamfered masonry string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and of brick throughout (five soldier courses deep). It spans c.8.53m. The spandrels and parapets are also detailed as the abutments. A chamfered masonry string course runs across the base of the parapets which are 3.63m apart and coped with oversailing moulded bricks. They terminate in out-projecting piers coped with dressed stone. The spandrel stones are laid horizontally, but the parapet and associated string course are laid at the same angle as the deck, rising from south to north. The cutting has been completely infilled east of the bridge and up to arch spring level underneath.

Interest Architectural; Historical

Evaluation This bridge is of architectural and historical interest because of its railway associations. It is of local industrial heritage significance.

Significance Local

04125_01 FWH 03/08/2007 West elevation



04125_02 FWH

03/08/2007 Spandrel, parapet and terminal pier detail at SW end.



Site 04126

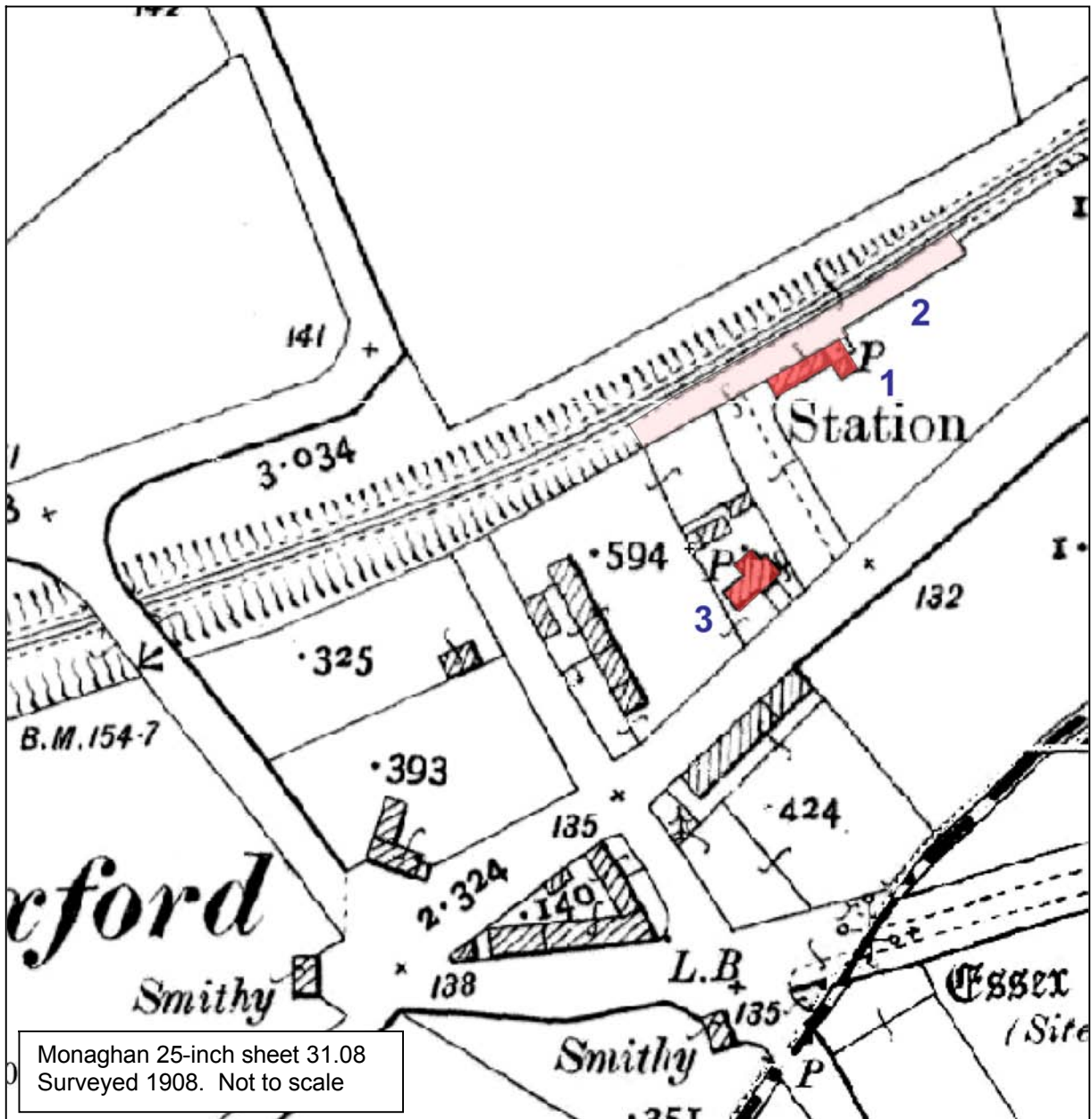
History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04126 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO031	Grid	289840	304096
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04127

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04127 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO031	Grid	289601	304023
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives. A new house and yard are on its site.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					



Description	<p>Detached four-bay single-storey former station building, with modern extension on SE front elevation. Redbrick lean-to sheds to NE of station.</p> <p>Pitched slate roof with roll-top terracotta ridge tiles and two redbrick chimneystacks. Replacement rainwater goods and decorative scalloped eaves board. Hipped slate roof to modern extension. Redbrick walls laid in English bond. Square-headed window openings with concrete lintels and sills. Replacement uPVC windows. Square-headed door opening to rear elevation with replacement uPVC door. Redbrick screen wall to NE of former station built to disguise outbuildings, possibly toilets, constructed against rear of wall. Now lean-to shed built against the front elevation of the wall also. Sheds have slate roofs and pebbledash walls. No access to interior which formerly incorporated ticket office, waiting rooms and toilets. It is understood to have been extensively modernised with no original features surviving.</p> <p>Set back from the roadside and accessed up a drive way. West side of driveway is lined with limestone kerbstones.</p>		
Interest	Architectural; Historical; Social; Group; Setting		
Evaluation	<p>The station building is well maintained and retains its original red brick elevations and architectural character, in spite of an addition to the front elevation. More akin to a level crossing house in size and materials, it also adds interest to the locality and was of social importance when a station. It also has group value in the context of the overall complex. It is of regional industrial heritage significance and merits inclusion in Record of Protected Structures.</p>		
Significance	Regional	Action	RPS

Component	04201	02	Type	Platform		
County	Monaghan		OS 6-inch map	MO031	Grid	289259 303844
Surveyed?	Y		Survey date	29/10/2007	Surveyor	AR&R
Completeness	Complete		Condition	Fair	Use	Disused
Description	Limestone kerbstones survives to edge of former platform along NW side of station building. Surface of platform up to the kerbstones is a recently laid asphalt surface.					
Interest	Historical; Group					
Evaluation	The exposed kerbstones have group value in the context of the overall station complex. The platform, which probably survives in a largely buried state, is of regional industrial heritage significance and merits inclusion in Record of Protected Structures.					
Significance	Regional				Action	RPS

Component	04201 03	Type	Station house			
County	Monaghan	OS 6-inch map	MO031	Grid	289259	303802
Surveyed?	Y	Survey date	29/10/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	Detached three-bay single-storey former station house, with entrance porch and modern flat-roof extension to rear, built c.1987. Pitched slate roof with terracotta ridge tiles, some cast-iron rainwater goods and three chimneystacks. One original redbrick chimneystack and one re-built redbrick chimney stack to pitched roof. Rendered chimneystack to rear extension. Rendered walls with ruled and lined detail and painted quoin and plinth details. Segmental-headed window openings with replacement timber casement windows and painted sills. Square-headed door opening set with entrance porch with round-headed opening. Replacement timber panelled and glazed door and modern tiles to porch floor. No access to interior.					
Interest	Architectural; Historical; Group					
Evaluation	Despite some refurbishment, this building retains its railway character and has group value in the context of the overall complex. It is of regional industrial heritage significance. It merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

04201_01 AR&R 29/10/2007 Station building: SE elevation (to road).



04201_02 AR&R 29/10/2007 Station building: detail of canted bay addition to frontage.



04201_03 FWH 02/07/2007 Station building: NW (track) elevation, from west.



04201_04 AR&R 29/10/2007 Station building: detail of NW elevation.



04201_05 AR&R 29/10/2007 Station building: extension to NE end of NW elevation



04201_06 AR&R 29/10/2007 Station building: extensions to NE gable.



04201_07 AR&R 29/10/2007 Station building: chimneystack.



04201_08 AR&R 29/10/2007 Station building: brickwork detail.



04201_09 AR&R 29/10/2007 Station building: repaired brickwork detail.



04201_10 AR&R 29/10/2007 Station building: window detail.



04201_11 AR&R 29/10/2007 Station building: window cill detail.



04201_12 AR&R 29/10/2007 Station building: stone kerbing to driveway.



04201_13 AR&R 29/10/2007 Platform.



04201_14 AR&R 29/10/2007 Platform coping.



04201_15 FWH 02/07/2007 Station house from south.



04201_16 AR&R 29/10/2007 Station house: front (SE) elevation.



04201_17 AR&R 29/10/2007 Station house from SW.



04201_18 AR&R 29/10/2007 Station house: rear elevation with extension.



04201_19 AR&R 29/10/2007 Station house: flat-roof extension to rear.



04201_20 AR&R 29/10/2007 Station house: detail of chimneystack.



04201_21 AR&R 29/10/2007 Station house: entrance porch to front elevation.



04201_22 AR&R 29/10/2007 Station house: door within entrance porch.



04201_23 AR&R 29/10/2007 Station house: windows on front elevation.



04201_24 AR&R 29/10/2007 Station house: windows on side elevation.



04201_25 AR&R 29/10/2007 Station house: shed to rear of house.



04201_26 AR&R 29/10/2007 Station house: fence to front of house.



Site 04202

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04202 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO031	Grid	289131	303794
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Road bridge	

Description A skew arched bridge carries a road over the single-track line, here in a cutting. The abutments are of rock-faced, randomly-sized masonry blocks, embellished with margined quoins. There are tapered squared random rubble buttresses to each end, with rusticated and margined quoins. A chamfered masonry string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and of skewly-laid brick throughout (five soldier courses deep). It spans 8.48m, measured orthogonally, and 8.87m on the skew. The spandrels and parapets are detailed as the abutments. A chamfered masonry string course runs across the base of the parapets which are 7.62m apart and coped with oversailing moulded bricks. They terminate in out-projecting piers coped with dressed stone; the NE pier is missing. The cutting has been infilled to the east of the bridge; as a consequence, the arch is now infilled at this end. The approach road are doglegged.

Interest Architectural; Historical

Evaluation This bridge is a good example of its type and also has a historical association with the railway. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.

Significance Regional Action RPS

04202_01 FWH 03/08/2007 East elevation.



04202_02 FWH 03/08/2007 West elevation.



04202_03 FWH 03/08/2007 Stonework and arch detail on east elevation.



04202_04 FWH 03/08/2007 Soffit and south abutment detail.



04202_05 FWH 03/08/2007 Parapet and pier detail at SE end.



Site 04203

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04203 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO031	Grid	288623	303823
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04204

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04204 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO031	Grid	288176 303815
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	Nothing of this accommodation crossing survives.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 04205

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04205 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO031	Grid	287501	303585
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing survives of this bridge which carried the embanked line over a road. The embankment has been removed.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04206 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO031	Grid	287102	303450
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04206 02	Type	Level crossing house			
County	Monaghan	OS 6-inch map	MO031	Grid	287096	303440
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	This level crossing keeper's house was originally a two-bay, single-storey house at the SW end of the former crossing. It has been completely refurbished and a third bay added to its west end. It has a new artificial slate roof with a rendered chimney on the party wall between the original two bays. The walls are rendered with cement and have enlarged square-headed openings. A porch has been added to the east gable and a single-storey extension to the rear.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

04206_01 FWH

03/08/2007 Refurbished house from NE.



History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04207 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO031	Grid	286632	303289
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04207 02	Type	Level crossing house			
County	Monaghan	OS 6-inch map	MO031	Grid	286611	303274
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	This level crossing keeper's house was originally a two-bay, single-storey house at the SW end of the former crossing. It has been completely refurbished and a third bay added to its west end. It has a new artificial roof, cement-rendered walls and square-headed openings with replacement frames. A gabled return has been added to the front (north) elevation.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

04207_01 FWH

03/08/2007 Refurbished house from NE.



Site 04208

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04208 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO031	Grid	286517	303250
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	All traces of this bridge which carried the railway over a stream have been removed when road was realigned along the former track bed.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04209

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04209 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO031	Grid	286383	303207
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04210

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04210 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO031	Grid	286016	303140
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	This bridge has been demolished and the road realigned to remove the dogleg approaches.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04211

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04211 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO031	Grid	285651	303101
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	All traces of this bridge which carried the railway over an accommodation road have been removed along with the embankment.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04212

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04212 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO031	Grid	285348	303091
Surveyed?	Y	Survey date	03/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation crossing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 04213

History Line opened by the GNR(I) in July 1886. Closed by Córas Iompair Éireann in December 1959.

Component	04213 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO031	Grid	284786	303457
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04213 02	Type	Level crossing house			
County	Monaghan	OS 6-inch map	MO031	Grid	284775	303448
Surveyed?	Y	Survey date	16/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	<p>Detached single-storey former level crossing house, now used as a private home. Entrance porch to front elevation with timber panelled door. Extensions to east end and north side added in 1967 and 1974, respectively. Flat-roofed felt-covered extension at north side. Set within its own grounds.</p> <p>Single-span pitched roof with replacement fibre cement tiles and PVC rainwater goods. Yellow brick chimneystack to centre of ridge. Pebbledash and smooth-rendered walls. Principal entrance is now located within the flat-roofed extension, comprising a timber panelled door with side lights. Square-headed window openings with concrete sills and replacement casement windows. Interior has been modernised.</p> <p>Chamfered sandstone plinth and octagonal gate piers to road, now painted. Wrought-iron railings and gates. Spear-headed cast-iron finials to railings. Additional pieces have been added to each leaf of the gates.</p>					
Interest	Historical					
Evaluation	This building has been altered to such an extent that it is no longer of special industrial heritage significance.					
Significance	Record only					

04213_01 FWH 02/07/2007 Level crossing house, from south. Note entrance gates and screen.



04213_02 AR&R 16/08/2007 SE elevation.



04213_03 AR&R 16/08/2007 House from NE.



04213_04 AR&R 16/08/2007 NW elevation.



04213_05 AR&R 16/08/2007 Detail of porch on SW gable.



04213_06 AR&R 16/08/2007 Detail of roof and chimneystack.



04213_07 AR&R 16/08/2007 Octagonal gate piers and wrought-iron gate.



04213_08 AR&R 16/08/2007 Detail of gate pier.



History

Line and station opened by the GNR(I) in July 1886. The station was designed by W.H. Mills, the GNR(I)'s Chief Engineer at that time. The station house (component 10) is almost identical in design to those at Ardee, Ballybay and Glaslough. Old photographs show the signal box (11) to have been a two-storey timber cabin (i.e. not the usual brick base) with external stairs on its NW gable. The line was closed to passenger traffic in March 1947 and closed to all traffic by Córas Iompair Éireann in December 1959.

The engine shed (6) and water tank (7a) were converted to houses c.1996.

04301_01 R M Arnold 16/03/1956 Source C. Friel Collection.

The approaches to Carrickmacross Station: signal cabin to right and coal shed at left.



04301_02 W A Camwell 08/08/1937 Source C. Friel Collection.

Water tank and engine shed at Carrickmacross Station.



04301_03 Real Photographs Source Patterson 2003, p.90.

Carrickmacross station.

04301_04 Unknown Source Johnson 2006, p.30.

QGs class No.153 at Carrickmacross Station.

04301_05 John Langford 31/12/1959 Source Johnston 2005, p.99.

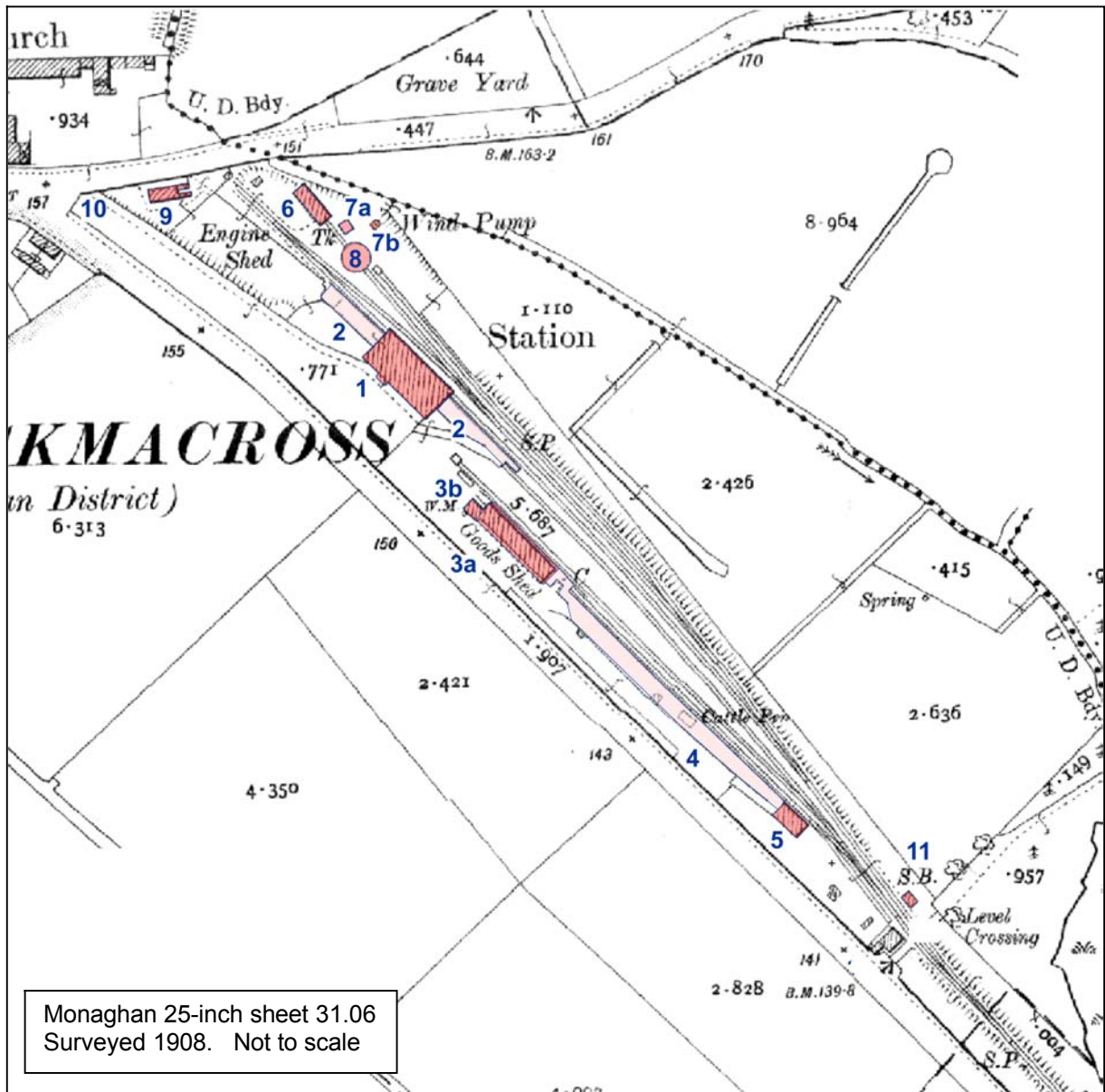
Railcar No.608 at Carrickmacross Station on Irish Railway Record Tour, after it had closed to passenger.

04301_06 A.E. Bennett 08/1957 Source Ferris 2003, p.95.
Carrickmacross signal cabin, with goods yard at left.

04301_07 SLS Collection 37/06/1939 Source Ferris 2003, p.95.
QGs class 0-6-0 No.153 at Carrickmacross Station.

Component	04301 01	Type	Station building			
County	Monaghan	OS 6-inch map	MO031	Grid	284580	303686
Surveyed?	Y	Survey date	16/08/2007	Surveyor	AR&R	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Cleared. Modern building on site. Old photos show a double-pile building in brick, virtually identical to Ardee. The pile at SW was the ticket office, waiting rooms and toilets, all single-storey. The NE pile was a metal-truss sky-lit canopy over the single track with wide openings at both ends and brick wall along the NE elevation. The yellow brick walls were embellished with red and purple brick string courses.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04301 02	Type	Platform			
County	Monaghan	OS 6-inch map	MO031	Grid	284560	303707
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	All traces of the platform have been cleared.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					



Component	04301	03a	Type	Goods shed		
County	Monaghan		OS 6-inch map	MO031	Grid	284625 303616
Surveyed?	Y		Survey date	16/08/2007	Surveyor	AR&R
Completeness	Complete		Condition	Fair	Use	Disused
Description	<p>Detached five-bay single-storey former goods shed. Modern flat-roof extensions to north and SE. Canopies extend over NE track elevation and over SW roadside elevation. Extension built to SW elevation encloses loading bays. No longer in use. Single-span pitched roof with terracotta ridge tiles and cast-iron rainwater goods. Corrugated sheeting covers roof-lights/vents. Canopy to SW pitch survives and is concealed above suspended ceiling visible from interior. Remains of decorative timber bargeboards survive to SE gable end wall.</p> <p>Coursed rubble limestone walls with brick eaves course. Four-segmental-headed arched loading-bay openings with rock-faced sandstone surrounds to NE elevation built-up to form window openings. Square-headed window openings inserted into north end of elevation.</p> <p>Segmental-headed loading-bay openings to SW elevation survive to interior but concealed by flat roof extension.</p> <p>Interior Suspended ceilings and concrete floor. Painted rubble stone wall to interior, smooth rendered to lower courses. Concrete partition walls to NW end of interior to form separate rooms. Remainder of interior remains open-plan.</p>					
Interest	Architectural; Historical; Group					
Evaluation	This goods shed is a good example of its type and also has group value in the context of the overall station complex. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action RPS		

Component	04301 03b	Type	Goods office/ weighbridge			
County	Monaghan	OS 6-inch map	MO031	Grid	284607	303631
Surveyed?	Y	Survey date	16/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	Located at NW end of goods shed. Pitched slate roof with terracotta ridge tiles, cast-iron rainwater goods and a punch-dressed sandstone chimneystack. Coursed rubble limestone walls. Segmental-headed window openings to goods office with rock-faced sandstone surrounds, granite sills and timber sash windows. Square-headed door opening with timber bolection panelled door. Door accessed up granite steps. Interior has suspended ceiling. Projecting chimneybreast to NW wall; no fireplace. Timber architraves to window openings and tongue-and-groove panelling below.					
Interest	Architectural; Historical; Group					
Evaluation	This goods office is an integral part of the goods shed. It is a good example of its type and has group value in the context of the overall station complex. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

Component	04301 04	Type	Goods beach			
County	Monaghan	OS 6-inch map	MO031	Grid	284672	303566
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this goods beach survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04301 05	Type	Coal shed			
County	Monaghan	OS 6-inch map	MO031	Grid	284736	303504
Surveyed?	Y	Survey date	16/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Commercial premises	
Description	Detached two-bay single-storey former coal shed, now located within the yard of a builders suppliers. Shed extensions to NE side and NW end. Single-span barrel-vaulted roof, covered with corrugated-iron sheeting. Roof supported on iron trusses. Random-coursed rubble stone walls with brick quoins to corners. Arched openings to side elevation having four courses of brick to each arch-head. Brackets remain to exterior, which would have formerly supported sliding doors, now gone. NE elevation has been partially broken out, affording internal access to shed extension. Business name, 'Daly Bros CMX LTD' painted to rendered apex at SE end. Heavy timber floorboards to interior, survive in poor condition.					
Interest	Architectural; Historical; Group					
Evaluation	This utilitarian building is a good example of its type and has group value in the context of the overall station complex. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

Component	04301 06	Type	Engine shed			
County	Monaghan	OS 6-inch map	MO031	Grid	284540	303755
Surveyed?	Y	Survey date	16/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	Detached four-bay single-storey with dormer floor former engine shed, now converted into two private homes of two bays each. Single-span pitched roof with fibre cement tiles. Replica ridge vents with fibre cement tiles. Timber fascia boards below eaves. PVC rainwater goods. Four roof-lights to NE slope of roof. Random coursed rock-faced sandstone walls with cement-based re-pointing. Brick plinth added at NW end. Round-arch openings to each side having 3 courses of brick to each arch head. Granite sills. Concrete sills to NW end and on NE side elevation. Replacement timber windows. Central bays on NE side elevation have been converted to door openings. Each timber door has a side-light. Large brick arch opening to SE end with brick infill and windows inserted to ground and first floors.					
Interest	Architectural; Historical; Group					
Evaluation	Although converted, this former engine shed retains much of its original character and contributes to the value of the overall complex. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

Component	04301 07a	Type	Water tank			
County	Monaghan	OS 6-inch map	MO031	Grid	284556	303747
Surveyed?	Y	Survey date	16/08/2007	Surveyor	AR&R	
Completeness	Substantial remai	Condition	Good	Use	Dwelling	
Description	Detached former water tank, now converted for use a private homes. The actual tank has been removed from tower. Base of tower comprising courses of rock-faced blocks survives. Three-bay single-storey extension has been added to north east end. Three-bay single storey extension has been added to the SE end also. Single-span hipped roof with fibre cement tiles. Brick arch openings with timber window and concrete sills. Timber door. Round-headed opening on NW side converted to a window by being blocked up at its lower level.					
Interest	Architectural; Historical; Group					
Evaluation	Although converted, the base of this tank still retains its character and contributes to the value of the overall complex. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

Component	04301 07b	Type	Water pump (wind)			
County	Monaghan	OS 6-inch map	MO031	Grid	284566	303746
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this pump which supplied the nearby water tank survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04301 08	Type	Turntable			
County	Monaghan	OS 6-inch map	MO031	Grid	284558	303732
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this turntable survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04301 09	Type	Station house			
County	Monaghan	OS 6-inch map	MO031	Grid	284485	303759
Surveyed?	Y	Survey date	16/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	<p>Detached three-bay two-storey former station house, with rendered screen wall to east. Now in use as a private dwelling. Located set back off the roadside, NW of the station building.</p> <p>Pitched fibre-cement roof with two rebuilt redbrick chimneystacks and replacement rainwater goods. Roof gabled over round-headed window opening to front elevation. Rendered walls with a ruled and lined detail.</p> <p>Segmental-headed window openings with painted brick arches, replacement aluminium windows and painted granite sills. Round-headed window opening to first floor front elevation. Pair of narrow segmental-headed window openings to ground floor rear elevation. Round-headed door opening with glazed fanlight, painted brick surround and replacement timber panelled door.</p> <p>Rendered screen wall to east of house formerly built to conceal private yard to house. Now incorporates later kitchen extension.</p> <p>Front of site enclosed by painted stone plinth wall with wrought-iron railings and gate. Rendered square-profile piers to front site.</p>					
Interest	Historical; Group					
Evaluation	The station house is typical in design and follows the same plan as the houses of Newbliss and Ardee. However, unlike the latter structures, this one has been renovated and lost original features such as door and window joinery. The alterations have diminished character so that it is now of local industrial heritage interest only.					
Significance	Local					

Component	04301 10	Type	Entrance (station)			
County	Monaghan	OS 6-inch map	MO031	Grid	284447	303755
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	The entrance gates and piers have been removed.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	04301 11	Type	Signal box
County	Monaghan	OS 6-inch map	MO031 Grid 284783 303473
Surveyed?	Y	Survey date	03/08/2007 Surveyor Fred Hamond
Completeness	No visible remain	Condition	N/A Use N/A
Description	All traces of this signal box have been removed and the site redeveloped.		
Interest	None		
Evaluation	No industrial heritage significance.		
Significance	Record only		

04301_01 AR&R 16/08/2007 Goods shed: SW elevation.



04301_02 FWH 02/07/2007 Goods shed: detail at north end of SW elevation.



04301_03 AR&R 16/08/2007 Goods shed: NE elevation.



04301_04 AR&R 16/08/2007 Goods shed: detail of NE elevation.



04301_05 AR&R 16/08/2007 Goods shed: extensions to SE gable.



04301_06 AR&R 16/08/2007 Goods shed: timber detail to end of canopy



04301_07 AR&R 16/08/2007 Goods shed: remains of timberwork to SE gable.



04301_08 AR&R 16/08/2007 Goods shed: canopy to north end of SW elevation.



04301_09 AR&R 16/08/2007 Goods shed: window in NE elevation.



04301_10 AR&R 16/08/2007 Goods shed: partially built-up loading bay.



04301_11 AR&R 16/08/2007 Goods shed: interior view of ached opening connecting main shed to extension on SW gable.



04301_12 AR&R 16/08/2007 Goods shed: NW end of interior of shed.



04301_13 AR&R 16/08/2007 Goods shed: SE end of interior of shed.



04301_14 AR&R 16/08/2007 Goods shed: interior of extension at SW end.



04301_15 AR&R 16/08/2007 Goods shed: canopy concealed above ceiling to SW extension.



04301_16 AR&R 16/08/2007 Goods office: view from NW.



04301_17 AR&R 16/08/2007 Goods office: SW elevation.



04301_18 AR&R 16/08/2007 Toilet extension adjacent to goods office



04301_19 AR&R 16/08/2007 Goods office: chimneystack.



04301_20 AR&R 16/08/2007 Goods office: door.



04301_21 AR&R 16/08/2007 Goods office: window.



04301_22 AR&R 16/08/2007 Goods office: window.



04301_23 AR&R 16/08/2007 Goods office: interior.



04301_24 AR&R 16/08/2007 Coal shed from south.



04301_25 AR&R 16/08/2007 Coal shed: arched opening.



04301_26 AR&R 16/08/2007 Coal shed: detail of brick in arch.



04301_27 AR&R 16/08/2007 Coal shed: internal view of roof.



04301_28 AR&R 16/08/2007 Coal shed: timber floor boards.



04301_29 AR&R 16/08/2007 Engine shed from west.



04301_30 AR&R 16/08/2007 Engine shed: SW elevation.



04301_31 FWH 02/07/2007 Engine shed from north.



04301_32 AR&R 16/08/2007 Engine shed: NE elevation.



04301_33 AR&R 16/08/2007 Engine shed: SE gable.



04301_34 AR&R 16/08/2007 Engine shed: window detail.



04301_35 AR&R 16/08/2007 Water tower and extension, from NW.



04301_36 AR&R 16/08/2007 Water tower: NW elevation.



04301_37 AR&R 16/08/2007 Water tower: SE elevation.



04301_38 FWH 02/07/2007 Station house from NW.



04301_39 AR&R 16/08/2007 Station house: north elevation.



04301_40 AR&R 16/08/2007 Station house from NE.



04301_41 AR&R 16/08/2007 Station house: south elevation.



04301_42 AR&R 16/08/2007 Station house: kitchen extension from SW.



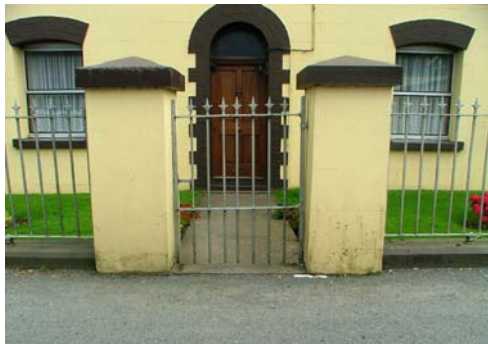
04301_43 AR&R 16/08/2007 Station house: front door.



04301_44 AR&R 16/08/2007 Station house: window detail.



04301_45 AR&R 16/08/2007 Station house: pedestrian gate to frontage.

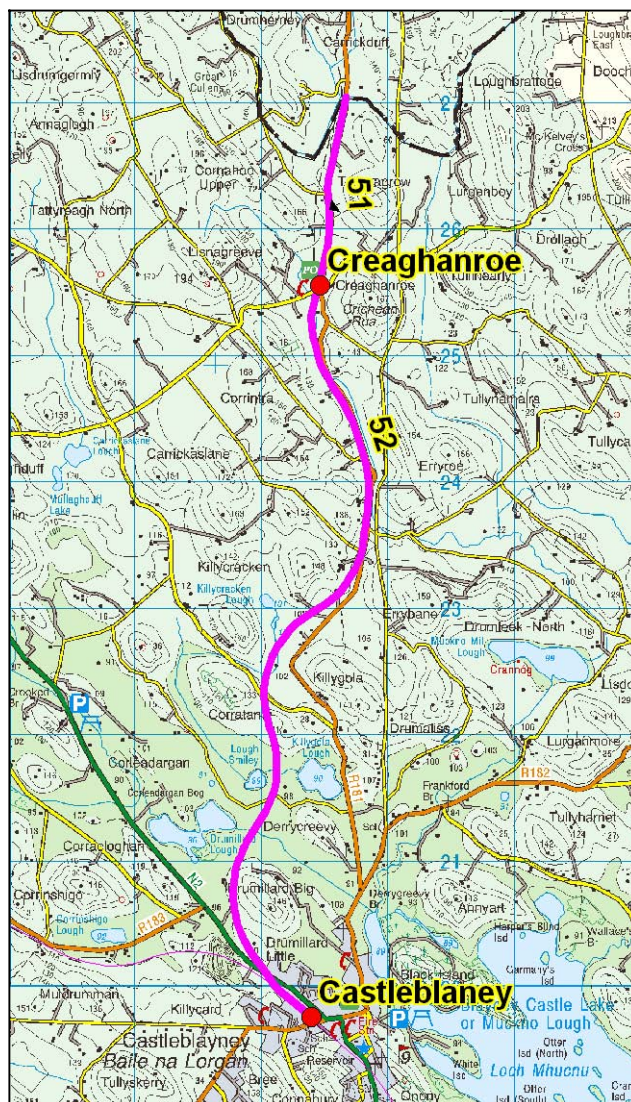


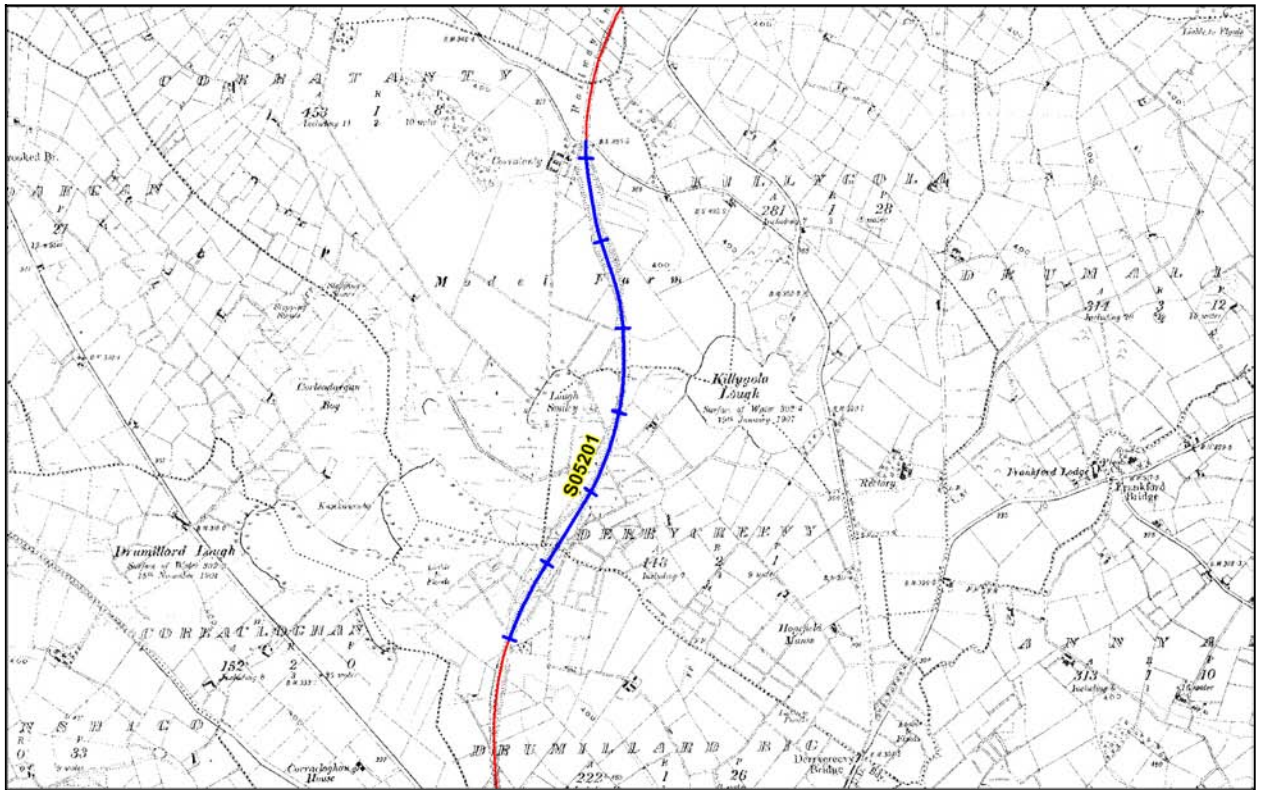
04301_46 AR&R 16/08/2007 Station house: railings to frontage.



5 ARMAGH-CASTLEBLANEY LINE

From/To	Armagh (Co Armagh) / Castleblaney
Opened	10 November 1910
Opened by	Castleblaney, Keady and Armagh Railway
Total length	29 km
Length in study area	8.0 km
Length in Co Louth/ Monaghan	0 km/ 8.0 km
Operated by	Great Northern Railway (Ireland)
Closed to passenger traffic	1 April 1923
Closed to goods traffic	1 April 1923





Section S05201

Stretch **S05201** **Type** Cutting; Embankment **Length (m)** 1406

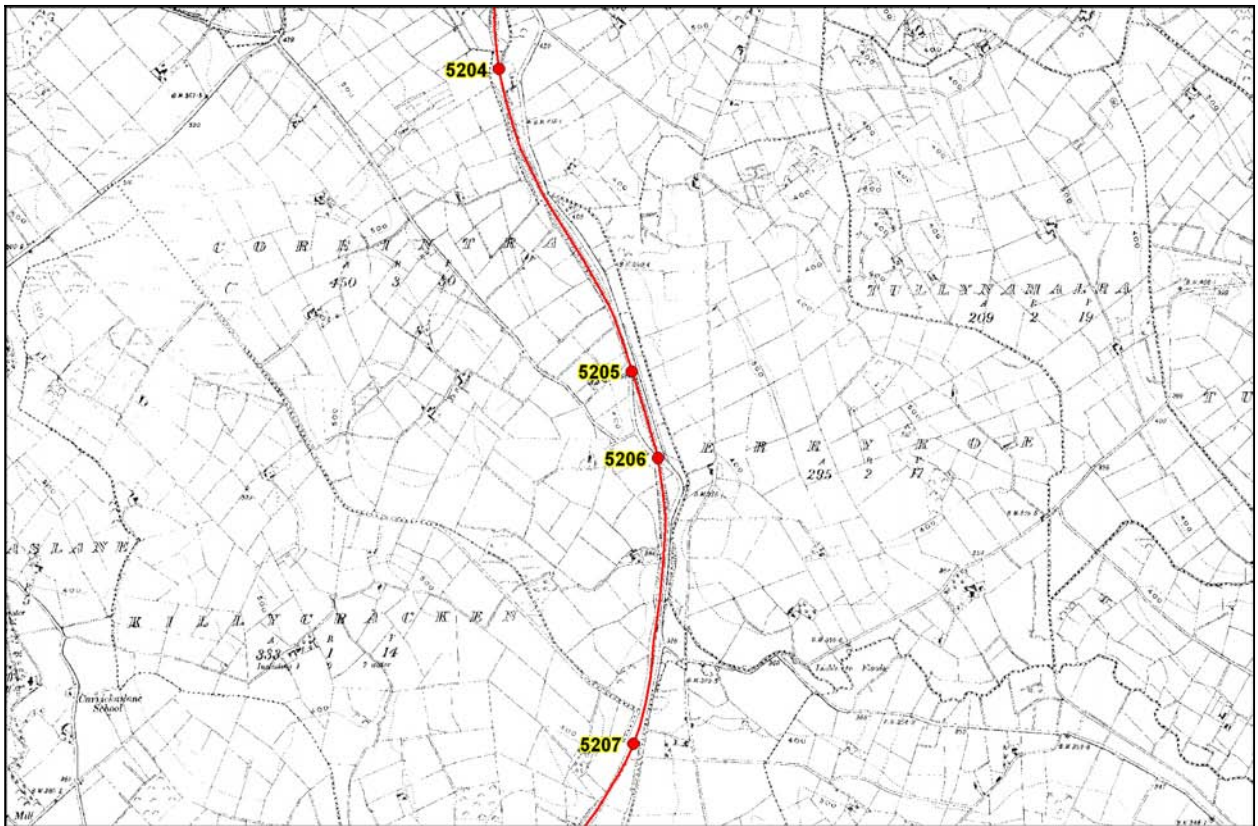
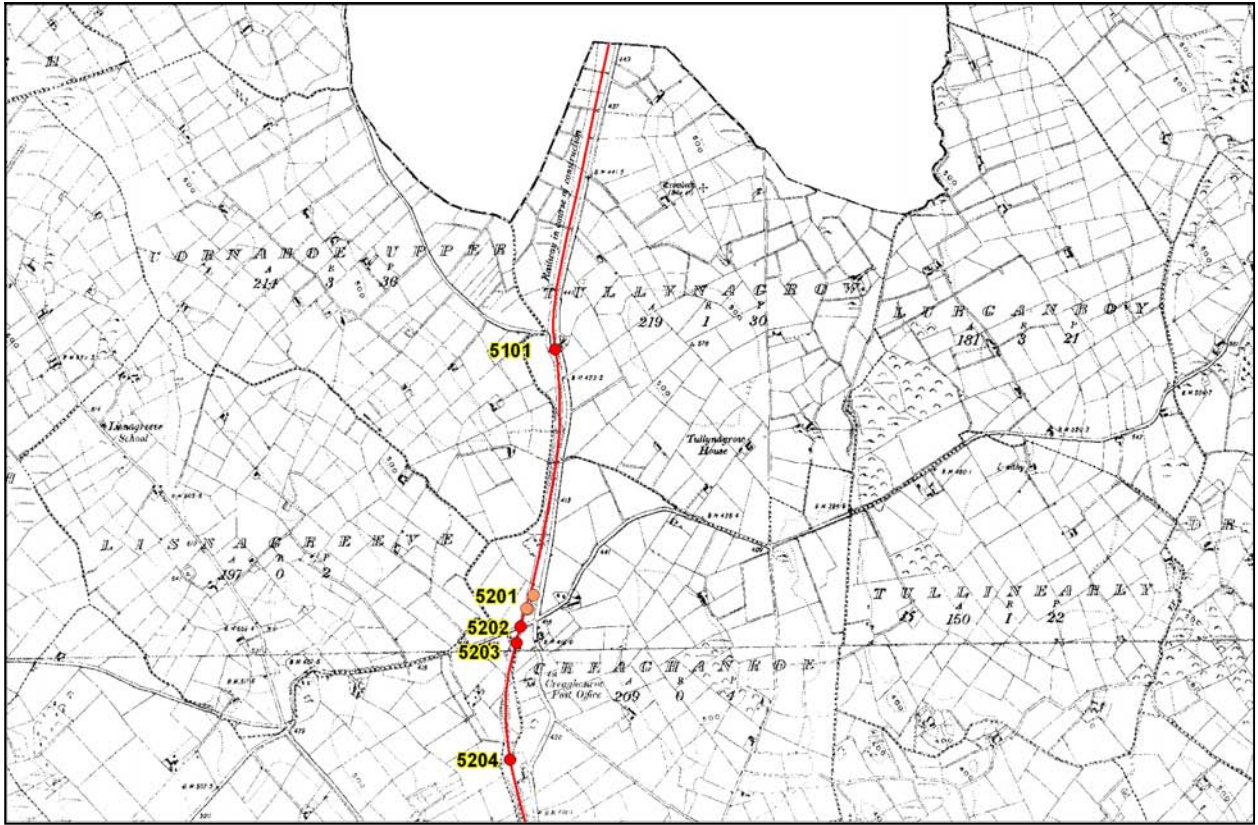
Description At the north end of this stretch is a cutting, crossed by a road bridge (05212) at its north end. The line continues southwards from the cutting on an embankment across low-lying ground between drumlins at Corratanty and Drumillard. The spoil for its construction undoubtedly came from the cutting. Just north of the bridge over the outflow from Drumillard Lough (5215) are terraces on either side of the embankment; these appear to be secondary spoil heaps. There are two bridges of interest on the embankment: 05214 over a road, and 05215 over the outflow river.

S05201_01 FWH 24/07/2007 Looking south along embankment from 5214.

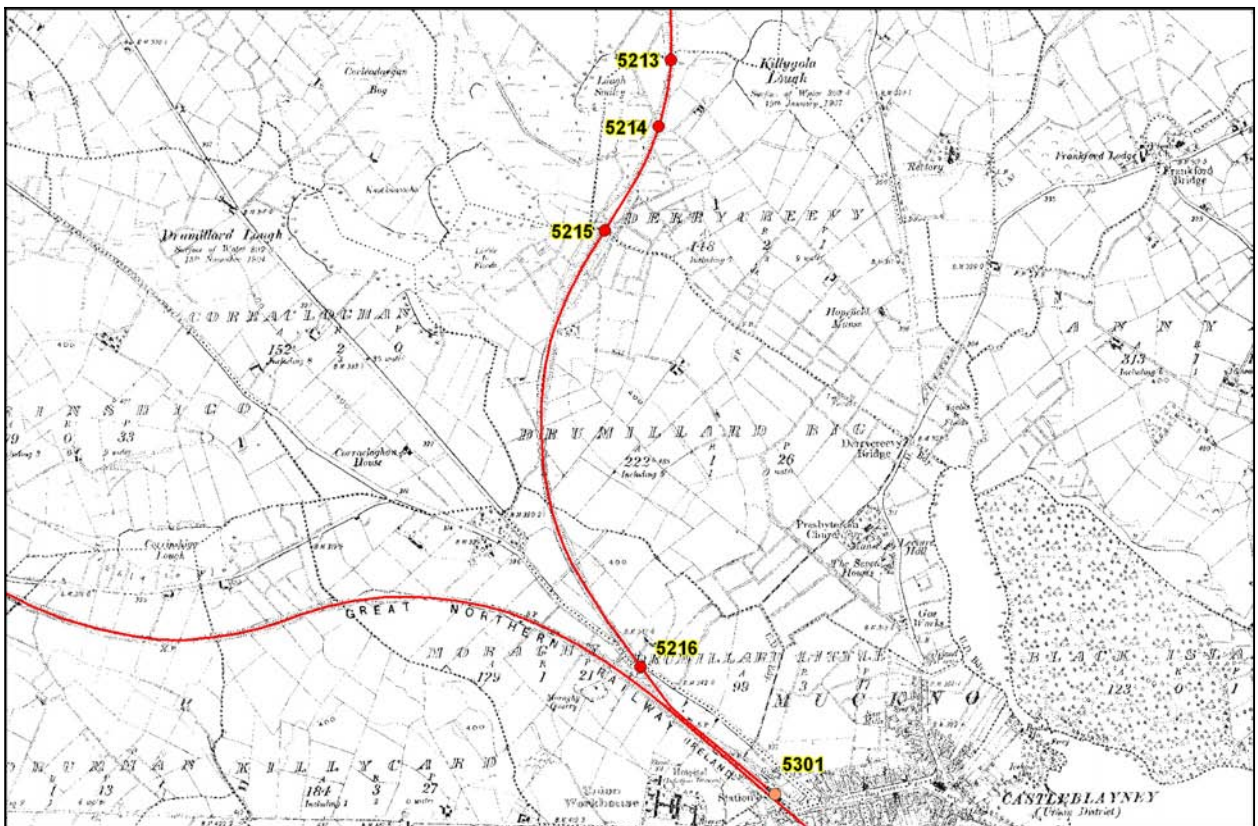
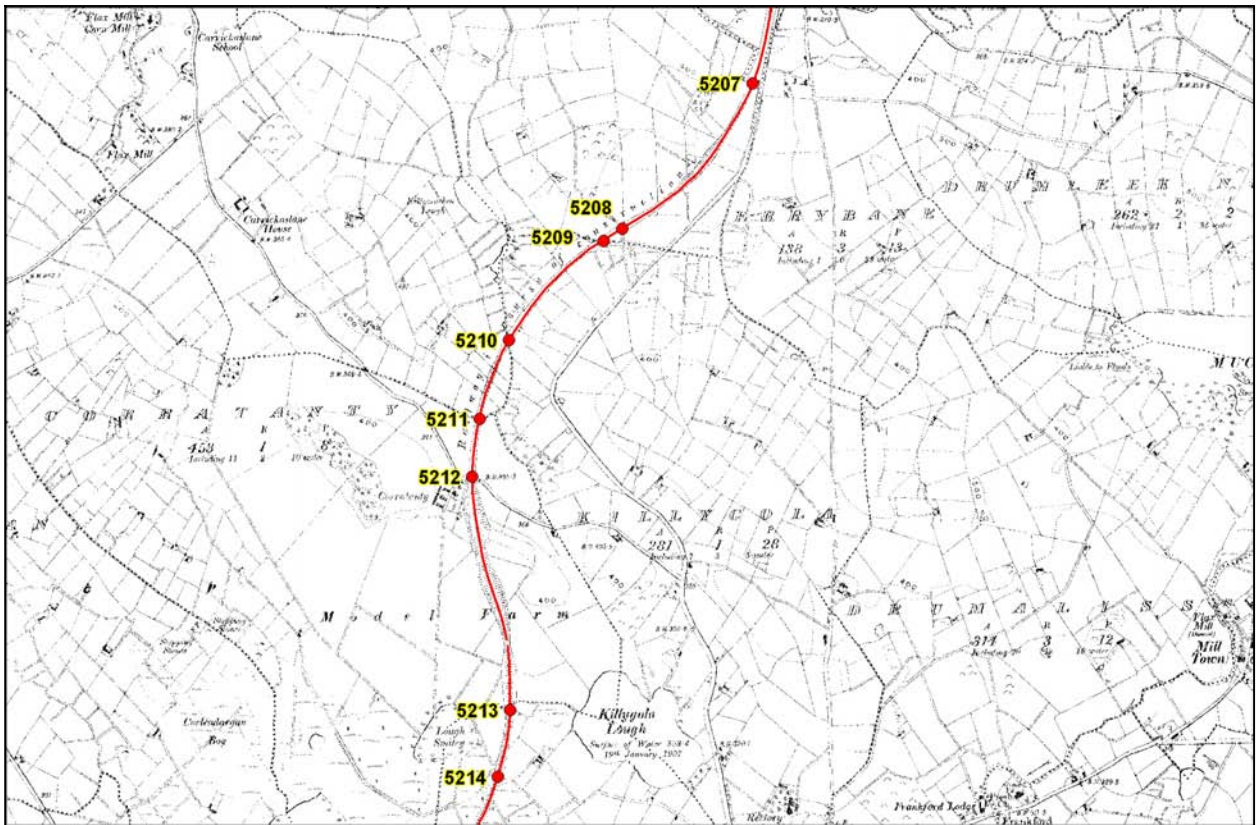


S05201_02 FWH 24/07/2007 Looking south towards spoil terraces.





Site maps 5101 - 5207



Site maps 5207 - 5301

Site **05101**

Kane's Rocks Crossing

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05101	01	Type	Level crossing		
County	Monaghan		OS 6-inch map	MO015	Grid	282520 326233
Surveyed?	Y		Survey date	24/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	Nothing survives of this crossing, nor of the line in its vicinity.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

History

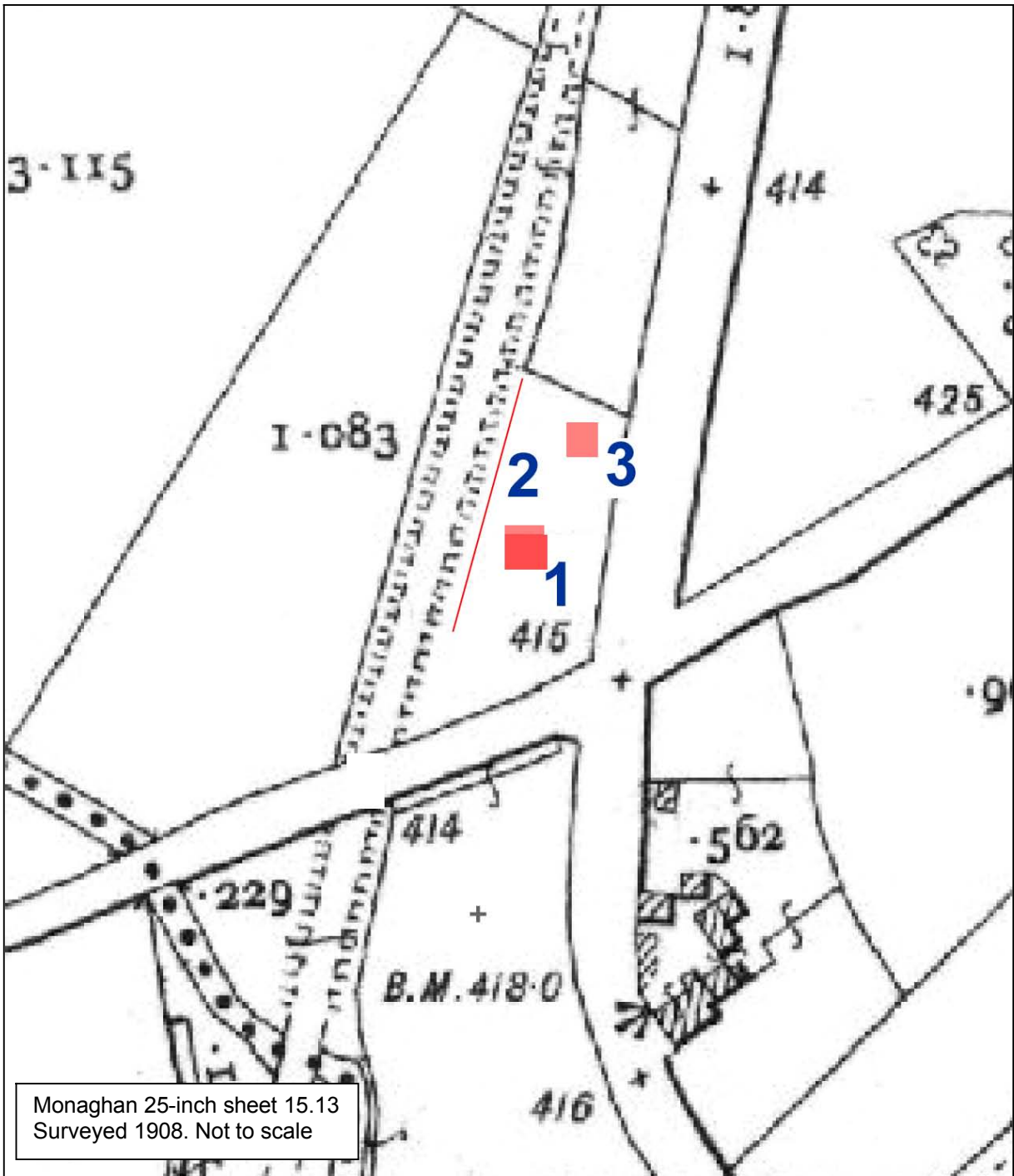
Line opened by the Castleblaney, Keady & Armagh Railway in November 1910. Close by the GNR(I) in April 1923. After closure, the station was bought by a former GNR(I) employee and re-opened to serve the community as a shop, post office and petrol station. It also remained the stop for the Bus Eireann buses and continued to play an important social role in the community until recently.

05201_01 E.M. Patterson 24/07/1960 Source C. Friel Collection: EMP76K.

Creaghanroe Station.



Component	05201	01	Type	Station building		
County	Monaghan		OS 6-inch map	MO015	Grid	282449 325546
Surveyed?	Y		Survey date	29/10/2007	Surveyor	AR&R
Completeness	Complete		Condition	Good	Use	Disused
Description	<p>Multi-bay single-storey former station building with flat-roof extension to west and modern entrance porch. No longer in use. Located set back from the roadside. Part of the Great Northern Line from Castleblaney to Armagh via Keady. Pitched slate roof with terracotta ridge tiles and redbrick chimneystack. Timber weatherboarding walls on a mass concrete plinth wall. Segmental-headed window openings to station with original two-over-two timber sash windows. Timber window surrounds to segmental-headed openings. Some window openings have been enlarged and timber casement windows inserted. Projecting brick entrance porch not original. Square-headed former door opening to north end of front elevation partially blocked-up to form window opening now containing a letter box (was a post office in 1960s). Interior contained ticket office, waiting room and toilets. Some original internal panelling at south end. There was a glazed sliding door at north end of rear elevation out to platform.</p>					
Interest	Architectural; Historical; Social; Group; Setting					
Evaluation	This was the only substantial timber station building in counties Monaghan and Louth (there was a small wooden building at Omeath Station). It has group interest, was of social importance and continues to add interest to the locality. It is of regional industrial heritage interest and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	



Component	05201 02	Type	Platform			
County	Monaghan	OS 6-inch map	MO015	Grid	282444	325547
Surveyed?	Y	Survey date	29/10/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	Remains of platform survive to east of former station, with later extension station built thereon. Coursed rubble stone platform wall with concrete kerbstones. Concave moulding to edge of kerbstone.					
Interest	Historical; Group					
Evaluation	This platform is primarily of group value in the context of the overall station complex. It is of regional industrial heritage interest and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

Component	05201 03	Type	Station house			
County	Monaghan	OS 6-inch map	MO015	Grid	282464	325583
Surveyed?	Y	Survey date	29/10/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	Single-storey former station house with larger two storey addition to west. Now in use as a private dwelling. Pitched roof with fibre-cement tiles, terracotta ridge tiles and some cast-iron rainwater goods. Replacement decorative bargeboards to gable ends with finial to apex. Re-built redbrick chimneystack. Pebbledash walls. Segmental-headed window openings to east front elevation with replacement timber casement windows and concrete sills. Large square-headed window opening inserted into south gable end wall, with timber casement window and concrete sill. Scar of former porched door opening visible to east front elevation.					
Interest	None					
Evaluation	This building has undergone too much alteration to be of special industrial heritage significance.					
Significance	Record only					

05201_01 AR&R 29/10/2007 View of station building from east.



05201_02 FWH 25/06/2007 Station building from NE.



05201_03 AR&R 29/10/2007 North gable of station building.



05201_04 AR&R 29/10/2007 Extension to rear of station building.



05201_05 AR&R 29/10/2007 Entrance porch of station building.



05201_06 AR&R 29/10/2007 Signage on road elevation of station building.



05201_07 AR&R 29/10/2007 Station building: detail of chimney.



05201_08 AR&R 29/10/2007 Station building: blocked-up door opening.



05201_09 AR&R 29/10/2007 Station building: window detail.



05201_10 AR&R 29/10/2007 Station building: Pepsi sign on front elevation.



05201_11 FWH 25/06/2007 Platform from north.



05201_12 AR&R 29/10/2007 Platform detail.



05201_13 AR&R 29/10/2007 Station house and modern extension from south.



05201_14 FWH 25/06/2007 Station house from SE.



05201_15 AR&R 29/10/2007 Station house from east.



Site

05202

Creaghanroe Crossing

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05202 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO015	Grid	282429	325499
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this level crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 05203

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05203 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO015	Grid	282418	325456
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing survives of this former bridge which carried the railway over a stream. The area has been re-landscaped and a farm building and yard now occupy this location.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 05204

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910. Close by the GNR(I) in April 1923.

Component	05204 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO020	Grid	282401	325146
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	An arched bridge carries the former single-track line over a stream. The bridge is of concrete construction throughout save for its segmental arch which comprises four brick soldier courses and spans c.4.27m (14ft). There are shallow tapered buttresses to each face on either side of the arch. It is embellished with a concrete string course under the parapet. Very overgrown.					
Interest	Historical					
Evaluation	This bridge is primarily of historical interest due to its association with the railway and is of local industrial heritage significance.					
Significance	Local					

05204_01 FWH 24/07/2007 East elevation.



Site 05205

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05205 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO020	Grid	282752	324344
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	The road has been realigned along the former track bed hereabouts and nothing remains of the level crossing.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 05206

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05206 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO020	Grid	282822 324116
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	The road has been realigned along the former track bed hereabouts and nothing remains of the level crossing.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site

05207

Killycracken Crossing

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05207 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO020	Grid	282757	323358
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this level crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 05208

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910. Close by the GNR(I) in April 1923.

Component	05208 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO020	Grid	282412	322973
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Fair	Use	Disused	
Description	This bridge carried the embanked single-track railway over an accommodation track. The embankment and bridge have been demolished save for the NE abutment and wing walls, both of which are of mass concrete construction. The surviving abutment has a high admixture of random rubble and is 5.23m deep. The sloping wing walls terminate in small piers.					
Interest	None					
Evaluation	This abutment is now the only obvious reminder of the existence of the former railway line hereabouts. However, it is of no special industrial heritage significance.					
Significance	Record only					

05208_01 FWH 24/07/2007 Road-face of surviving abutment, from west.



05208_02 FWH 24/07/2007 Embankment face of surviving abutment, from east.



Site 05209

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05209 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO020	Grid	282361	322939
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	A small culvert carries a stream under the single-track railway line. It is of mass concrete construction throughout save for its semicircular arch which comprises three brick soldier courses. Heavy overgrown made measurement and photography impossible. The track is now used as an accommodation track between fields.					
Interest	Historical					
Evaluation	This bridge is of no special industrial heritage significance.					
Significance	Record only					

Site 05210

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910. Close by the GNR(I) in April 1923.

Component	05210 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO020	Grid	282111	322677
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	A skew arch bridge carries the single-track railway over a stream. It is of mass concrete construction save for the brick soffit of its segmental arch. Interestingly, although the abutments are highly skewed, the bricks are laid orthogonally. This is possible due to the use of concrete at each end. The span measures c.5.1m on the skew and the parapets are 4.38m apart. A small section of the former line survives to the SW of the bridge which is now used as an accommodation track between fields.					
Interest	Architectural; Historical					
Evaluation	This bridge is of some architectural interest on account of its mode of construction. It also has historical interest due to its association with the railway. It is of local industrial heritage significance.					
Significance	Local					

05210_01 FWH 24/07/2007 NW elevation.



Site 05211

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910. Close by the GNR(I) in April 1923.

Component	05211 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO020	Grid	282033	322468
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A skew arch bridge carries the single-track railway over a stream. It is of mass concrete construction save for its arch which comprises three soldier courses of brick laid skewly. The arch spans and 2.45m measured orthogonally, and 2.54m on the skew.					
Interest	None					
Evaluation	This bridge is primarily of historical interest due to its association with the railway and is of local industrial heritage significance.					
Significance	Local					

05211_01 FWH 24/07/2007 West elevation.



Site 05212

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910. Close by the GNR(I) in April 1923.

Component	05212 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO020	Grid	282014	322316
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Road bridge	

Description This arched bridge carries a minor road over the single-line railway at the north end of a cutting through a drumlin. The abutments are of random rubble with rock-faced quoins. There are similarly-detailed shallow tapered buttresses. The arch is of segmental profile and comprises four brick soldier courses spanning 4.87m (16ft). The spandrels and parapet are of random rubble. There is a brick string course along the base of the parapets. The tops of the parapets, which are 6.07m apart, are coped with brick and have concrete cappings at each end. The faces of the bridge are very overgrown.

Interest Architectural; Historical; Rarity

Evaluation This bridge is of architectural interest in being the only stone and brick one on the Co Monaghan stretch of the former railway (all the others are of concrete-and-brick). It is also of historical interest due to its association with the railway. Overall, it is of regional industrial heritage interest and merits inclusion in the Record of Protected Structures.

Significance Regional Action RPS

05212_01 FWH 24/07/2007 View inside arch, from north.



05212_02

FWH

24/07/2007

Parapet detail at NW end of bridge.



Site 05213

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05213 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO020	Grid	282114	321696
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	An arched culvert conveys a stream connecting Lough Smiley and Killygola Lough under the single-track railway, here embanked. It is of mass concrete construction save for its semicircular arch which comprises four brick soldier courses. There are no parapets. Heavy overgrown precluded exact measurement and photography.					
Interest	Historical					
Evaluation	This bridge is of no special industrial heritage significance.					
Significance	Record only					

Site 05214

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910. Close by the GNR(I) in April 1923.

Component	05214 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO020	Grid	282081	321518
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A single arch bridge carries the embanked single-track line over a road. It is of mass concrete construction apart from its semicircular arch which comprises three brick soldier courses. The abutments are 5.76m deep and the span measures 3.76m. It is embellished with a concrete string course through the arch and around the quoins at spring level. There is also a string course along the base of the parapets which are 4.91m apart. Sloping wing walls project at each end. The approach roads are dog-legged.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type (concrete and brick) and a prominent feature hereabouts. It also has historical interest due to its association with the railway. Overall, it is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

05214_01 FWH 24/07/2007 View from SW.



05214_02 FWH 24/07/2007 East elevation.



05214_03 FWH 24/07/2007 North-east abutment detail.



History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910. Close by the GNR(I) in April 1923.

Component	05215 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO020	Grid	281939	321243
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	This substantial arched bridge carries the embanked single-track line over a river issuing from Drumillard Lough. It is of mass concrete construction apart from its segmental arch which comprises six brick soldier courses. Deep water precluded access to the arch but is estimated to span c.9.14m (30ft). It is embellished with a concrete string course through the arch. There is also a string course along the base of the parapets which are 4.88m apart. Angled wing walls project at each end.					
Interest	Architectural; Historical; Setting					
Evaluation	This is the most substantial bridge surviving on the Co Monaghan stretch of the line and is an excellent example of a concrete-and-brick bridge. It is of historical interest due to its railway associations and also a prominent landscape feature. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

05215_01 FWH 24/07/2007 West elevation.



05215_02

FWH

24/07/2007

Looking south across former track bed.



Site 05216

History Line opened by the Castleblaney, Keady & Armagh Railway in November 1910.
Close by the GNR(I) in April 1923.

Component	05216 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO020	Grid	282033	320088
Surveyed?	Y	Survey date	24/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No trace of this bridge survives. The road, which was formerly dog-legged at the bridge, has been realigned and widened.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site **05301**

Castleblaney Station (CBY)

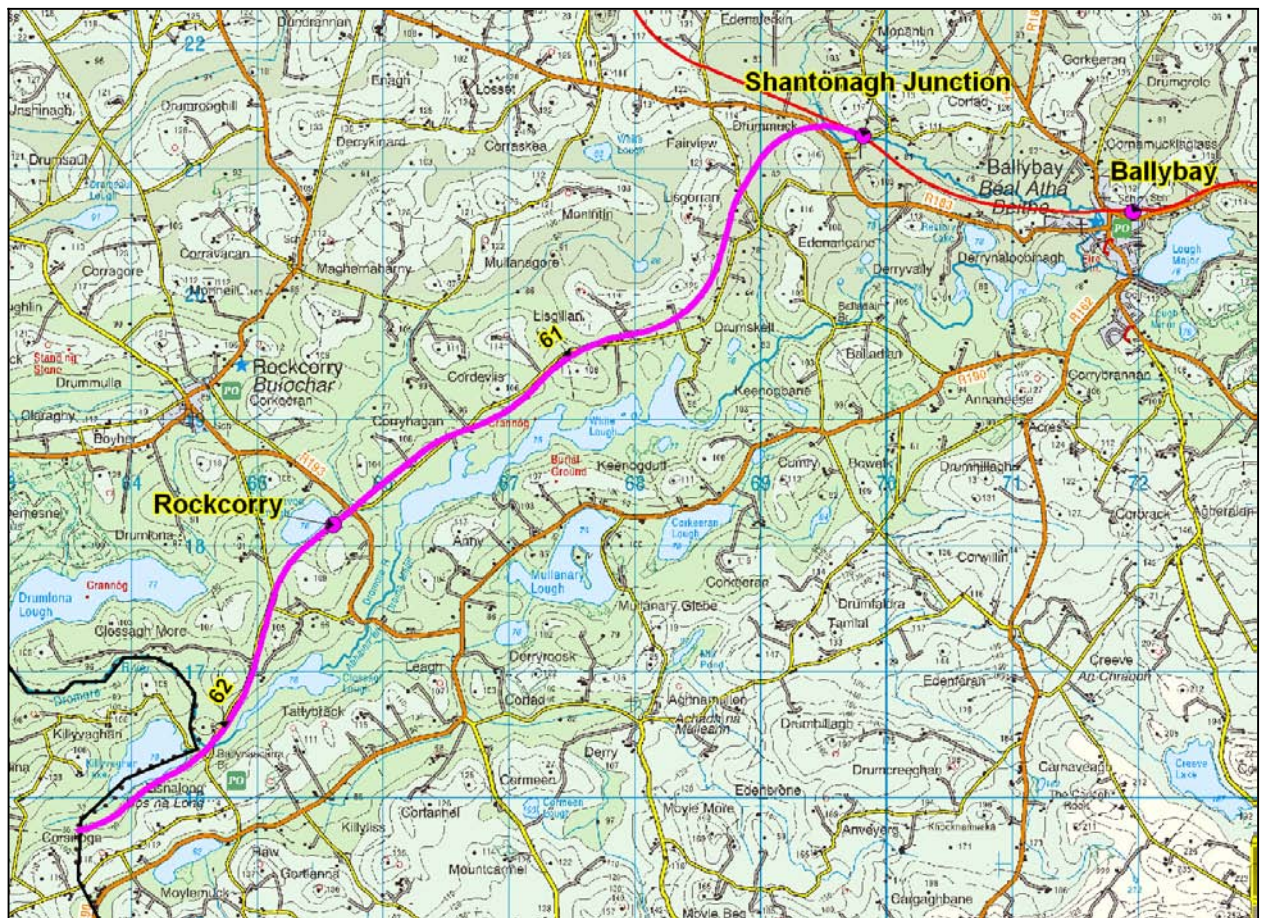
History Used by the line from Keady from November 1910 until April 1923.

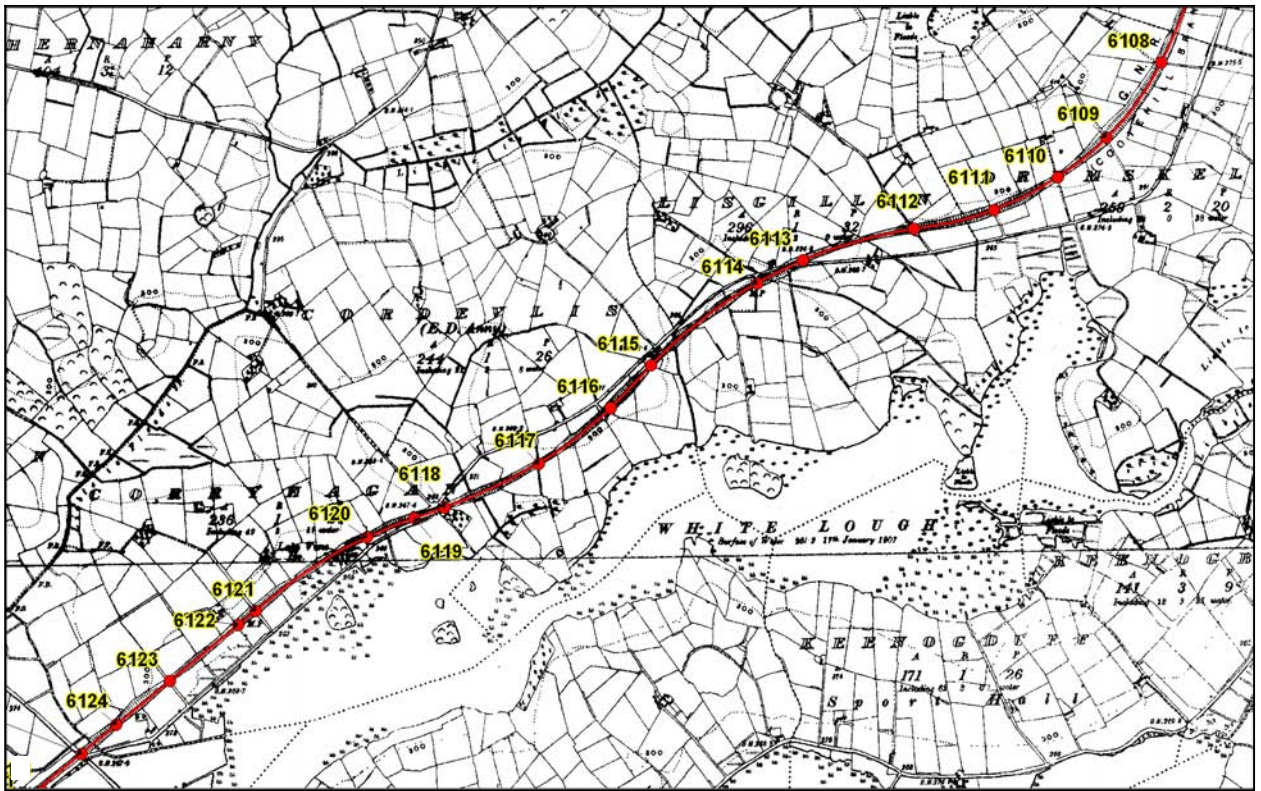
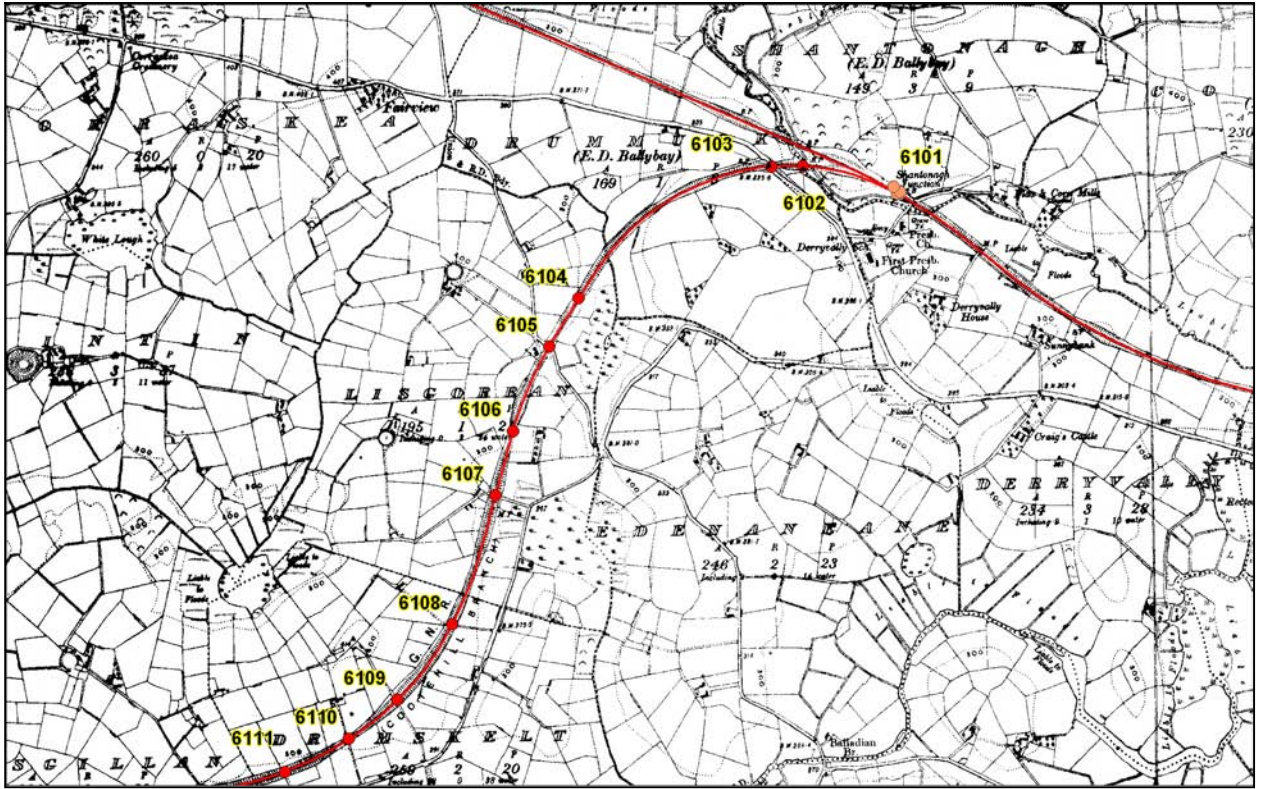
Component	05301	Type	Station		
County	Monaghan	OS 6-inch map	MO020	Grid	282390 319751
Surveyed?	Y	Survey date	29/10/2007	Surveyor	AR&R

Description See 03501 for details.

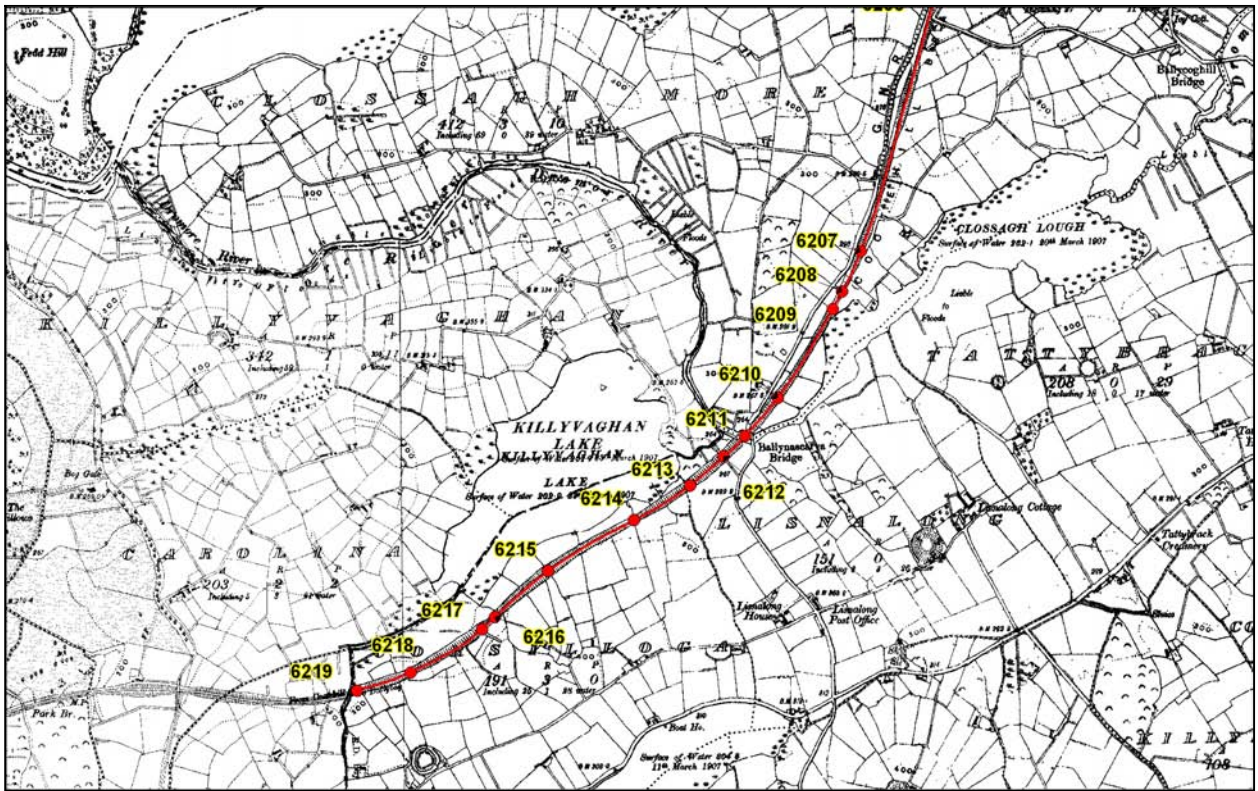
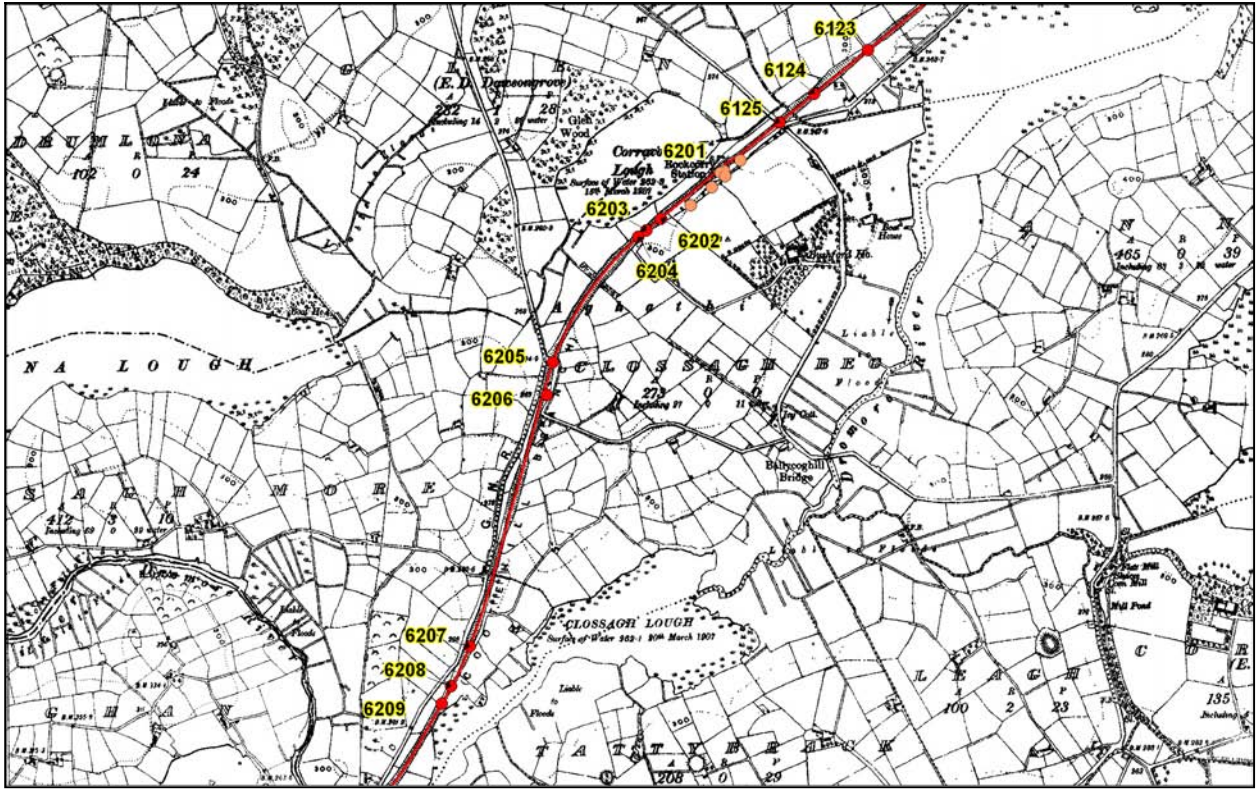
6 COOTEHILL BRANCH

From/To	Shantonagh Junction / Cootehill (Co Cavan)
Opened	18 October 1860
Opened by	Dundalk & Enniskillen Railway
Total length	12 km
Length in study area	8.9 km
Length in Co Louth/ Monaghan	0 km/ 8.9 km
Operated by	Dundalk & Enniskillen Railway; Irish North Western Great Northern Railway (Ireland)
Closed to passenger traffic	9 March 1947
Closed to goods traffic	19 June 1955





Site maps 6101 - 6124



Site maps 6123 - 6219

History

Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

A signal house is cited here on the 2nd edition OS map. It was replaced by a standard GNR(I) box in the period 1877-1903. The replacement was destroyed by fire on 5 March 1923 during the Civil War; it was presumably rebuilt at the same location. The railway-related house (component 3) is cited as a watch house on the 2nd edition OS map.

06101_01 Drew Donaldson 03/06/1956 Source C. Friel Collection: DDNW7.

U class 4-4-0 No.202 'Louth' passes the signal cabin at Shantonagh Junction with a GAA special going west.

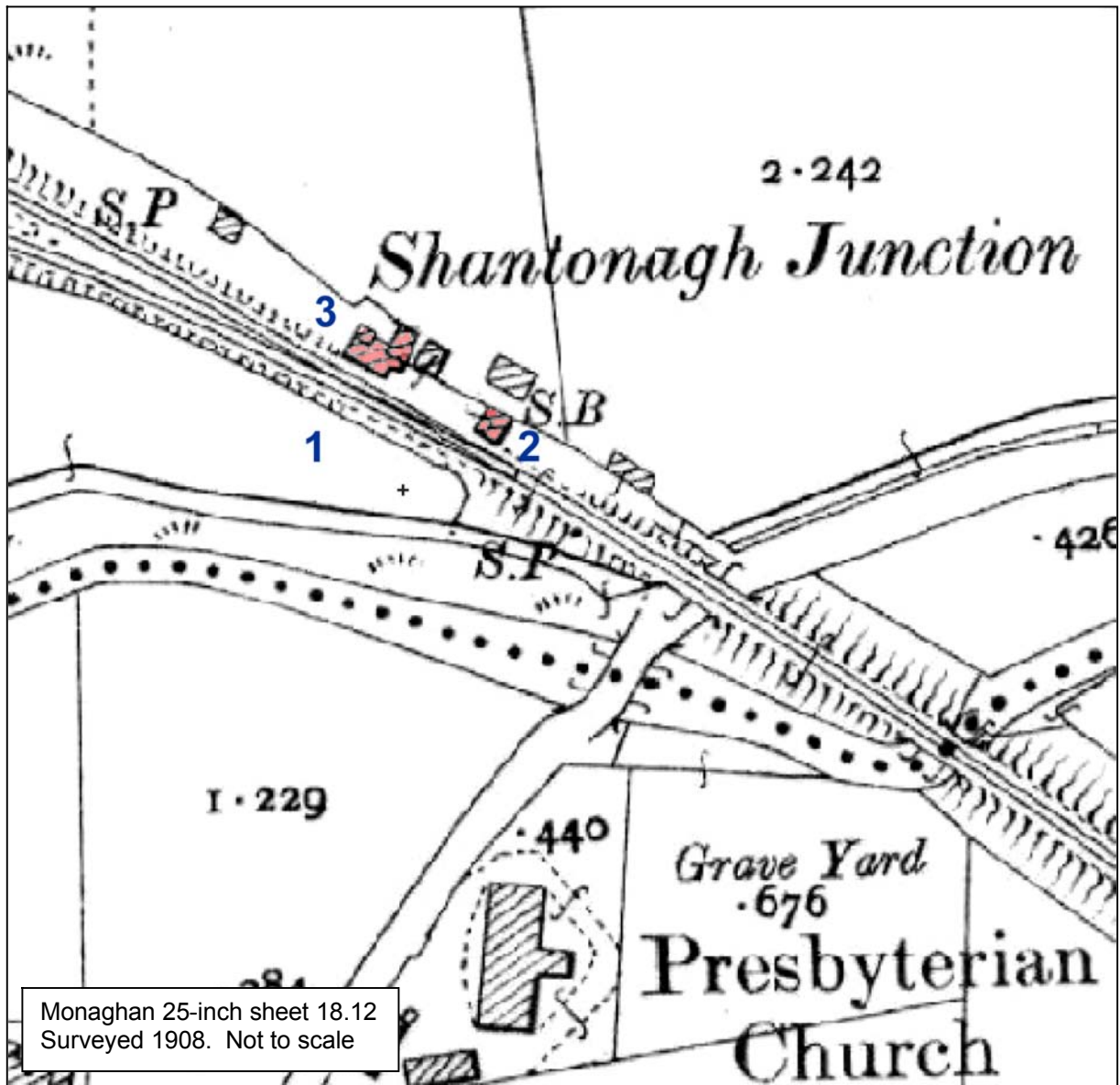


06101_02 E.M Patterson 31/07/1958 Source C. Friel Collection: EMP44B.

Looking west to Shantonagh Junction just after the lifting of the Cootehill branch line at left; the Enniskillen line is at right.



Component	06101 01	Type	Junction		
County	Monaghan	OS 6-inch map	MO018	Grid	269780 321256
Surveyed?	Y	Survey date	25/06/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	All traces of the junction have been cleared.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				



Component	06101 02	Type	Signal box			
County	Monaghan	OS 6-inch map	MO018	Grid	269789 321260	
Surveyed?	Y	Survey date	25/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	All traces of this standard GNR signal box signal box have been removed. New bungalow belonging to Mr Gregg now occupies site. Old photos show external staircase on NW gable.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	06101 03	Type	Railway-related house			
County	Monaghan	OS 6-inch map	MO018	Grid	269772 321274	
Surveyed?	Y	Survey date	31/10/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Domestic store	
Description	Detached two-bay single-storey former signalman's house, with projecting entrance bay to SE. Currently in use as a shed. Original entrance located within porch on SE gable. Remains of porch and blocked-up door opening visible. Pitched slate roof with terracotta ridge tiles and some cast-iron rainwater goods. Central chimney removed. Roughcast-rendered rubble stone walls with redbrick quoins. Large door opening inserted in SE gable. Square-headed window openings with six-over-six timber sash windows and sandstone sills. Lathe and plaster ceiling to interior.					
Interest	Historical					
Evaluation	Although disused, a number of original features survive including the pitched slate roof and timber sash window, all of which contribute to the building's character. It is of local industrial heritage significance.					
Significance	Local					

06101_01 FWH 25/06/2007 Signalman's house from SE.



06101_02 AR&R 31/10/2007 SW (front) elevation.



06101_03 AR&R 31/10/2007 NE (rear) elevation.



06101_04 AR&R 31/10/2007 SE gable and entrance.



06101_05 AR&R 31/10/2007 Detail of redbrick quoins.



06101_06 AR&R 31/10/2007 Window detail at left end of front elevation.



06101_07 AR&R 31/10/2007 Window detail at right end of front elevation.



Site 06102

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06102 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO018	Grid	269531	321330
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	An arched masonry bridge carries the embanked railway over the Dromore River. The abutments are of squared random rubble, brought to courses and embellished with rusticated and margined quoins; they are 5.26m deep. The arch is of semicircular profile and spans 6.13m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels were too overgrown to describe, but they are coped with chamfered masonry blocks. Angled wing walls project from both sides. They are also of squared random rubble and are coped with dressed stone blocks.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is of regional industrial heritage significance and merits inclusion in the record of protected structures. .					
Significance	Regional					

06102_01 FWH 20/09/2007 Upstream (north) elevation.



Site 06103

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06103 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO018	Grid	269448	321328
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	This bridge has been demolished and its dogleg approaches removed during the straightening of the road.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06104

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06104 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO018	Grid	268937	320979
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Fair	Use	Disused	
Description	A wrought-iron sunburst gate and stone gatepost survive on the SW side of this accommodation crossing. The post is of square cross-section and has rusticated and margined faces. On the quarter plate at each end of the top of the gate is incised the makers' name: "Hill & Smith/ Brierley Hill".					
Interest	Architectural; Historical					
Evaluation	This gate is of interest because of its railway association and attested maker. Although only one gate survives, it is of local industrial heritage significance for these reasons.					
Significance	Local					

06104_01 FWH 20/09/2007 Gate and post from SE.



06104_02 FWH 20/09/2007 Makers' name on top quarter plate at hinge end.



06104_03 FWH 20/09/2007 Makers' name on top quarter plate at catch end.



Site 06105

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06105 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO018	Grid	268860	320851
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Fair	Use	Disused	
Description	This beam bridge carried the embanked line over a public road. The deck has been lifted, leaving only the abutments. They are 6.81m deep and of rock-faced randomly-sized blocks, laid randomly and embellished with margined quoins. The deck had a clear span of 6.03m.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

06105_01 FWH 20/09/2007 Bridge abutments from SE.



Site 06106

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06106 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO018	Grid	268763	320627
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive. A turkey shed has been built across the line hereabouts.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06107

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06107 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO018	Grid	268717	320457
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	The bridge carrying the line over an accommodation track and embankment have both been removed during agricultural reclamation.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06108

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06108 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO018	Grid	268602	320115
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Poor	Use	Disused	
Description	<p>A beam bridge carries an accommodation track over the line. The abutments are of random rubble and embellished with rusticated and margined quoins; they taper inwards as they rise to the deck. The latter comprises a wrought-iron lattice girder along the outside edges, and a timber beam span down the middle. The girders measure 60cm x 10cm in cross-section and are 3.23m from one another; they span 8.50m. The longitudinal timber beam is 30cm square and is braced on its underside by a pair of metal tensioned rods, the ends of which are embedded in the tops of the abutments. They are also tie rods between the principal girders. Transversely laid between the girders and over the timber beam are 10cm thick deck planks; their ends rest on angle-irons affixed to the inside faces of the lattice girders. Affixed to girders' top flanges are wrought-iron lattice railings braced at intervals to their outsides with diagonal metal struts. The bottom ends of these struts are supported on timber beams projecting 1.22m beyond the sides of the deck. A timber handrail runs along the top of the railings, the overall height of which is 95cm. The railings, which have a lozenge pattern, terminate in rusticated and margined stone piers which are embellished with dressed stone copings and a chamfered string course underneath. The deck is now in poor condition; some boards are missing along with a section of the south railing. The cutting is infilled to the north and a track across this infilled section now bypasses the bridge.</p>					
Interest	Architectural; Historical; Technical; Rarity					
Evaluation	<p>This bridge is of architectural interest because of the nature of its construction and is also of historical interest due to its railway association. The deck appears to be original and is a rare surviving example of a composite type, utilizing both lattice metal girders and a braced timber beam. It merits inclusion in the Record of Protected Structures.</p>					
Significance	Regional			Action	RPS; Measured drawings	

06108_01 FWH 20/09/2007 Bridge from north.



06108_02 FWH 20/09/2007 Bridge from south.



06108_03 FWH 20/09/2007 Deck underside, looking west.



06108_04 FWH 20/09/2007 Deck underside detail.



06108_05 FWH 20/09/2007 Railing detail along north edge of bridge.



06108_06 FWH 20/09/2007 Looking west across deck.



Site 06109

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06109 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO018	Grid	268457	319914
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A masonry arch bridge carries an accommodation track over the line, here in a deep cutting (now flooded). The abutments are of squared random rubble, brought to courses and embellished with rusticated and margined quoins. There is a chamfered string course around the tops of the quoins. The arch is of segmental profile. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels and parapets are of squared random rubble. The latter are 3.00m apart and are coped with masonry blocks. Squared random rubble wing walls project at each end. This bridge is so heavily overgrown with vegetation that photography was impossible.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

Site 06110

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06110 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO018	Grid	268328	319810
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Traces	Condition	Fair	Use	Disused	
Description	Two stone gate posts survive on the SE side of this accommodation crossing. They have rusticated and margined faces. One of them has probably been repositioned. There is also a third post on this side, but it may be unconnected with the railway.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

Site 06111

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06111 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO018	Grid	268160	319723
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description A masonry arch bridge carries the embanked railway over an accommodation track. The abutments are of squared random rubble, brought to courses and embellished with rusticated and margined quoins; they are 5.57m deep. A chamfered stone string course runs around the tops of the quoins. The arch is of semicircular profile and spans 3.00m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels are also of squared random rubble and are coped with chamfered masonry blocks. Angled wing walls project from both sides. They are of random rubble and are coped with roughly-dressed stone blocks. A wrought-iron sunburst gate lies beside the railway, probably brought from elsewhere.

Interest Architectural; Historical

Evaluation This bridge is a good example of its type and also has an historical association with the railway. It is of local industrial heritage significance.

Significance Local

06111_01 FWH 20/09/2007 South elevation.



Site 06112

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06112 01	Type	Bridge (rail/road)		
County	Monaghan	OS 6-inch map	MO018	Grid	267947 319673
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	This bridge has been removed along with the embankment to each side to widen the accommodation track over which it formerly conveyed the railway.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 06113

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06113 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO018	Grid	267653	319589
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Poor	Use	Disused	
Description	<p>A beam bridge carries the former public road over the line, here in a cutting (now flooded). The abutments are of random rubble, embellished with rusticated and margined quoins. The deck is supported on three wrought-iron lattice girders between which are two shallow brick jack arches secured with tie rods between the girders. Along each side of the deck is a railing comprising wrought-iron horizontal, vertical and diagonal members which form lozenge patterns. The railings are braced with diagonal struts, the bottom ends of which are affixed to a diagonally-supported beams projecting from the side girders. The railing along the east side of the deck is largely missing. The approaches to the deck were so heavily overgrown that it was impossible to inspect it in detail. The road now runs to the south of the former track, thus bypassing the bridge.</p>					
Interest	Architectural; Historical; Technical; Rarity					
Evaluation	<p>This bridge is of architectural interest because of the nature of its construction and is also of historical interest due to its railway association. The deck is a rare surviving example of lattice girder and jack-arch construction. It merits inclusion in the Record of Protected Structures.</p>					
Significance	Regional			Action	RPS; Measured drawings	

06113_01 FWH 20/09/2007 West elevation.



06113_02 FWH 20/09/2007 Surviving gate from south.



06113_03 FWH 20/09/2007 East elevation.



Site 06114

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06114 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO018	Grid	267532	319528
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06115

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06115 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO018	Grid	267250	319310
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06116

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06116 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO018	Grid	267143	319198
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06117

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06117 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO018	Grid	266952 319051
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond
Completeness	Some remains	Condition	Fair	Use	Disused
Description	A wrought-iron sunburst gate and two gateposts survive on the south side of this accommodation crossing. The gate measures 2.75m (9ft) across by 1.36m (4ft 6in) high. The post from which the gate is hung is a timber post of 25cm square cross-section. The gate carries its makers' name: "Hill & Smith/ Briareey Hill".				
Interest	Architectural; Historical				
Evaluation	This gate is of interest because of its railway association and attested maker. Although only one gate survives, it is of local industrial heritage significance for these reasons.				
Significance	Local				

06117_01 FWH 20/09/2007 Surviving gate from south.



Site 06118

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06118 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO018	Grid	266703	318935
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	Two wrought-iron sunburst gates survive along with their associated masonry gate posts, one on each side of this accommodation crossing. They are slightly offset from one another. A metal plaque affixed to the top of the SW gatepost, on the side facing the railway reads: "GNR(l)/ Notice/ Trespassers on the line/ will be prosecuted".					
Interest	Architectural; Historical					
Evaluation	This gate is of interest because of its railway association, completeness, and 'trespassers prosecuted" plaque. It is of local industrial heritage significance.					
Significance	Local					

06118_01 FWH 20/09/2007 North gate, from south.





Site 06119

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06119 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO018	Grid	266622	318906
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Poor	Use	Disused	

Description This arched bridge formerly carried the railway over a public road. The latter has been widened, a consequence of which is that the east abutment and arch have been removed. The surviving abutment, at west, is of roughly-dressed random rubble, embellished with rusticated and margined quoins. There is a chamfered stone string course around the top of each quoin. Several courses of the arch's brick soffit survive. The voussoirs are missing but were probably of rusticated masonry blocks, with a margined edge to the arch. A substantial random rubble retaining wall survives along the north side of the eastern approach to the bridge. Half-way along the base of this wall is a well.

Interest None

Evaluation This was once a substantial structure, but too little now survives to make it of any special industrial heritage significance.

Significance Record only

06119_01 FWH 20/09/2007 Surviving west abutment.



06119_02 FWH 20/09/2007 Looking NE along east approach to bridge.



Site 06120

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06120 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO018	Grid	266498	318855
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	There are no surviving traces of this accommodation crossing. An agricultural shed has been erected across the line hereabouts.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06121

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06121 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO023	Grid	266203	318660
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	An arched masonry bridge carries an accommodation track over the railway, here in a cutting. The abutments, which are 4.07m deep, are of random rubble and have roughly-dressed quoins. There are similarly detailed tapered buttresses to each side. The arch is of semi-elliptical profile and spans 9.15m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels and parapets are also of random rubble. The latter are 2.98m apart and are coped with oversailing dressed stone blocks. Stones have fallen from the road faces of the parapets. There is a slight curve to the carriageway.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

06121_01 FWH 20/09/2007 NE elevation.



Site 06122

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06122 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO023	Grid	266156 318623
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	The railway has been reclaimed for agriculture and no traces of this accommodation crossing survive.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 06123

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06123 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO023	Grid	265975	318474
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	The railway has been reclaimed for agriculture and no traces of this accommodation crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06124

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06124 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO023	Grid	265832	318357
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Fair	Use	Disused	
Description	A wrought-iron sunburst gate survives on the north side of the track. It is hung from a stone post of square cross-section, with rusticated and margined faces; it is braced with a diagonal metal rod on its railway side. The other post has fallen down. On the south side of the track, two timber gateposts survive, but without the gate. The gate carries its makers' name: "Hill & Smith/ Bri[??] Hill".					
Interest	Architectural; Historical					
Evaluation	This gate is of interest because of its railway association and attested maker. Although only one gate survives, it is of local industrial heritage significance for these reasons.					
Significance	Local					

06124_01 FWH 20/09/2007 North gate, from NW.



Site 06125

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06125 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO023	Grid	265741	318281
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	All traces of this bridge which carried the embanked railway over the road have been removed during the widening of the latter.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

History Line opened by the Dundalk & Enniskillen Railway in October 1860. John Robert Gregg, inventor of the Gregg system of shorthand, was born here in 1867. The line was closed to passengers by the GNR(I) in March 1947. Closed to all traffic by the Great Northern Railway Board in June 1955.

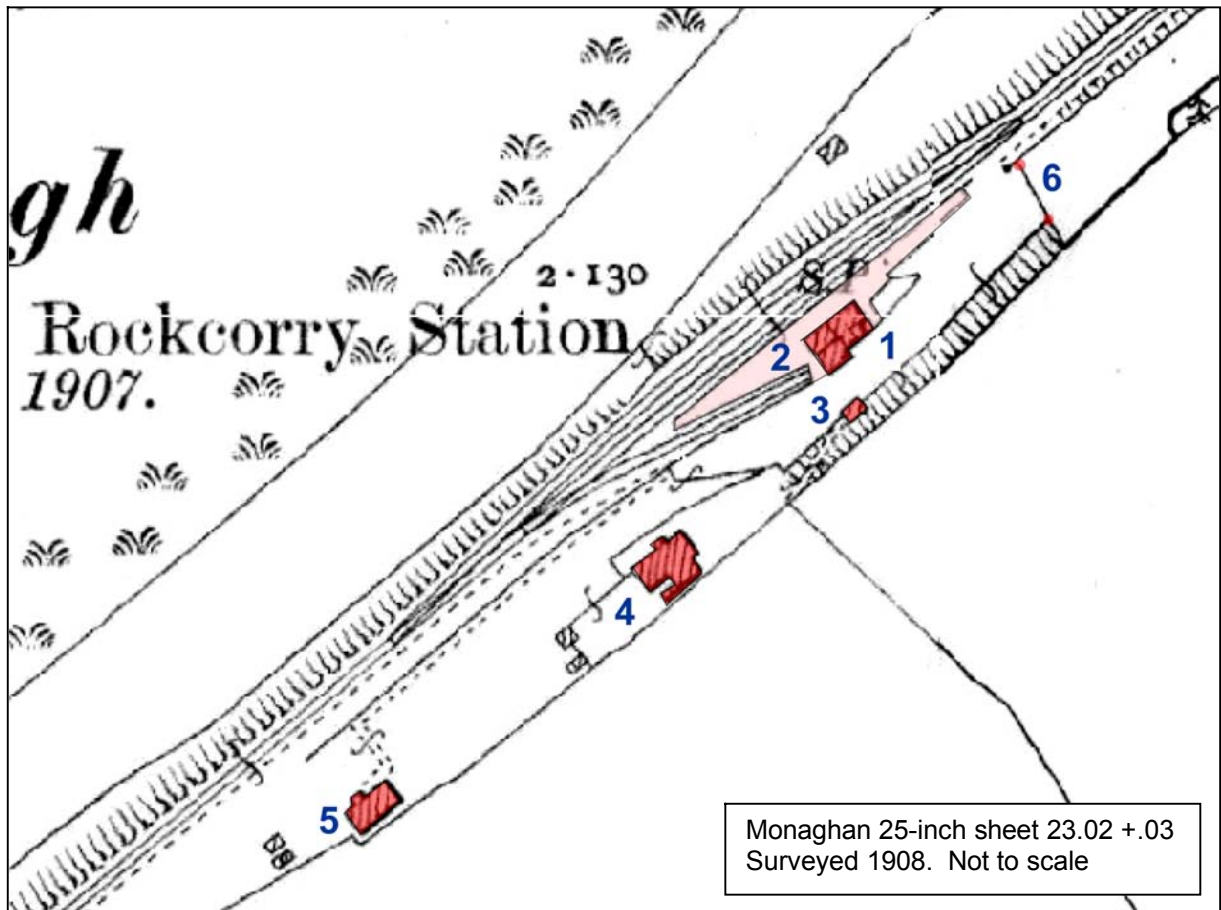
Component	06201 01	Type	Station building; Station house			
County	Monaghan	OS 6-inch map	MO023	Grid	265594	318154
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Disused	

Description Detached three-bay two-storey station building opening directly onto platform, with single-storey lean-to extensions to road elevation. Building formerly incorporated a ticket office, waiting room and station-master's quarters. The latter was on the first floor and had a separate entrance at the east end of the platform elevation. Single-span pitched roof with replacement corrugated-iron sheets. Single brick chimneystack to ridge with brick string-course and cornice and a yellow terracotta chimneypot. Mono-pitched corrugated-iron roofs to rear extensions. Ruled-and-lined render to front elevation and side gables to NE and SW. Roughcast-render to rear elevation above the rooflines of the extensions. Red brick elevations with partial roughcast render to rear extensions. Some concrete blockwork also. Square-headed window openings to front elevation, with replacement timber single-pane timber sash windows to outer bays on first floor. Central door opening to first floor, accessed via an external concrete block stairs (a later addition), is blocked up. Ground-floor window and door openings are blocked up with concrete blocks. Large segmental-headed brick arch opening to SW gable, now blocked up. Some window and door openings to rear brick extensions are also blocked up. Sheet steel doors to rear extension and NE gable. Metal lamp bracket lamp to NE gable. Embedded metal bracket, projecting from rear elevation, once supported a water tank. No internal access.

Interest Historical; Social; Group

Evaluation This building has been extensively altered to such an extent that it is now only of local industrial heritage significance.

Significance Local



Component	06201 02	Type	Platform			
County	Monaghan	OS 6-inch map	MO023	Grid	265585	318149
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	Railway platform aligned along a NE-SW axis. Concrete platform surface overhangs the squared-rubble platform wall. At the NE end of the platform, the platform wall is cement rendered. An edging to a siding at the SW end of the station building is also visible.					
Interest	Historical; Group					
Evaluation	This platform, which has group value with the station, is of local industrial heritage significance.					
Significance	Local					

Component	06201 03	Type	Railway-related building			
County	Monaghan	OS 6-inch map	MO023	Grid	265597	318139
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Poor	Use	Disused	
Description	Detached single-bay single-storey rectangular timber shed. Constructed from reclaimed railway sleepers. Mono-pitched roof. Square-headed opening to front with fascia over. Iron lettering to fascia formerly read, 'Rockcorry' (taken from gable of station building). Now the letters C and R remain. A timber panel, constructed from multiple planks of timber, leans up against the front elevation.					
Interest	Historical; Group					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

Component	06201 04	Type	Railway-related house			
County	Monaghan	OS 6-inch map	MO023	Grid	265561	318110
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	<p>Detached three-bay single-storey railway house, with entrance porch to front and carport extension to rear. House has been modernised and is now used as a holiday home.</p> <p>L-plan pitched slate roof with terracotta ridge tiles, timber finials to gable apexes, replacement plastic rainwater goods. Pitched slate roof over entrance porch. Mono-pitched corrugated plastic roof to rear extension. Smooth-rendered walls. Concrete-block walls to rear carport. Segmental-headed window openings with shouldered granite sills and replacement multiple-paned timber casement windows. Round-headed door opening in SW side of porch. Replacement timber panelled door with plain glazed fanlight, concrete step and landing.</p> <p>House is situated on high ground surrounded by a garden, and overlooks the station building and platform below to the NE.</p>					
Interest	Historical; Group					
Evaluation	Alterations have diminished the character of this house to such an extent that it is no longer of any special industrial heritage significance.					
Significance	Record only					

Component	06201 05	Type	Railway-related house			
County	Monaghan	OS 6-inch map	MO023	Grid	265505	318062
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	<p>Detached three-bay single-storey railway house, with entrance porch to front elevation and extension to SW. Now used as a private home.</p> <p>Single-span pitched slate roof with terracotta ridge tiles, two yellow brick chimneystacks, having yellow terracotta chimneypots. Plain timber barge-boards to gable end. Replacement rainwater goods on timber fascia boards. Pitched slate roof over entrance porch. Mono-pitched roof to SW extension. Pebbledash-rendered walls with smooth-rendered quoins. Smooth cement-rendered walls to side extension. Segmental-headed window openings with painted granite sills and original six-over-six pane timber sash windows with ogee horns. Square-headed door opening in NE side of porch with replacement uPVC window and side-lights, accessed via two concrete steps. Timber casement windows and uPVC doors to side extension.</p> <p>According to owner, the interior has been modernised.</p> <p>Tarmac driveway to front site. House is surrounded by a garden and is located on raised ground to the SW end of the station complex.</p>					
Interest	Architectural; Historical; Group					
Evaluation	This is the best preserved building in the entire complex. Of note are the surviving sash windows and stone window sills, which give the exterior a notable character. Although it has been extended to the side, the house is of local industrial heritage significance.					
Significance	Local					

Component	06201 06	Type	Entrance (station)			
County	Monaghan	OS 6-inch map	MO023	Grid	265637	318181
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Poor	Use	Disused	
Description	<p>Entrance comprises a pair of stone posts and a timber gate, situated to the NE end of the station complex. Square-profiled granite posts, hewn from single blocks of stone. Iron hinges support timber gate. Random-coursed rubble stone wall runs to SE of southernmost pier.</p>					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

06201_01 AR&R 28/08/2007 Station building from SW.



06201_02 AR&R 28/08/2007 Station building from NE



06201_03 FWH 25/06/2007 Station building, from N (track elevation).



06201_04 AR&R 28/08/2007 Station building from east.



06201_05 AR&R 28/08/2007 Station building: SW gable.



06201_06 AR&R 28/08/2007 Station building: chimneystack over SW gable.



06201_07 AR&R 28/08/2007 Station building: concrete steps to NW elevation.



06201_08 AR&R 28/08/2007 Station building: openings to NW elevation.



06201_09 AR&R 28/08/2007 Station building: extension to SE elevation, from NW



06201_10 AR&R 28/08/2007 Station building: former door opening to extension.



06201_11 AR&R 28/08/2007 Station building: former window opening to extension.



06201_12 AR&R 28/08/2007 Station building: lamp bracket to NE gable.



06201_13 AR&R 28/08/2007 Remains of platform to NE of station building, from NW.



06201_14 AR&R 28/08/2007 NE end of platform.



06201_15 AR&R 28/08/2007 Detail of stonework to platform.



06201_16 FWH 25/06/2007 Shed, from SW.



06201_17 AR&R 28/08/2007 Shed from NE.



06201_18 AR&R 28/08/2007 Shed: detail of iron lettering to fascia.



06201_19 AR&R 28/08/2007 Railway house 1 from NE.



06201_20 AR&R 28/08/2007 Railway house 1: NW (front) elevation.



06201_21 FWH 25/06/2007 Railway house 1, from NW.



06201_22 AR&R 28/08/2007 Railway house 1: NE elevation.



06201_23 AR&R 28/08/2007 Railway house 1: SW elevation.



06201_24 AR&R 28/08/2007 Railway house 1: porch to front elevation.



06201_25 AR&R 28/08/2007 Railway house 1: segmental-headed replacement window.



06201_26 AR&R 28/08/2007 Railway house 1: detail of granite window sill.



06201_27 FWH 25/06/2007 Railway house 2, from NE.



06201_28 AR&R 28/08/2007 Railway house 2: entrance porch and two windows to NW elevation.



06201_29 AR&R 28/08/2007 Railway house 2: house and extension from NW.



06201_30 AR&R 28/08/2007 Railway house 2: extension to SW end, from north.



06201_31 AR&R 28/08/2007 Railway house 2: segmental-headed sash window to front elevation.



06201_32 AR&R 28/08/2007 Railway house 2: detail of granite sill to porch window.



06201_33 AR&R 28/08/2007 Entrance gates, from SW.



06201_34 FWH 25/06/2007 Station entrance gate and posts.



06201_35 AR&R 28/08/2007 Detail of southern gate pier.



06201_36 AR&R 28/08/2007 Gate hinge.



06201_37 AR&R 28/08/2007 Latch on gate.



06201_38 AR&R 28/08/2007 Northern gate pier and abutting wall, from east.



06201_39 AR&R 28/08/2007 Mortises in northern gate pier.



Site 06202

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06202 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO023	Grid	265426	318026
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	This arched bridge carries the embanked railway over an accommodation track. It is of random rubble construction throughout, without any embellishments. The abutments are 8.67m deep and the semicircular arch spans 1.83m The spandrels are coped with roughly-dressed stone copings. Angled wing walls project at either side. Very overgrown.					
Interest	None					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

06202_01 FWH 20/09/2007 NW elevation.



Site 06203

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06203 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO023	Grid	265388 317995
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond
Completeness	Some remains	Condition	Poor	Use	Disused
Description	A wrought-iron sunburst gate and its two gateposts survive on the SE side of this accommodation crossing. A single post also survives on the SW side. The posts are of stone, with rusticated and margined faces.				
Interest	None				
Evaluation	No special industrial heritage significance.				
Significance	Record only				

06203_01 FWH 20/09/2007 SE gate, from north.



Site 06204

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06204 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO023	Grid	265366	317978
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing survives of this accommodation crossing.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06205

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06205 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO023	Grid	265140	317645
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A masonry arch bridge carries the embanked railway over a road. The abutments are of random rubble, brought to courses and embellished with rusticated and margined quoins; they are 5.53m deep. A chamfered stone string course runs around the tops of the quoins. There are tapered random rubble buttresses to each side, with roughly-dressed quoins. The arch is of shallow segmental profile and spans 7.66m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels are also of squared random rubble and are coped with rusticated and margined masonry blocks. Curved wing walls continue out from the buttresses to terminate in low piers. They are also of random rubble and are coped with stone blocks. The road approaches are dog-legged.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

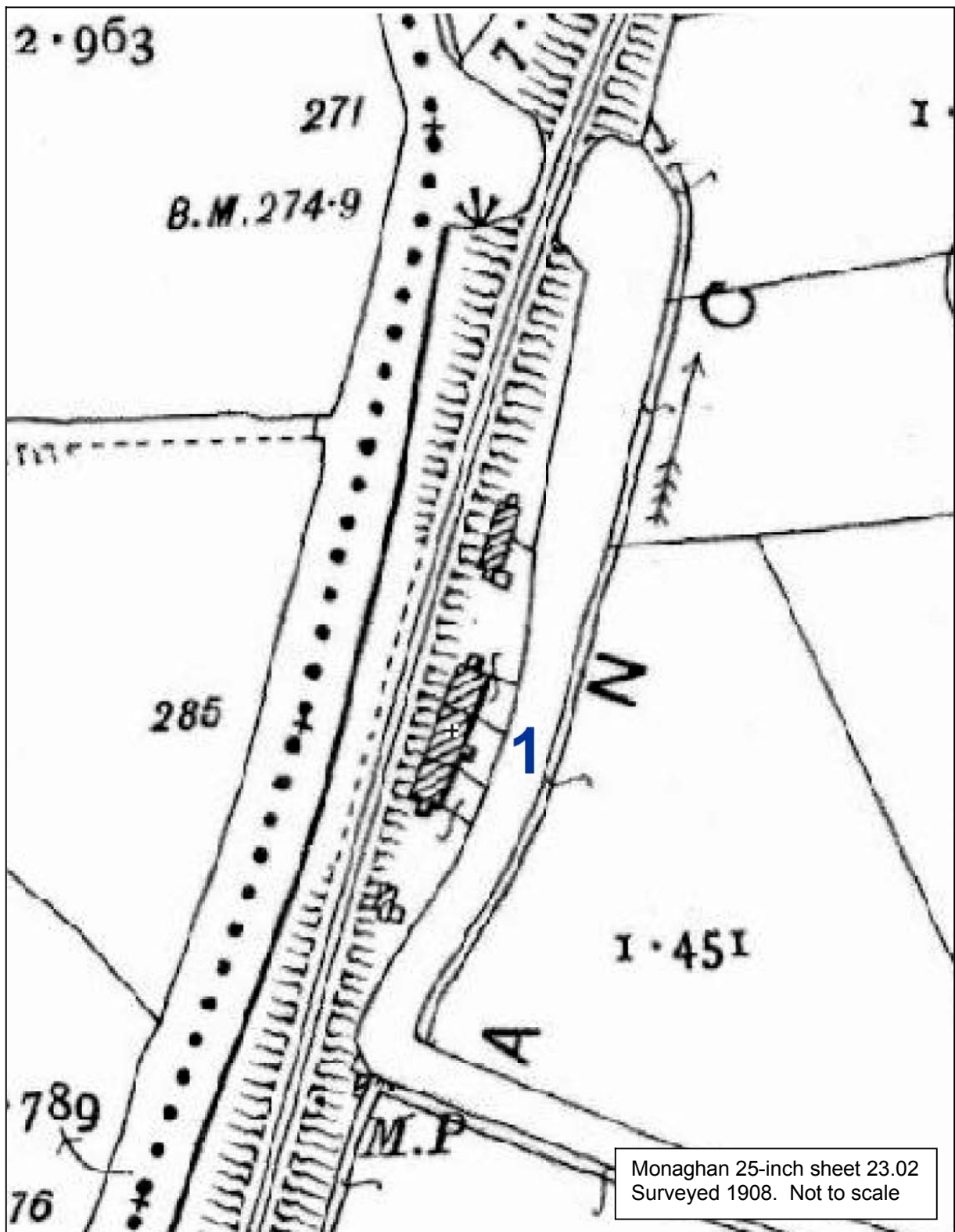
06205_01 FWH 20/09/2007 West elevation.



Site 06206

History First cited a valuation book entry of 1893, within the land owned by the railway company. Designed by W.H. Mills, the GNR(I)'s Chief Engineer at that time. Each house rated at £2.5s.0d. Transferred from Clossagh More to Clossagh Beg townland in 1912.

Component	06206 01	Type	Railway-related house			
County	Monaghan	OS 6-inch map	MO023	Grid	265124	317559
Surveyed?	Y	Survey date	31/10/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Disused	
Description	<p>Terrace of three single-storey three-bay former railway house, with entrance porches to each house. Pitched slate roof with terracotta ridge tiles, cast-iron rainwater goods with profiles gutters and redbrick chimneystacks. Rendered walls with ruled and lined detail. Granite skewstones and apex stones to gable end walls and entrance porches. Segmental-headed window openings all with timber casement windows and granite sills. Projecting entrance porch to south gable end of terrace and flat-roofed porch extension to north end access cottages at either end of terrace. Projecting entrance porch to NE front elevation accesses central house. Porches have pitched slate roofs, rendered walls and square-headed door openings. Timber battened doors to end houses, timber sheeting on door to central house. Modern flat roof extension to north gable end wall incorporates entrance porch. Pitched roof removed from porch. Front site contained by rubble stone wall and sandstone steps access each house. No trace of structure to north.</p> <p>Interior Each house comprises one kitchen and two small bedrooms. Bedrooms have cast-iron fireplaces. Lathe and plaster walls, timber floorboards to interior. Some minor alterations to interiors.</p>					
Interest	None					
Evaluation	These houses survive in good original condition with many original features which contribute to their architectural significance. The house has an entrance porch, two bedrooms and a kitchen. Houses such as these were built by the railway companies to accommodate their staff close to the station. A similar terrace of houses is located at Inniskeen Station. They are of regional industrial heritage significance and merit inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	



Monaghan 25-inch sheet 23.02
Surveyed 1908. Not to scale

06206_01 AR&R 31/10/2007 Front (east) elevation of houses, from NE.



06206_02 AR&R 31/10/2007 Front elevation of house at south end.



06206_03 AR&R 31/10/2007 Front elevation of middle house.



06206_04 AR&R 31/10/2007 Front elevation of house at north end.



06206_05 AR&R 31/10/2007 Rear (west) elevation of terrace, from NW.



06206_06 AR&R 31/10/2007 Rear elevation of house at north end.



06206_07 AR&R 31/10/2007 Rear elevation of middle house.



06206_08 AR&R 31/10/2007 Rear elevation of house at south end.



06206_09 AR&R 31/10/2007 Extension on south house, from SE.



06206_10 AR&R 31/10/2007 Roof detail.



06206_11 AR&R 31/10/2007 Granite kneeler and apex stone at NE end of porch at north end.



06206_12 AR&R 31/10/2007 Granite kneeler at NW end of north gable.



06206_13 AR&R 31/10/2007 Door to house at south end.



06206_14 AR&R 31/10/2007 Entrance porch and steps to middle house.



06206_15 AR&R 31/10/2007 Door to house at north end.



06206_16 AR&R 31/10/2007 Window detail.



06206_17 AR&R 31/10/2007 Stone wall to road frontage.



Site 06207

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06207 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO023	Grid	264920	316893
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description A masonry arch bridge carries a former public road over the railway, here in a cutting. The abutments are of random rubble, brought to courses and embellished with rusticated and margined quoins; they are 4.11m deep. A chamfered stone string course runs around the tops of the quoins. There are tapered random rubble buttresses to each side, with roughly-dressed and margined quoins. The arch is of semi-elliptical profile and spans 9.23m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels are also of squared random rubble. The original stone parapets have been replaced with post and wire fences set into dwarf concrete walls over the spandrels. The bridge has been bypassed to the north by a new section of road across the former track and it is now used for field access only. The approaches are dog-legged.

Interest Architectural; Historical

Evaluation This bridge is a good example of its type and also has an historical association with the railway. The removal of its parapet has diminished its merit and it is now only of local industrial heritage significance.

Significance Local

06207_01 FWH 20/09/2007 North elevation.



Site 06208

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06208 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO023	Grid	264870	316786
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06209

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06209 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO023	Grid	264846	316740
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06210

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06210 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO023	Grid	264700	316504
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description A masonry arch bridge carries the embanked railway over an accommodation track. The abutments are of random rubble, brought to courses and embellished with rusticated and margined quoins; they are 5.52m deep. A chamfered stone string course runs around the tops of the quoins. The arch is of semicircular profile and spans 3.09m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels are also of random rubble and are without copings. Random rubble wing walls project at right angles.

Interest Architectural; Historical

Evaluation This bridge is a good example of its type and also has an historical association with the railway. It is of local industrial heritage significance.

Significance Local

06210_01 FWH 20/09/2007 North-west elevation.



Site 06211

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06211 01	Type	Bridge (rail/river+road)			
County	Monaghan	OS 6-inch map	MO023	Grid	264614	316405
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	<p>A skew four-arch bridge carries the embanked railway over a river and road. The three arches at SW span the Dromore River, and the fourth arch, at NE, crosses a public road. The abutments and piers are of squared random rubble, brought to courses and embellished with rusticated and margined quoins; they are 5.50m deep. A chamfered stone string course runs around the tops of the quoins. There are tapered buttresses to each end, detailed as the abutments. There are no cutwaters to the piers. The arches are of segmental profile. Their soffits are of brick and the voussoirs are rusticated, with a margined edge to the arches. The arch over the road spans 7.26m measures orthogonally, and 7.64m on the skew. Its brick soffit is laid to the skew. The second arch from the NE end spans 7.57m and its brick soffit is laid orthogonally. The soffits of the remaining two arches are also laid skewly, but in the opposite direction to the first arch. The third arch spans 7.60m on the skew and the fourth arch is estimated to be the same. The spandrels are also of squared random rubble and have chamfered stone copings. Random rubble wing walls project at right angles. The buttresses continue out as wing walls. Immediately east is Ballynascarva Bridge, a four-arch masonry road bridge over the same river.</p>					
Interest	Architectural; Historical; Setting; Rarity					
Evaluation	<p>This bridge is of architectural interest because of its high standard of execution and use both orthogonal and skewly-laid brickwork in the soffits. It is also of historical interest due to its railway association and adds interest to the landscape hereabouts. It is also the largest bridge on the Cootehill Branch of the railway and one of only two four-arch railway bridges in counties Monaghan and Louth. It merits inclusion in the Record of Protected Structures.</p>					
Significance	Regional			Action	RPS	

06211_01 FWH 20/09/2007 Upstream (NW) elevation.



06211_02 FWH 21/09/2007 Downstream (SE) elevation.



06211_03 FWH 20/09/2007 Pier and spandrel detail on upstream side.



06211_04 FWH 20/09/2007 Upstream pier detail between 2nd and 3rd arches.



06211_05 FWH 20/09/2007 Skew brick soffit in road arch at NE end.



06211_06 FWH 20/09/2007 Orthogonal brick soffit in second arch from NE end.



Site 06212

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06212 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO023	Grid	264556	316351
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A masonry arch bridge carries the embanked railway over an accommodation track. The abutments are of random rubble, brought to courses and embellished with rusticated and margined quoins; they are 5.56m deep. A chamfered stone string course runs around the tops of the quoins. The arch is of semicircular profile and spans 3.03m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels are also of random rubble and have rusticated and margined copings. Random rubble wing walls project at right angles; they are coped with split random rubble and terminate in low piers.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

06212_01 FWH 20/09/2007 North-west elevation.



Site 06213

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06213 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO023	Grid	264467	316273
Surveyed?	Y	Survey date	21/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A masonry arch bridge carries the embanked railway over an accommodation track. The abutments are of squared random rubble, brought to courses and with plain quoins; they are 5.54m deep. The arch is of semicircular profile and spans 1.82m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels are also of squared random rubble with stone copings. Square random rubble wing walls project at right angles; they are coped and terminate in low piers. The road approaches to this bridge are densely overgrown with thorn bushes.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

06213_01 FWH 21/09/2007 North elevation.



Site 06214

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06214 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO023	Grid	264320	316181
Surveyed?	Y	Survey date	20/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive. The line of the former railway has been reclaimed hereabouts.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06215

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06215 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO023	Grid	264092	316047
Surveyed?	Y	Survey date	21/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	A masonry arch bridge carries an accommodation track over the railway, here in a cutting. The abutments are of random rubble, with rusticated and margined quoins. A chamfered stone string course runs around the tops of the quoins. There are shallow tapered buttresses to each side, detailed as the abutments. The arch is of semi-elliptical profile and spans 9.14m. Its soffit is of squared random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels and parapets are also of random rubble. The latter are 2.94m apart. Their copings have been replaced with concrete blockwork which steps down from south to north.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

06215_01 FWH 21/09/2007 North-east elevation.



Site 06216

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06216 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO023	Grid	263950	315925
Surveyed?	Y	Survey date	21/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	The line has been reclaimed for agriculture and there are no traces of this accommodation crossing.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06217

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06217 01	Type	Bridge (rail/road)		
County	Monaghan	OS 6-inch map	MO023	Grid	263917 315893
Surveyed?	Y	Survey date	21/09/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	The line has been reclaimed for agriculture and all traces of the rail bridge over an accommodation track have been removed along with the embankment.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 06218

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06218 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO023	Grid	263728	315778
Surveyed?	Y	Survey date	21/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	The line has been reclaimed for agriculture and there are no traces of this accommodation crossing.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 06219

History Line opened by the Dundalk & Enniskillen Railway in October 1860. Closed by the Great Northern Railway Board in June 1955.

Component	06219 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO023	Grid	263586 315730
Surveyed?	Y	Survey date	21/09/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	The line has been reclaimed for agriculture and there are no traces of this accommodation crossing.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

