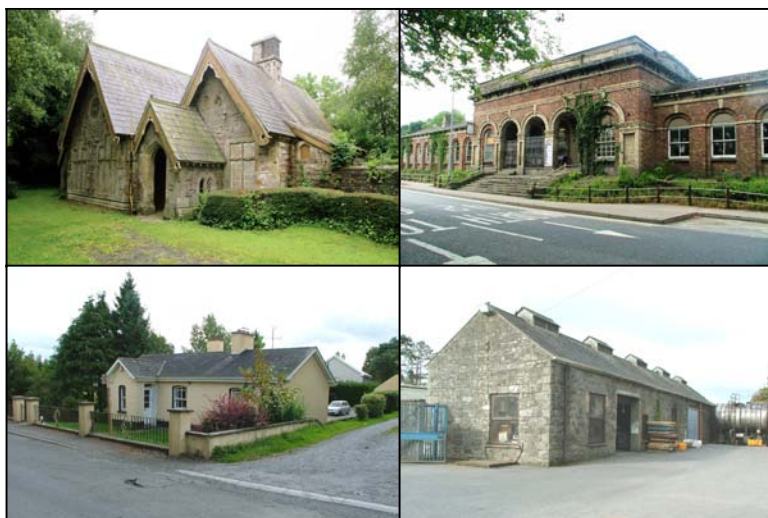


# An Industrial Heritage Survey of Railways in Counties Monaghan and Louth Part 2



## SITE INVENTORY: VOLUME 4

### Portadown - Cavan Line

for  
Monaghan County Council and Louth County Council  
December 2007





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## INTRODUCTION

This is the fourth volume detailing all railway-related sites in counties Louth and Monaghan. It focuses on the Co Monaghan section of the Portadown-Cavan line.

The inventory is divided into three parts. The first notes the line's salient historical facts and general route.

The second part details notable stretches of track bed as follows:

<b>Stretch</b>	Number (according to line, section, and sequence within section).
<b>Type</b>	Each stretch comprises one or more of a Cutting, Embankment or Level (i.e. neither a cutting nor embankment).
<b>Length (m)</b>	Length of stretch in metres.
<b>Description</b>	Outline of stretch characteristics.
<b>[Photographs]</b>	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:

<b>Site</b>	Number (according to line, section, and sequence within section).
<b>Name</b>	Site name (where known). In the case of stations, their abbreviated names as given in the Working Timetables are also noted in brackets.
<b>History</b>	Overview of site's development.
<b>[Historical photographs]</b>	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.
<b>[Map]</b>	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 order.

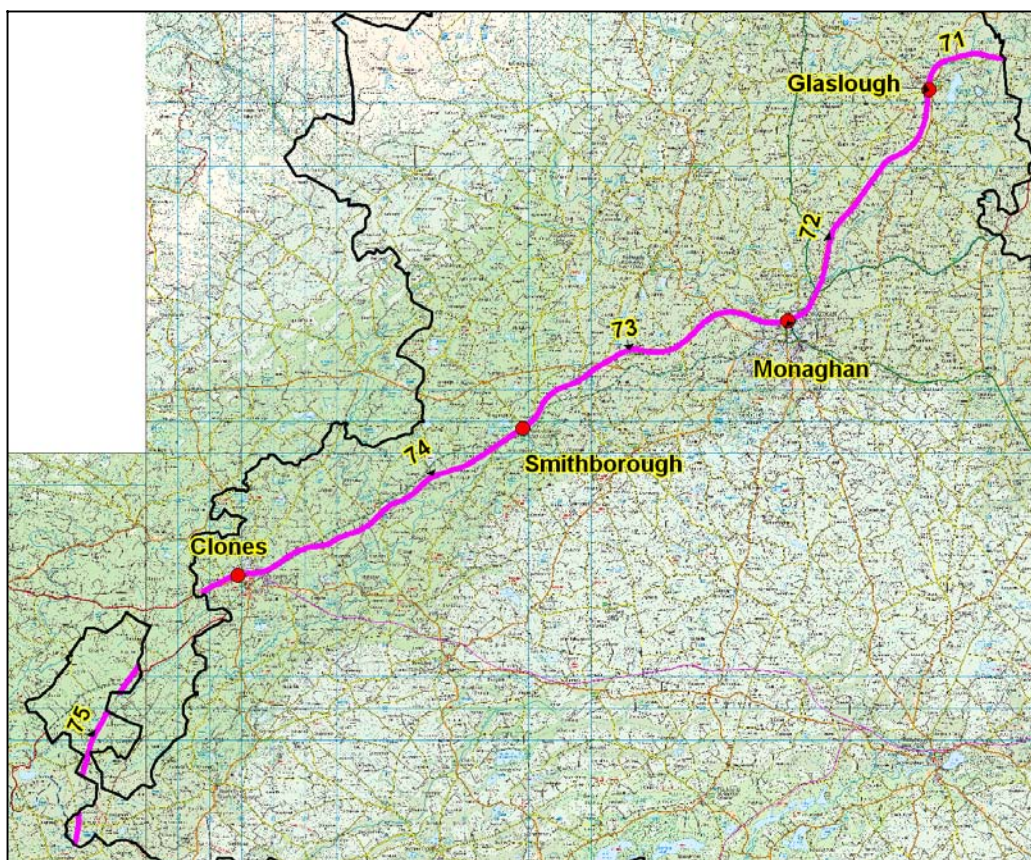
<b>Component</b>	Numerical suffix to site number.
<b>Type</b>	Type of component.
<b>County</b>	Louth or Monaghan
<b>OS 6-inch map</b>	County abbreviation + map sheet number.
<b>Grid</b>	Easting and northing to nearest 1m.
<b>Surveyed?</b>	Y = Yes; N = No.

<b>Survey date</b>	Day/ Month/ Year.
<b>Surveyor</b>	Fred Hamond. AR&R = Architectural Recording & Research.
<b>Completeness</b>	No visible remain[s]. Traces. Some remains. Substantial remain[ns]. Complete.
<b>Condition</b>	Good = Maintained. Fair = Sound but not maintained. Poor = Unsound. N/A = Not applicable where no remains survive.
<b>Use</b>	Present use (not applicable in case of sites with no remains).
<b>Description</b>	Details of form, materials, embellishment etc.
<b>Interest categories</b>	The following National Inventory of Architectural Heritage categories are used: Architectural, Historical, Social, Technical, Group, Setting and Uniqueness/Rarity.
<b>Evaluation</b>	Assessment of industrial heritage significance based on component attributes which match the above categories of interest.
<b>Significance</b>	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.
<b>Protection</b>	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.
<b>Action</b>	Recommendations for further action (such as including in RPS).
<b>Other databases</b>	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.

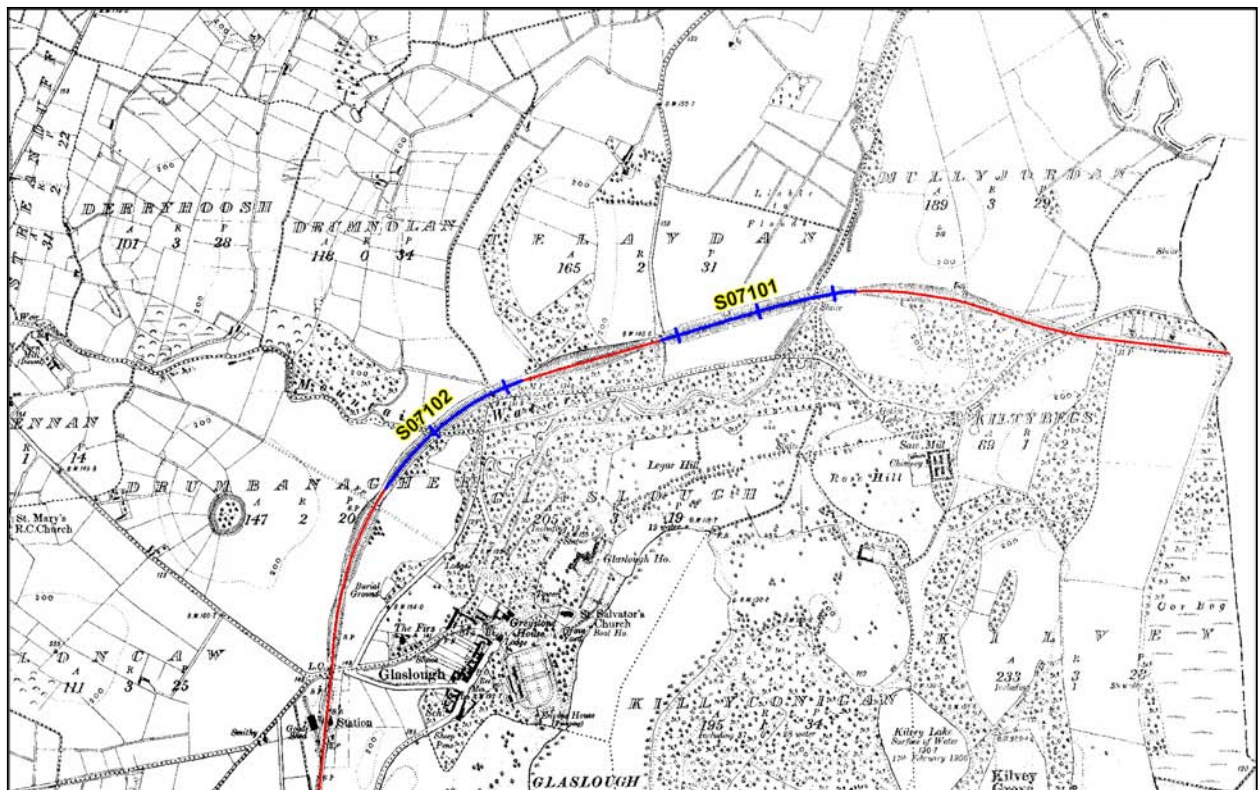
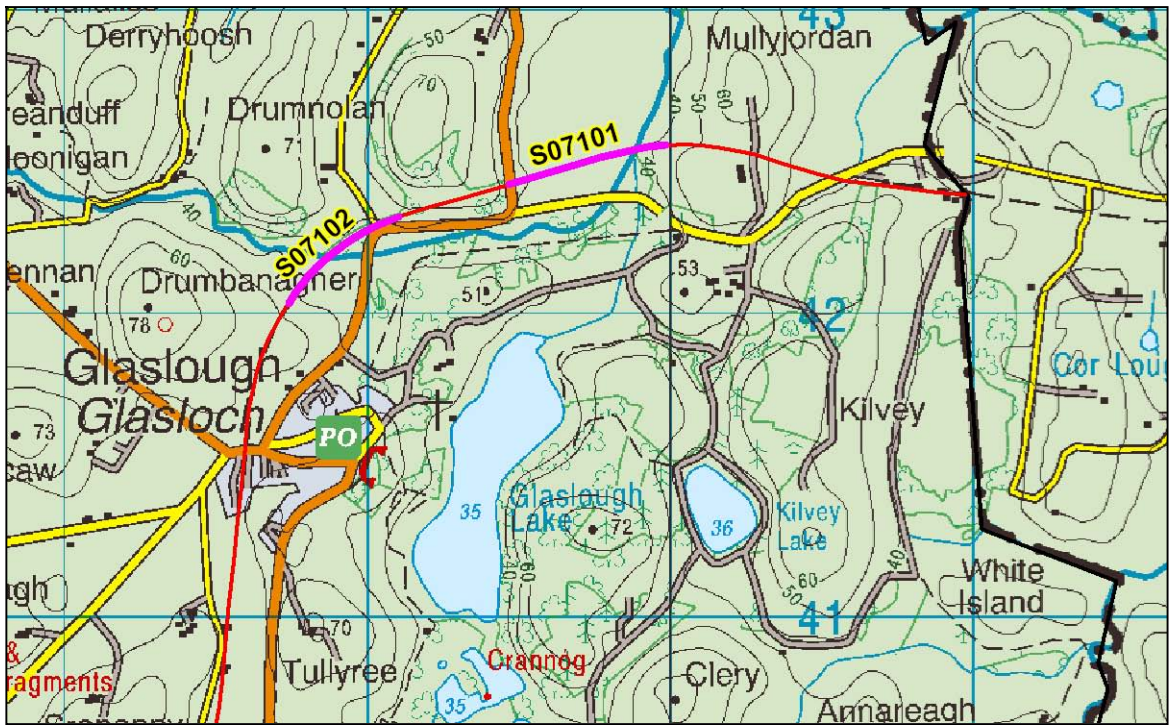
<b>[Photographs]</b>	These are contemporary photographs of the site and are listed by Image Number. They begin with general site views, followed by those for each of its components in sequence.
	Photographer: FWH = Fred Hamond; AR&R = Architectural Recording & Research.
	Date of photograph.
	Caption.

## 7 PORTADOWN-CAVAN LINE

From/To	Portadown (Co Armagh)/ Cavan (Co Cavan)
Opened	Portadown-Armagh 1 March 1848 Armagh-Monaghan 25 May 1858 Monaghan-Clones 2 March 1863 Clones-Cavan 7 April 1862
Opened by	Ulster Railway (Portadown – Clones); Clones & Cavan Extension Railway (Clones–Cavan)
Total length	88 km
Length in study area	37.1 km
Length in Co Louth/ Monaghan	0 km/ 37.1 km
Operated by	Ulster Railway (Portadown-Clones) & Dundalk & Enniskillen Railway (Clones-Cavan) Great Northern Railway (Ireland) (1876)
Closed to passenger traffic	Portadown-Glaslough 30 September 1957 Glaslough-Cavan 13 October 1957
Closed to goods traffic	Portadown -Glaslough 30 September 1957 Glaslough-Monaghan 1 June 1958 Monaghan-Cavan 31 December 1959



# Line 7: Stretches of interest



Sections S07101 and S07102

**Stretch**    **S07101**    **Type**    Embankment    **Length (m)**    535

**Description**    This embankment extends from just east of site 07105 to 07107. Although heavily overgrown, it is a prominent landscape feature with three bridges thereon.

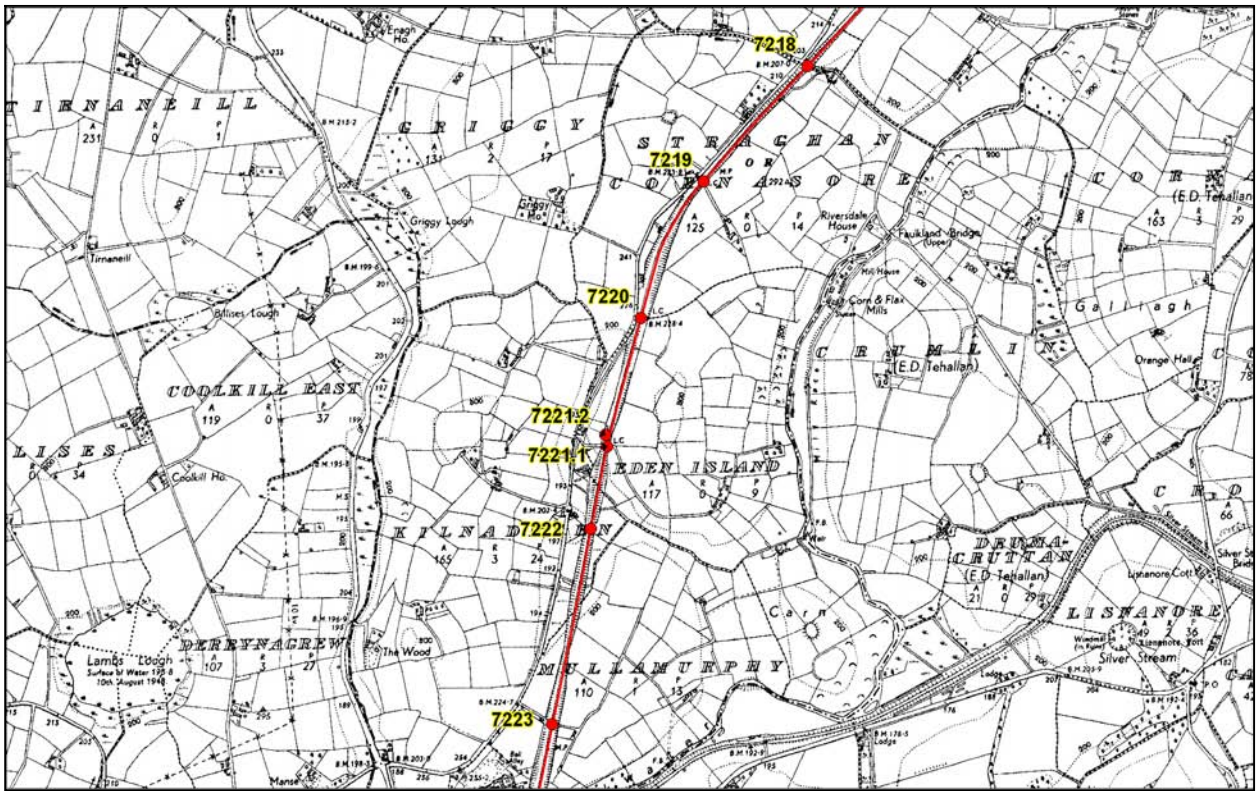
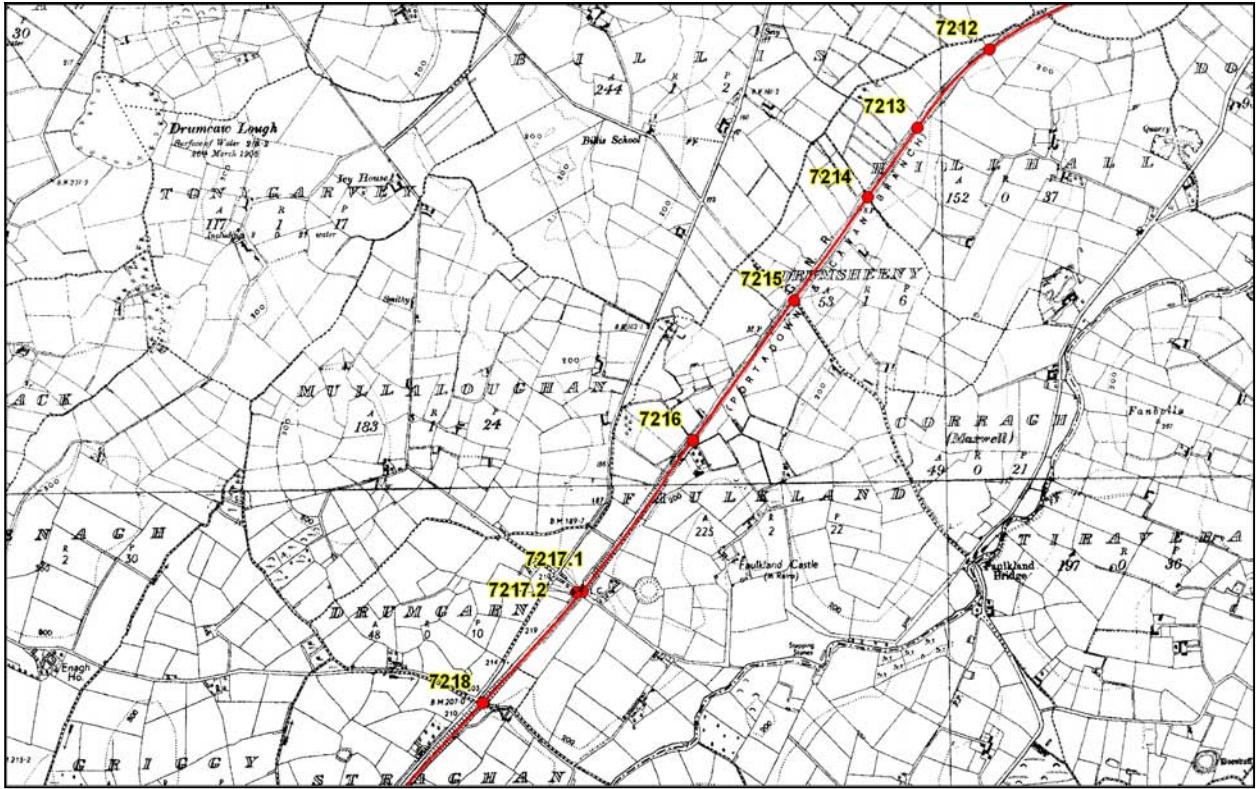
S07101\_01    FWH    11/08/2007    Looking towards NE end of embankment



**Stretch**    **S07102**    **Type**    Embankment    **Length (m)**    430

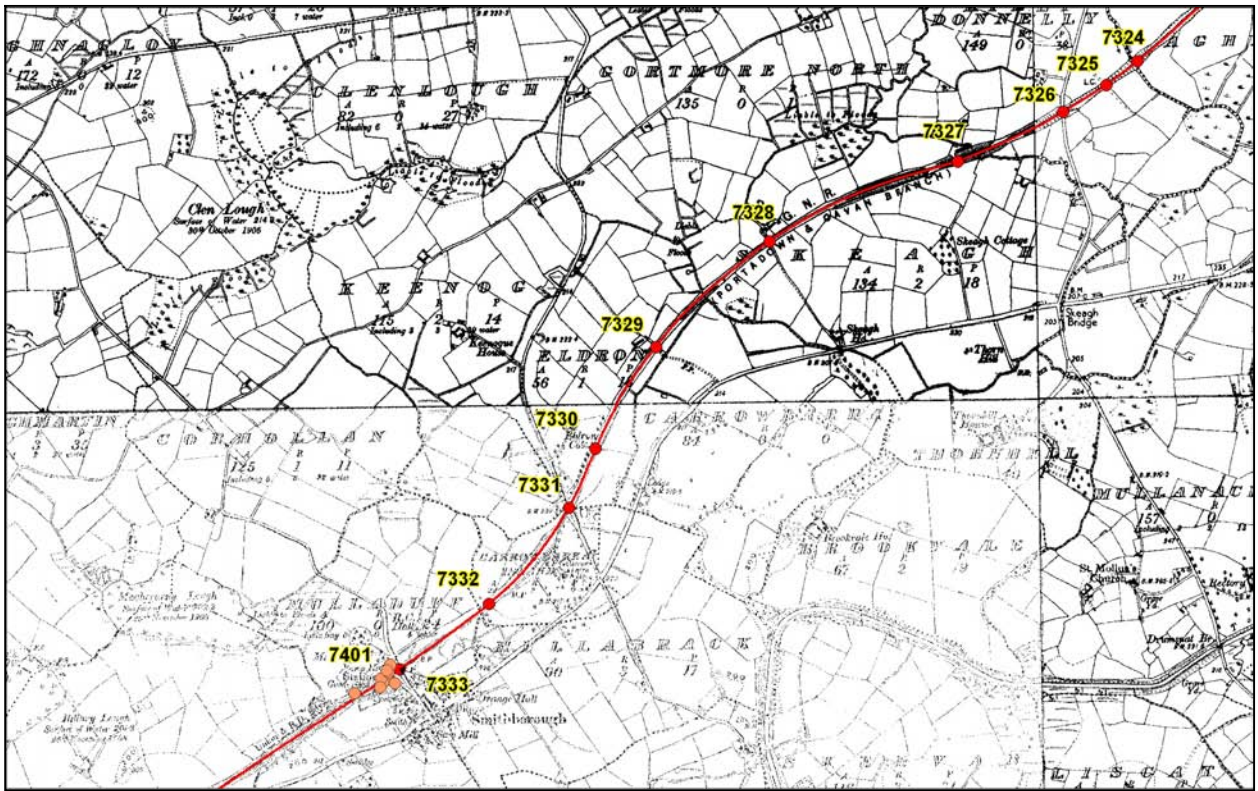
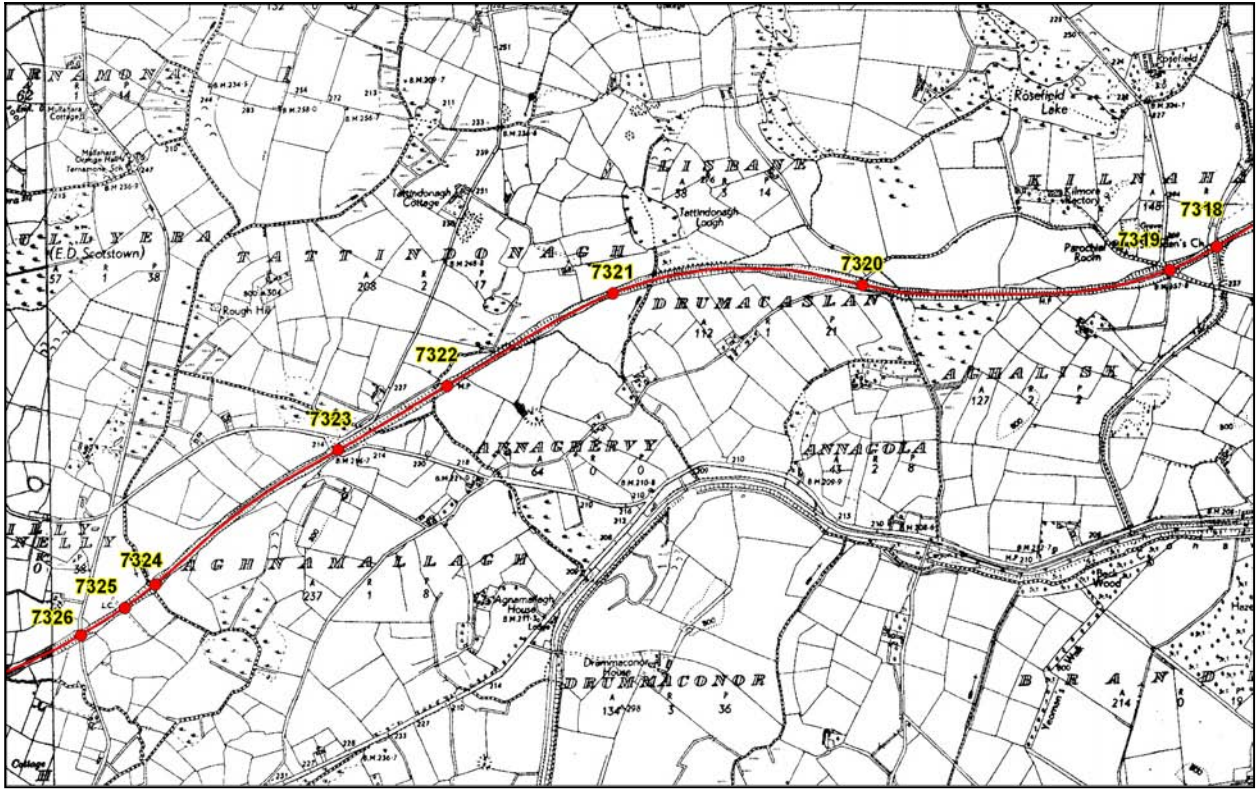
**Description**    This embankment extends from site 07108 to almost as far as 07110. It is a prominent landscape feature with two bridges thereon.



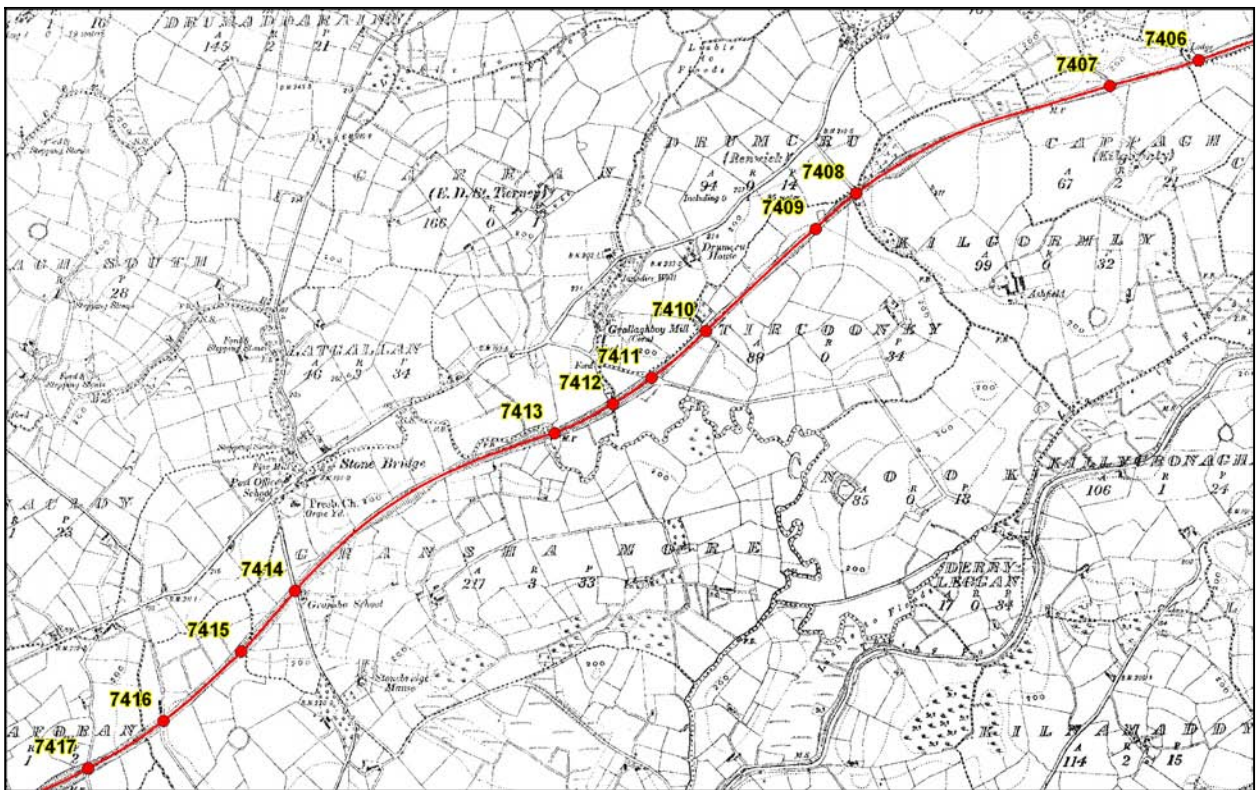
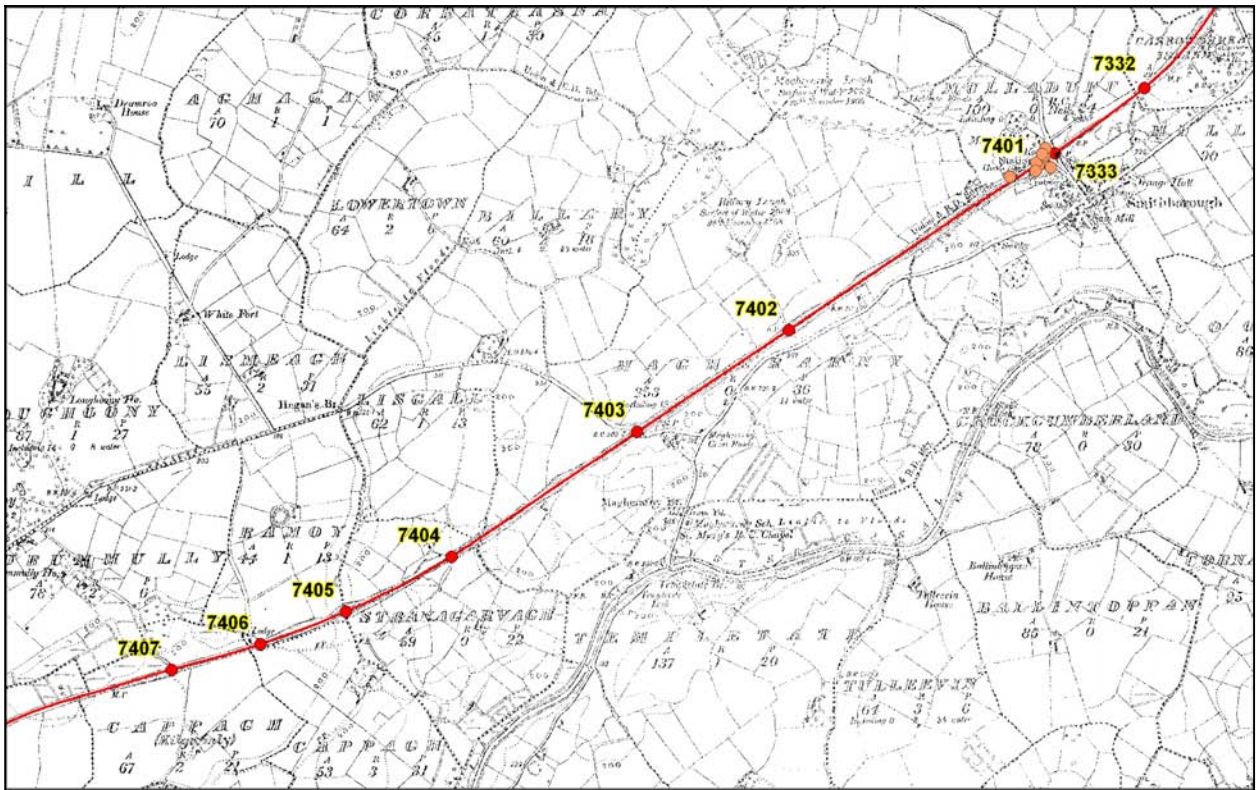


Site maps 7212 - 7223



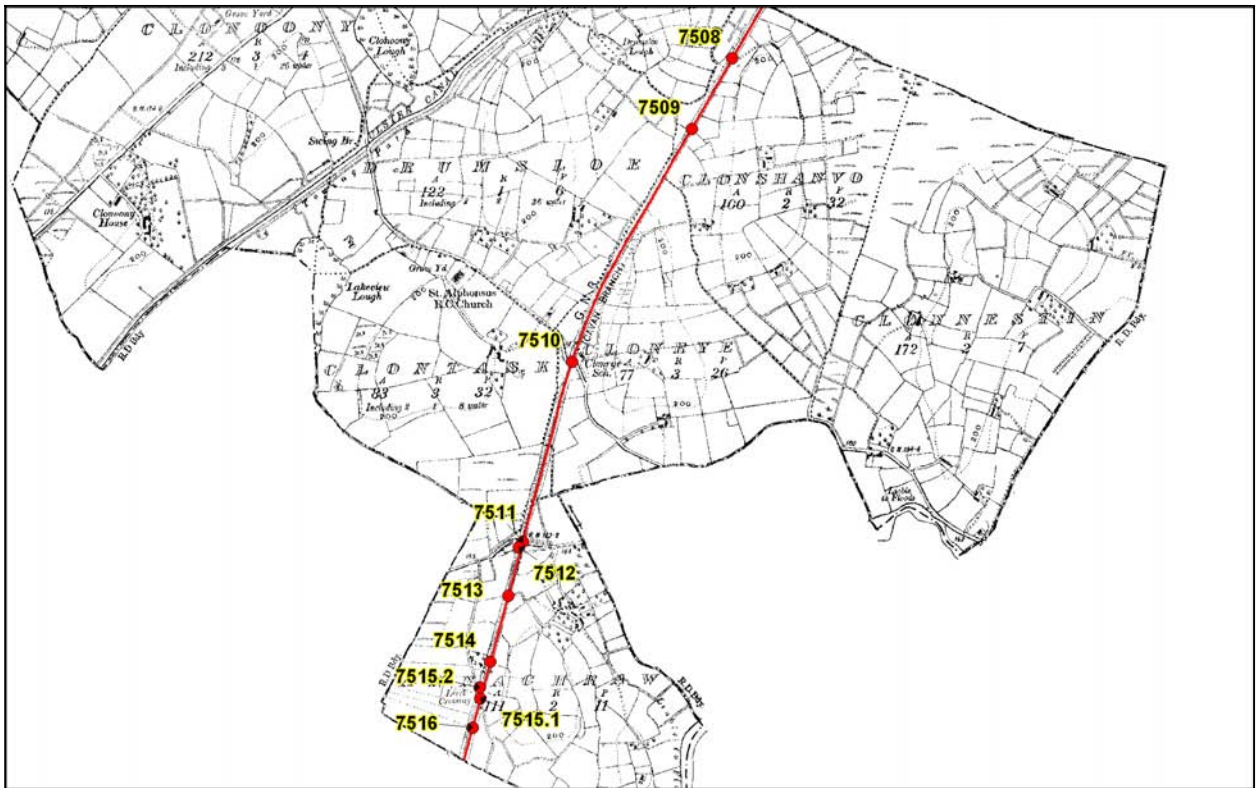
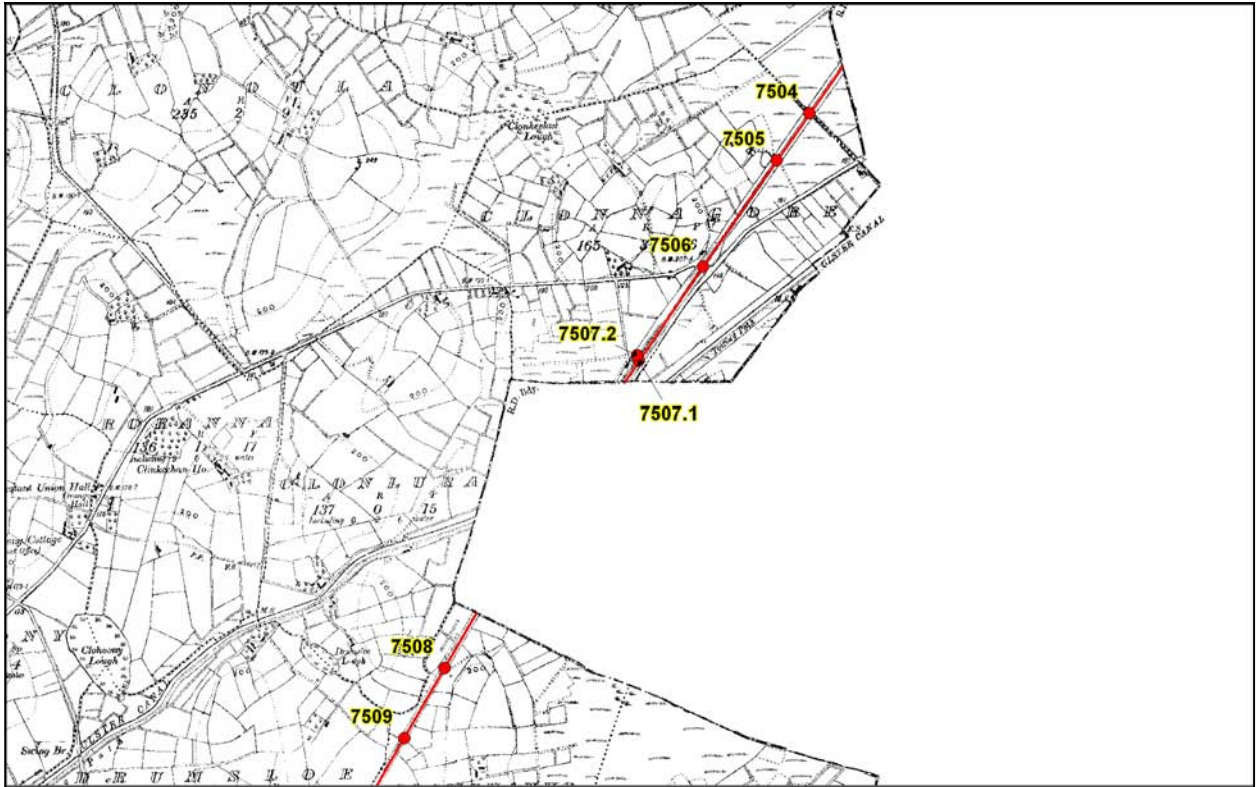


Site maps 7318 - 7401

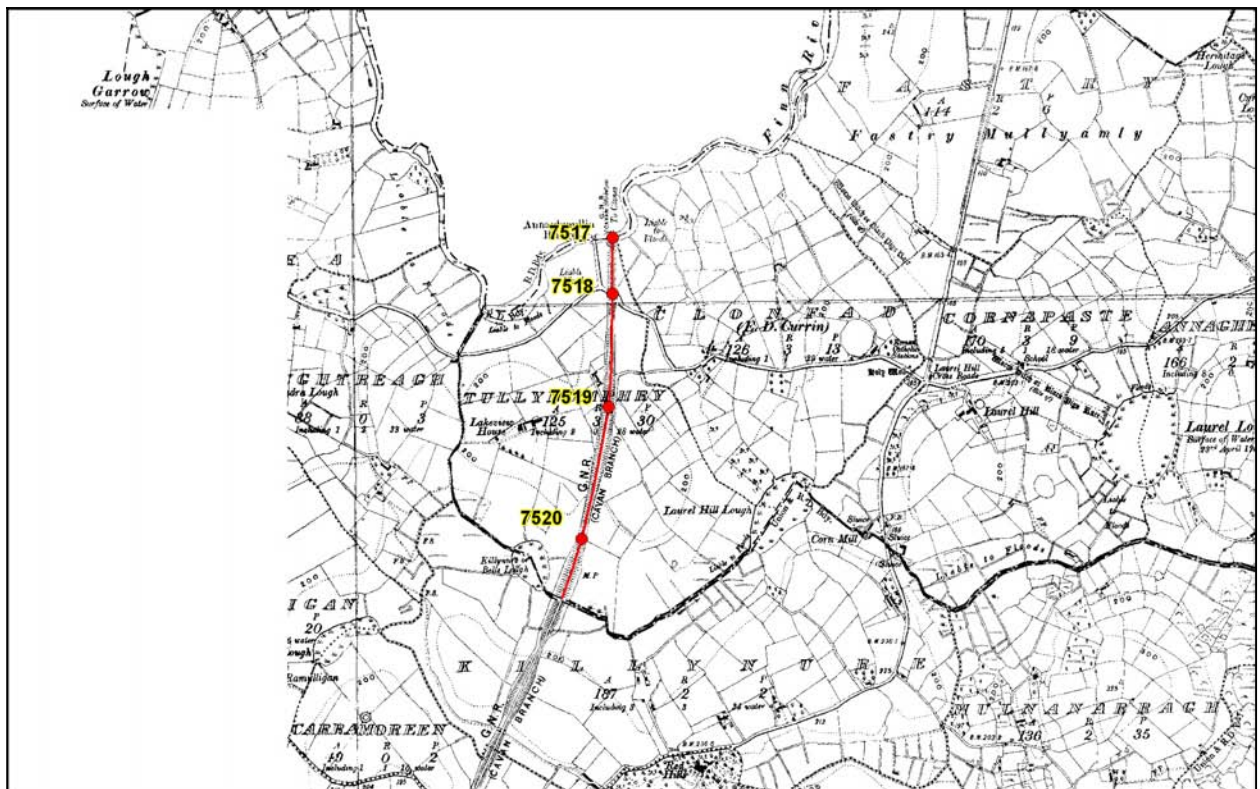


Site maps 7332 - 7417





Site maps 7504 - 7516



Site maps 7517 - 7520

**Site 07101**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07101 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO007	Grid	273966	342390
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Poor	Use	Disused	
Description	This beam bridge carried the embanked railway over an accommodation track. Only its west abutment survives, the deck and east abutment having been removed to improve access along the track. The north end of this abutment and part of its upper half have also been removed. The remains are of random rubble, brought to courses and embellished with an advanced rusticated and margined quoin. A chamfered stone coping runs along the top of the abutment. An agricultural shed, in concrete blockwork, has been erected over it.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

07101\_01 FWH 16/08/2007 West abutment, from SE.



**Site 07102**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07102 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO007	Grid	273547	342444
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Fair	Use	Disused	
Description	Only the SE abutment survives of this highly skewed bridge which carried the embanked railway over a road. It is of rock-faced randomly-sized masonry blocks, with rusticated and margined quoins. Its upper section has been demolished and it is now uncertain whether it was an arch or beam bridge. There is a similarly-detailed buttress at its NE end. Also at this end is a random rubble wind wall. Although truncated in height, some of its dressed stone copings survive. It terminates in small rusticated piers. The embankments have been removed at both ends.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

07102\_01 FWH 11/08/2007 Abutment from NE.



**Site 07103**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07103 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO007	Grid	273274	342525
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description An arched bridge carries an accommodation track over the line, here in a cutting. The cutting has been partly infilled to such an extent that the abutments are now buried. There are tapered buttresses to each end, of rock-faced blocks set in regular courses and embellished with rusticated and margined quoins. These extend up to parapet level as pilasters. The arch is of semicircular profile; its visible section spans 8.20m (the actual span would be slightly more). The soffit is of brick but the voussoirs are of rusticated masonry blocks with a margined edge. The spandrels are of rock-faced random-sized blocks. The parapets are detailed as the buttresses. They are 3.84m apart and terminate in out-projecting rusticated piers. A chamfered stone string course runs along the base of the parapet and around the pilasters and terminal piers. The parapets are coped with oversailing dressed stone blocks.

Interest Architectural; Historical

Evaluation The character of this bridge is diminished by its partial infilling. It has an historical association with the railway. It is of local industrial heritage significance.

Significance Local

07103\_01 FWH 11/08/2007 East elevation, from SE.



**Site 07104**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

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<b>Component</b>	<b>07104 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	272988	342553
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive. The land hereabouts has been reclaimed for agriculture.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07105**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07105 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO007	Grid	272882	342539
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description A substantial arched bridge carries the embanked line over the Mountain Water. The abutments are of rock-faced, randomly-sized masonry blocks, brought to courses and embellished with rusticated and margined quoins. The lower half of the abutments project slightly and have a chamfered edge along the top of the projecting section. The bottom of the abutments are faced with (later) concrete. A chamfered stone string course runs through the arch at spring level and around the quoins. There are shallow tapered buttresses at each end, with rusticated and margined quoins. The arch is of semicircular profile and spans 10.32m; its underside is c.10m from the bed of the river. The soffit is of brick, but the voussoirs are of rusticated masonry blocks with a margined edge. The parapets are of roughly-dressed blocks set in regular courses. They are 8.61m apart and terminate in out-projecting rusticated piers. A chamfered string course runs along the base of the parapets and around the terminal piers. The parapets are also coped with oversailing dressed stone blocks. The buttresses continue out as curved squared random rubble wing walls with chamfered stone copings; they terminate in small piers.

Interest Architectural; Historical

Evaluation The scale of this well-executed bridge makes it of particular architectural note. 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

07105\_01 FWH 11/08/2007 Upstream (south) elevation.



07105\_02 FWH 11/08/2007 Downstream (N) elevation.



07105\_03 FWH 11/08/2007 Right-bank (east) abutment.



07105\_04 FWH 11/08/2007 Left-bank abutment detail.



**Site 07106**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07106 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO007	Grid	272653	342477
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description An arched bridge carries the embanked line over an accommodation track. The abutments, which are 23.48m deep, are of rock-faced, randomly-sized masonry blocks, brought to courses and embellished with rusticated and margined quoins. There are shallow tapered buttresses at each end, of rock-faced masonry blocks set in regular courses and embellished with rusticated and margined quoins. The arch is of semicircular profile and spans 3.60m. Its soffit is of brick, but the voussoirs are of rusticated and margined masonry blocks. The spandrels are detailed as the buttresses and have chamfered stone copings. There are curved squared random rubble wing walls at each end, with chamfered stone copings and rusticated terminal piers.

Interest Architectural; Historical

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

Significance Local

07106\_01 FWH 11/08/2007 South elevation.



**Site 07107**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07107 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO007	Grid	272471	342424
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	An arched bridge carries the embanked line over a road. The abutments, which are 9.45m deep, are of squared random rubble, embellished with rusticated and margined quoins. A chamfered stone string course runs through the arch at spring level and around the quoins. There are tapered buttresses at each end, similarly embellished. The arch is of semi-elliptical profile and spans 10.66m. Its soffit is of brick, but the voussoirs are of rusticated and margined masonry blocks. The spandrels are detailed as the abutments and have chamfered stone copings. There are curved squared random rubble wing walls at each end, also with chamfered stone copings.					
Interest	Architectural; Historical					
Evaluation	This bridge is a good example of its type and also has an historical association with the railway. It is one of the longest spans on this line and is of regional industrial heritage significance. It merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

07107\_01 FWH 11/08/2007 South elevation.



**Site 07108**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07108 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO007	Grid	272023	342284
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	<p>An arched bridge carries the embanked line over a road. The abutments, which are 9.56m deep, are of rock-faced, randomly sized masonry blocks, embellished with rusticated and margined quoins. A chamfered stone string course runs through the arch at spring level and around the quoins. There are tapered buttresses at each end, detailed as the abutments, and extending up to the parapets. The arch is of semicircular profile and spans 5.95m. Its soffit is of brick, but the voussoirs are of rusticated and margined masonry blocks. The spandrels and parapets are of rock-faced, regularly coursed masonry blocks. A chamfered stone string course runs along the base of the parapets. The parapets are coped with chamfered oversailing copings and terminate in out-projecting piers extending up from the buttresses. There are curved random rubble wing walls at each end, also with chamfered stone copings and ending in small piers. An accommodation track now runs along the line of the former railway.</p>					
Interest	Architectural; Historical; Setting					
Evaluation	This bridge is a good example of its type, has an historical association with the railway and is in a very prominent setting at a road junction. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

07108\_01 FWH 11/08/2007 South elevation.



**Site 07109**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07109 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO007	Grid	271869	342182
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description A substantial skewed arch bridge carries the embanked line over the Mountain Water. The abutments are of squared random rubble, brought to courses and embellished with rusticated and margined quoins. The lower half of the abutments project slightly and have a chamfered edge along the top of the projecting section. The bottom of the abutments are faced with (later) concrete. A chamfered stone string course runs through the arch at spring level and around the quoins. There are tapered buttresses at each end, of rock-faced masonry blocks set in regular courses and embellished with rusticated and margined quoins. They continue up to parapet level where they form terminal piers to the latter. The arch is of semicircular profile and spans 10.56m, measured orthogonally/ 13.35m on the skew. The soffit is of skewly-laid brick, but the voussoirs are of rusticated and margined masonry blocks. The spandrels and parapets are detailed as the buttresses. A chamfered stone string course runs along the base of the parapets. The latter terminate in out-projecting rusticated piers and are coped with chamfered dressed stone blocks. There are squared random rubble wing walls to each end, with chamfered stone copings and terminal piers.

Interest Architectural; Historical

Evaluation The scale of this well-executed bridge makes it of particular architectural note. It is also the largest span of all the surviving rail/river bridges on the entire line. 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

07109\_01 FWH 11/08/2007 Downstream (east) elevation.



07109\_02 FWH

11/08/2007 Left-bank (north) abutment and soffit detail.



**Site 07110**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

Component	07110 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO007	Grid	271712	341987
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	<p>An arched bridge carries an accommodation track over the line, here in a cutting. The abutments are of rock-faced blocks, randomly sized and brought to courses; they are 7.12m deep and embellished with rusticated and margined quoins. A chamfered stone string course runs through the arch at spring level and around the quoins. There are tapered buttresses to each end, of rock-faced blocks set in regular courses and embellished with rusticated and margined quoins; they extend up to parapet level as pilasters. The arch is of semi-elliptical profile and spans 8.60m. Its soffit is of brick but the voussoirs are of rusticated and margined masonry blocks. The spandrels and parapets (both heavily overgrown) are detailed as the buttresses. The parapets, which are 6.39m apart, are coped with chamfered stone blocks and terminate in out-projecting rusticated piers. A chamfered stone string course runs along the base of the parapets, pilasters and piers. The road face of the north parapet has collapsed at its east end.</p>					
Interest	Architectural; Historical					
Evaluation	<p>This is a good example of its type and has an historical association with the railway. This is the widest of all the accommodation bridges on the line and is more akin to a public road bridge in this respect. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures. .</p>					
Significance	Regional			Action	RPS	

07110\_01 FWH 11/08/2007 South elevation.



07110\_02

FWH

11/08/2007

Looking SE inside arch.



**History** Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in September 1957.

<b>Component</b>	<b>07111 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271597	341545
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Traces	Condition	Fair	Use	Disused	
Description	Four square timber gate posts survive, two on either side of the line immediately north of station. Pair of timber posts on south side of road located at end of rubble stone walls flanking entrances. Timber picket fence timber posts. Corresponding timber posts on north side of road in use as gate posts into field. Timber post to west moved to accommodate new use.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

07111\_01 AR&R 27/08/2007 General view of level crossing from east.



07111\_02 AR&R 27/08/2007 Crossing point on south side of road.



07111\_03 AR&R 27/08/2007 Crossing point on north side of road.



07111\_04 AR&R 27/08/2007 Level crossing post to west end of south side of road.



07111\_05 AR&R 27/08/2007 Level crossing post to east end of south side of road.



## History

Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board to passengers in October 1957, and to all traffic in June 1958. A signal box is marked just north of the station building on the OS 25-inch map. However, it was actually beside the level crossing (component 7) and dates from the period 1877-1903. Old photographs show a timber cabin over a brick base, with external stairs on north gable. The station building (1) was bought by its current owner in 1964. After closure, the goods shed (5) was used as a poultry shed before being converted into a private dwelling c.1997.

07201\_01 Unknown

Source J. Scott, Glaslough.

Glaslough, looking towards Armagh with signal cabin at road end of station. Note entrance to goods yard at left.



07201\_02 Unknown

Source J. Scott, Glaslough.

Goods shed and waiting room.



07201\_03 Unknown

Source J. Scott, Glaslough.

Weighbridge (centre left), signal box (centre right) and level crossing from south-east.



07201\_04 R.M. Arnold 28/07/1957 Source C. Friel Collection.

Signal box at road end of station. Note entrance to goods yard at left.



07201\_05 Drew Donaldson 11/08/1957 Source C. Friel Collection: DDN178T.

Glaslough with train bound for Belfast, with goods shed in background.

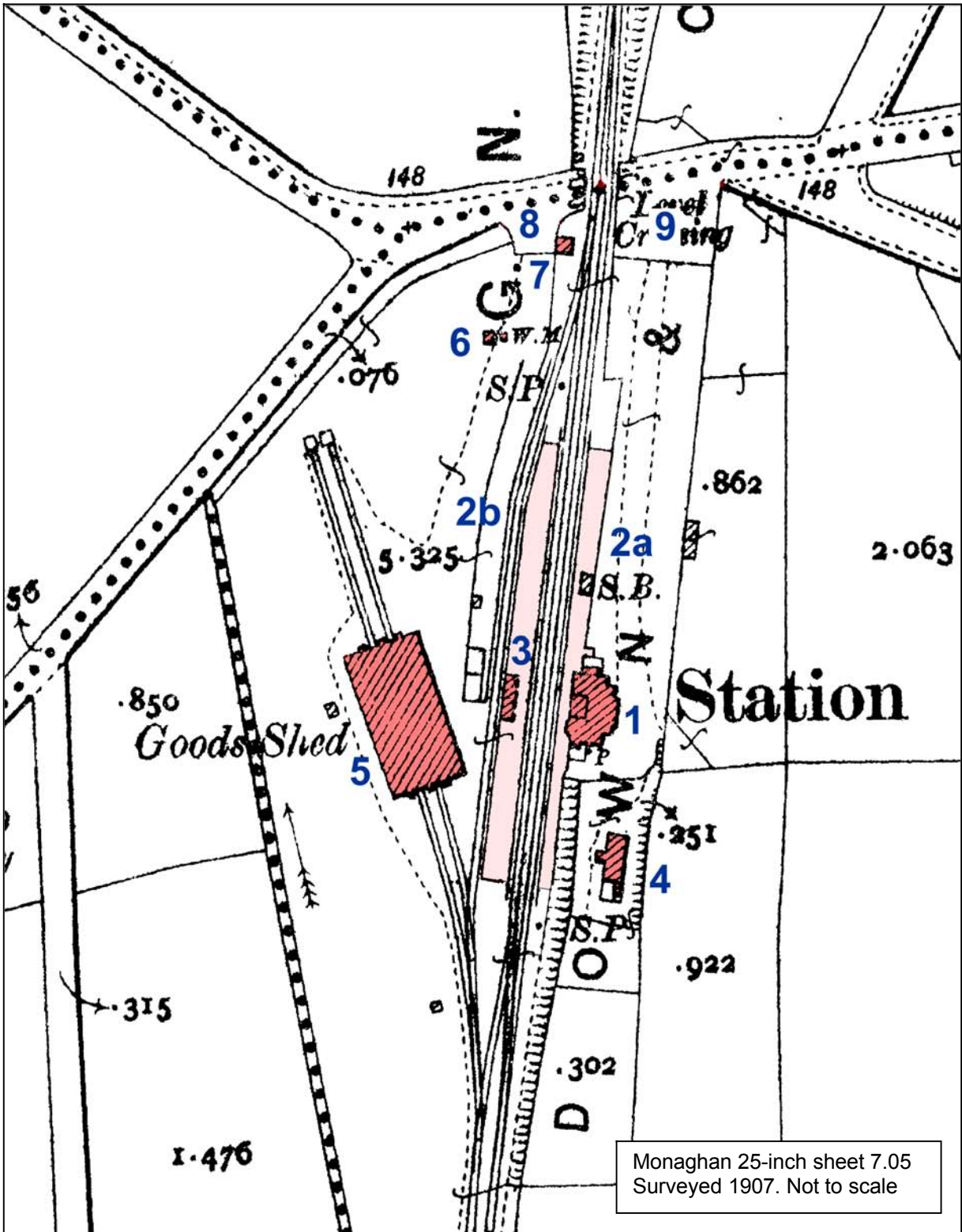


07201\_06 Unknown Source C. Friel Collection.

Glaslough Station: looking north from south end.



Component	07201 01	Type	Station building		
County	Monaghan	OS 6-inch map	MO007	Grid	271595 341416
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R
Completeness	Complete	Condition	Fair	Use	Disused
Description	Detached triple-pile single-storey former station building, now used for storage. East central bay, housing the entrance hall, breaks forward and is flanked by outer gabled bays. To front of each of these outer bays are a gabled entrance porch to the north				



and a false porch to the south. Lean-to bays to north and south elevations of outer bays. Timber canopy to western, platform elevation, now abutted by a single-storey concrete block-built lean-to shed. Site is overgrown to west side by vegetation. Triple-span steeply pitched slate roof with terracotta ridge tiles, decorative timber barge-boards and stone chimneystacks to ridges of outer bays. Mono-pitched slate roofs over lean-to bays to north and south sides. Elevations comprise random courses of rock-faced cut-stone blocks on tooled cut-stone plinth. Tooled and chamfered sandstone quoins with tooled sandstone surrounds to openings. The central entrance gable on the east of the building has two geometric transom-and-mullioned window openings, both with relieving arches of rock-faced voussoirs above. At apex of this gable elevation there is a circular window with flower-shaped stone tracery. Double-light transom-and-mullioned window openings to gables of outer gabled bays, with quatrefoil windows.

To the west, platform elevation there is a central timber-panelled canopy, flanked by outer bays. Transom-and mullioned window to northern bay, now blocked up but formerly lighting the public waiting room. To the southern bay there is a blocked up bay window, formerly lighting the Leslie Family waiting room. A concrete block-built shed was built with a lean-to corrugated sheeting roof was erected against the base of the canopy.

#### Interior

Interior of station is accessed through a timber door within the entrance porch on the east side of the building. Incorporates waiting room, ticket office, parcel office, toilets and customs station. The central gabled bay comprises a large entrance hall. Sandstone flagstones to floor. Plastered and painted walls with timber wainscoting. Timber panelling to top of walls and to underside of roof. Scissor trusses with central collars support roof. To the western elevation of this room is a transom-and mullioned window with lattice frames set within a pointed segmental opening. At the apex of the elevation is a double-light window with a central colonnette. Two pointed-segmental door openings with double leaf doors on the same elevation open to the canopied area to the west. To the north and south sides of the central entrance hall are former offices with timber wainscoting or remains thereof to walls, timber floor boards and stone fireplaces. To the north and south of the canopied area at the building's west side are the waiting rooms. The waiting room to the north was the public waiting room. Within, floorboards have been removed and a stone fireplace survives on the eastern wall. The ceiling is panelled. To the south side of the canopied area is the Leslie Family waiting room. A stone fireplace survives to the eastern wall and the ceiling is panelled.

The interior of the station and abutting shed are now used for storage.

Interest Architectural; Historical; Social; Group

Evaluation Glaslough is undoubtedly one of County Monaghan's finest station complexes. At its heart is the former station building. Built in the Gothic style with funding from the Leslie Family, the stone station is a good quality structure that is of architectural significance. The triple-pile building is enriched by decorative cutstone elevations with tooled sandstone dressings. Internally, the planform provides an interesting insight into the social standing of Glaslough's inhabitants in the nineteenth century. The segregated waiting rooms, which accommodated the Leslie Family and ordinary members of the community, are reminders of the hierarchical society of the time. Since the station's closure, the building has slowly fallen into decline. Rudimentary inspection reveals an infestation of dry rot. Externally, the platform-facing side has been completely overgrown with trees and vegetation, masking the fine timber-panelled canopy. A concrete block shed, also detracts from the building's character but could be easily demolished. The building is of regional industrial heritage significance and justifies its current inclusion in the Record of Protected Structures (RPS 41400707).

Significance Regional Protection Monaghan RPS 41400707

<b>Component</b>	<b>07201 02a</b>	<b>Type</b>	<b>Platform</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271592	341439
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	Down platform runs north to south directly in front of station building. Rendered platform wall with concrete kerbstones.					
Interest	Architectural; Historical; Group					
Evaluation	Overgrown and having deteriorated in condition, this stone-built platform survives under much vegetation. Despite partial recoping in concrete and rendering, it contributes to the character and setting of the station and is of regional industrial heritage significance. It merits inclusion in Record of Protected Structures.					
Significance	Regional			Action	RPS	

<b>Component</b>	<b>07201 02b</b>	<b>Type</b>	<b>Platform</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271579	341441
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	Up platform runs north to south and is located opposite the station building. Rubble stone walls with concrete kerbstones to section opposite station building. Section of platform to north retains granite kerbstones.					
Interest	Architectural; Historical; Group					
Evaluation	Overgrown and having deteriorated in condition, this stone-built platform survives under much vegetation. Despite partial recoping in concrete, it contributes to the character and setting of the station and is of regional industrial heritage significance. It merits inclusion in Record of Protected Structures.					
Significance	Regional			Action	RPS	

<b>Component</b>	<b>07201 03</b>	<b>Type</b>	<b>Waiting shelter</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271574	341417
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	Detached former four-bay waiting shelter, situated on the west platform at Glaslough Station. East side of waiting room is open. Mono-pitched slate roof supported on rafters and battens. Rear elevation to west and side walls comprise rock-faced rubble stone. Punch-dressed quoins. Single blocked up block-and-start door opening to west elevation. Iron posts on east side support mono-pitched roof. Timber panelling of battens to eaves on east side.					
Interest	Architectural; Historical; Group					
Evaluation	This simple rectangular structure, which was used to provide shelter to those waiting to board, is constructed with well-dressed cutstone blocks and quoins. Reflecting the architecture of the opposing station building, it was well executed and is of regional industrial heritage significance. It merits inclusion in Record of Protected Structures.					
Significance	Regional			Action	RPS	

<b>Component</b>	<b>07201 04</b>	<b>Type</b>	<b>Station house</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271602	341374
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	<p>Detached three-bay two-storey former station house, with entrance porch to west elevation and modern kitchen extension built to south c.1982. Now in use as a private dwelling. Located south of station building.</p> <p>Pitched slate roof with terracotta ridge tiles, redbrick chimneystacks and replacement PVC and cast-iron rainwater goods. Decorative timber bargeboards to gable end walls. Rendered walls with ruled and lined detail.</p> <p>Segmental-headed window openings with painted redbrick arch-heads, painted sandstone sills and two-over-two sash windows. One round-headed window opening set into dormer window to front elevation with painted brick arch-head and painted stone sill. Painted brick effect to window reveals of round-headed window. Pair of narrow segmental-headed arched windows on rear elevation.</p> <p>Entrance porch to front elevation with moulded brick parapet and rendered walls. Square-headed door opening with replacement timber panelled door. Square-headed window opening to porch with two-over-two sash windows and concrete sills. Entrance porch may be a later addition to the house.</p> <p>One cast-iron lamp removed from original position and relocated north of station house.</p> <p>Original floor plan retained in interior. Original joinery elements survive including timber panelled door, timber window and door architraves and skirting boards. Dogleg stairs with turned timber banisters and heavy newel post survive.</p>					
Interest	Architectural; Historical; Group					
Evaluation	<p>The station house is now a private dwelling and retains many early features such as roof slates and sash windows. Whilst not as elaborate in its design as the grander station building, it is of regional industrial heritage significance due to the wholesale retention of its early fabric.</p> <p>It merits inclusion in Record of Protected Structures.</p>					
Significance	Regional			Action	RPS	

<b>Component</b>	<b>07201 05</b>	<b>Type</b>	<b>Goods shed</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271548	341415
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Some remains	Condition	Good	Use	Dwelling	
Description	<p>Remains of detached double-pile, multi-bay former goods shed. East front elevation and half of north and south gable end walls incorporated into structure. Located east of station building.</p> <p>New hipped slate roof with replacement rainwater goods. Coursed rock-faced limestone walls to east front elevation and gable end walls, with sandstone plinth course. Three pointed-headed arched openings formerly in use as loading bays to the goods shed on front elevation. Now blocked-up and accommodate window openings. Modern rendered curved rear elevation wall. Square-headed window openings with concrete sills, sandstone surrounds and replacement timber windows. Tall buttresses on gable end walls flank former openings for engines to enter goods shed.</p> <p>Interior completely refurbished c.1997. No original features survive.</p>					
Interest	Architectural; Historical; Group					
Evaluation	<p>This large stone building was converted to a private house in recent years and was largely altered to accommodate the needs of a contemporary family. However, the principal elevation which is largely intact, allows the building to be easily identified as a station complex structure. Whilst it contributes to the wider station group, its incompleteness reduces its industrial heritage significance from regional to local.</p>					
Significance	Local					

<b>Component</b>	<b>07201 06</b>	<b>Type</b>	<b>Weighbridge</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271568	341508
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this weighbridge survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07201 07</b>	<b>Type</b>	<b>Signal box</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271587	341531
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No remains of signal box.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07201 08</b>	<b>Type</b>	<b>Entrance (goods depot)</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271579	341530
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Substantial remain	Condition	Good	Use	Entrance	
Description	Located set-back off roadside north of goods shed. Entrance gates access goods shed and up platform. Entrance comprises square-profile ashlar sandstone gate piers that taper into octagonal drums, supporting domed caps. Ball finials missing from piers. Piers flanked by curved rubble stone walls with sandstone coping. Holes for iron supports or railings visible on coping stones. Low buttresses to rear of walls provide support. Replacement double gates.					
Interest	Architectural; Historical; Group; Setting					
Evaluation	The cutstone gate piers with ball finial cappings are well constructed and contribute to the interest of the station complex as a whole. They also remind passers-by of the site's original function. They are of regional industrial heritage significance and merit inclusion in Record of Protected Structures.					
Significance	Regional			Action	RPS	

Component	07201 09	Type	Entrance (station)			
County	Monaghan	OS 6-inch map	MO007	Grid	271610	341527
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Substantial remai	Condition	Good	Use	Entrance	
Description	<p>Located set-back off roadside north of station building. Entrance gates access station building and station house. Entrance comprises square-profile ashlar sandstone gate piers that taper into octagonal drums, supporting domed caps. Pier surmounted by carved sandstone ball finial. Ball finial missing off pier to east. Piers flanked by curved rubble stone walls with sandstone coping stones. Holes for iron supports or railings visible on coping stones. Low buttresses to rear of walls provide support. Iron hinge of gate survives on pier to east. Two low timber posts inside entrance act as stop-posts for gate and one retains iron hook to secure gate in open position. Remains of timber gate with spiked top and iron hinge visible in undergrowth within entrance.</p>					
Interest	Architectural; Historical; Group; Setting					
Evaluation	<p>The cutstone gate piers with ball final cappings are well constructed and contribute to the interest of the station complex as a whole. They also remind passers-by of the site's original function. They are of regional industrial heritage significance and merit their current inclusion in the Record of Protected Structures (RPS 41400732).</p>					
Significance	Regional	Protection	Monaghan RPS 41400732			

07201\_01 FWH 18/06/2007 Station building from NE.



07201\_02 AR&R 27/08/2007 Station building: detail of entrance porch from NE.



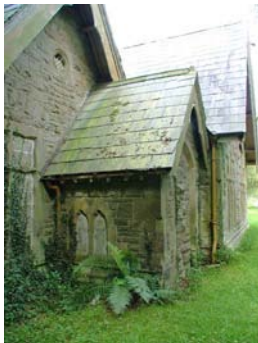
07201\_03 AR&R 27/08/2007 Station building: front gable of entrance porch from east.



07201\_04 AR&R 27/08/2007 Station building: detail of timber door within entrance porch.



07201\_05 AR&R 27/08/2007 Station building: false entrance bay to front elevation, from south.



07201\_06 AR&R 27/08/2007 Station building: decorative opening to centre of entrance gable.



07201\_07 AR&R 27/08/2007 Station building: blocked up triple-light window to entrance gable, from east.



07201\_08 AR&R 27/08/2007 Station building: additions to north elevation, from north.



07201\_09 AR&R 27/08/2007 Station building: additions to north elevation, from east.



07201\_10 AR&R 27/08/2007 Station building: additions to south elevation, from east.



07201\_11 AR&R 27/08/2007 Station building: platform elevation to west, from north.



07201\_12 AR&R 27/08/2007 Station building: garage addition to platform elevation.



07201\_13 AR&R 27/08/2007 Station building: detail of blocked up triple-light window to west elevation, from NW.



07201\_14 AR&R 27/08/2007 Station building: detail of barge-board to west elevation, from west.



07201\_15 AR&R 27/08/2007 Station building: detail of timber-panelled canopy to west elevation, from west.



07201\_16 AR&R 27/08/2007 Station building: timber-panelled canopy to west elevation, from west.



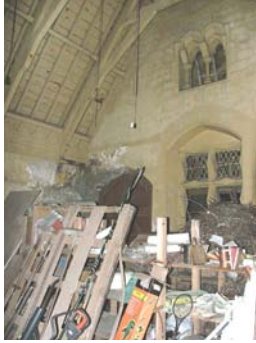
07201\_17 AR&R 27/08/2007 Station building: interior of entrance hall, from north.



07201\_18 AR&R 27/08/2007 Station building: interior of entrance hall, from south.



07201\_19 AR&R 27/08/2007 Station building: interior of entrance hall, from east.



07201\_20 AR&R 27/08/2007 Station building: interior of entrance hall, from west.



07201\_21 AR&R 27/08/2007 Station building: window on west wall of entrance hall.



07201\_22 AR&R 27/08/2007 Station building: window near apex of west wall of entrance hall.



07201\_23 AR&R 27/08/2007 Station building: trusses to roof of entrance hall.



07201\_24 AR&R 27/08/2007 Station building: timber panelling to roof of entrance hall.



07201\_25 AR&R 27/08/2007 Station building: double-leaf door on west wall of entrance hall.



07201\_26 AR&R 27/08/2007 Station building: flagstones to entrance hall.



07201\_27 AR&R 27/08/2007 Station building: inner faced of timber canopy.



07201\_28 AR&R 27/08/2007 Station building: interior of shed that abuts the canopy, from east.



07201\_29 AR&R 27/08/2007 Station building: interior of public waiting room to north side of station building, from south.



07201\_30 AR&R 27/08/2007 Station building: panelled ceiling of public waiting room to north side of station building



07201\_31 AR&R 27/08/2007 Station building: stone fireplace to public waiting room to north.



07201\_32 AR&R 27/08/2007 Station building: interior of Leslie family waiting room to south side of station building, from north.



07201\_33 AR&R 27/08/2007 Station building: blocked up bay window within Leslie family waiting room.



07201\_34 AR&R 27/08/2007 Station building: panelled ceiling of Leslie family waiting room.



07201\_35 AR&R 27/08/2007 Station building: stone fireplace within Leslie family waiting room.



07201\_36 AR&R 27/08/2007 Down platform wall and kerbstone.



07201\_37 AR&R 27/08/2007 Up platform wall and concrete kerbstone.



07201\_38 AR&R 27/08/2007 Detail of granite kerbstone on west side of up platform.



07201\_39 AR&R 27/08/2007 Overgrown track area and up platform.



07201\_40 AR&R 27/08/2007 Rear of up platform with sandstone coping and iron supports to timber fence.



07201\_41 AR&R 27/08/2007 Rear of up platform to south of goods shed.



07201\_42 FWH 18/06/2007 Waiting room from SW.



07201\_43 AR&R 27/08/2007 Waiting room, from north.



07201\_44 AR&R 27/08/2007 Waiting room, from south.



07201\_45 AR&R 27/08/2007 Interior of waiting room.



07201\_46 AR&R 27/08/2007 Timber eaves panelling to east elevation.



07201\_47 AR&R 27/08/2007 Tooled stone quoins to waiting room.



07201\_48 AR&R 27/08/2007 Blocked up door opening to west elevation of waiting room.



07201\_49 AR&R 27/08/2007 Detail of carved and tooled stone quoin on waiting room.



07201\_50 FWH 18/06/2007 Station house from NW.



07201\_51 AR&R 27/08/2007 Station house from south.



07201\_52 AR&R 27/08/2007 Station house: north gable.



07201\_53 AR&R 27/08/2007 Station house: rear (east) rear elevation.



07201\_54 AR&R 27/08/2007 Station house: entrance porch to front (west) elevation.



07201\_55 AR&R 27/08/2007 Station house: chimneystack and bargeboard.



07201\_56 AR&R 27/08/2007 Station house: door.



07201\_57 AR&R 27/08/2007 Station house: paired window openings to rear elevation.



07201\_58 AR&R 27/08/2007 Station house: detail of window opening.



07201\_59 AR&R 27/08/2007 Station house: cast-iron lamp on driveway to house.



07201\_60 AR&R 27/08/2007 Station house: cast-iron lamp to site.



07201\_61 AR&R 27/08/2007 Goods shed from north.



07201\_62 FWH 18/06/2007 Goods shed from SE.



07201\_63 FWH 18/06/2007 Goods shed: east elevation.



07201\_64 AR&R 27/08/2007 Goods shed: main entrance set within arched-opening.



07201\_65 AR&R 27/08/2007 Goods shed from south.



07201\_66 AR&R 27/08/2007 Goods shed: rear elevation, from NW.



07201\_67 AR&R 27/08/2007 Goods shed: rear elevation, from south.



07201\_68 AR&R 27/08/2007 Goods shed: buttresses to south.



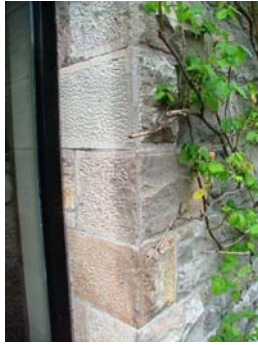
07201\_69 AR&R 27/08/2007 Goods shed: buttresses to north.



07201\_70 AR&R 27/08/2007 Goods shed: detail of buttresses to north.



07201\_71 AR&R 27/08/2007 Goods shed: quoin detail.



07201\_72 AR&R 27/08/2007 Goods shed: carved sandstone in garden feature.



07201\_73 FWH 18/06/2007 Entrance from NW: to station at left, level crossing at centre, to goods shed at right.



07201\_74 AR&R 27/08/2007 Station entrance: general view.



07201\_75 AR&R 27/08/2007 Station entrance: pier and screen wall.



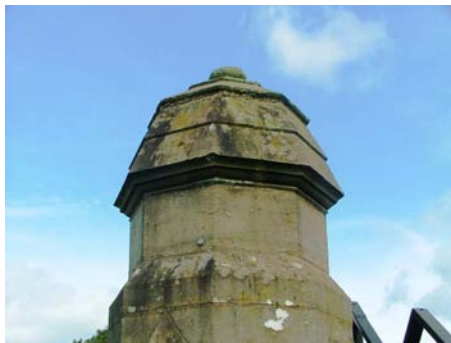
07201\_76 AR&R 27/08/2007 Station entrance: pier to west.



07201\_77 AR&R 27/08/2007 Station entrance: pier to east.



07201\_78 AR&R 27/08/2007 Station entrance: detail of top of pier.



07201\_79 AR&R 27/08/2007 Station entrance: detail of screen wall.



07201\_80 AR&R 27/08/2007 Goods entrance: general view.



07201\_81 AR&R 27/08/2007 Goods entrance: piers from north.



07201\_82 AR&R 27/08/2007 Goods entrance: piers from south.



07201\_83 AR&R 27/08/2007 Goods entrance: flanking wall to east.



07201\_84 AR&R 27/08/2007 Goods entrance: detail of entrance pier with gates discarded behind wall.



07201\_85 AR&R 27/08/2007 Goods entrance: detail of top of pier.



07201\_86 AR&R 27/08/2007 Goods entrance: detail of sandstone coping and marks of iron supports.



07201\_87 AR&R 27/08/2007 Goods entrance: iron hinge on gate pier.



07201\_88 AR&R 27/08/2007 Goods entrance: stopping post behind pier to east.



07201\_89 AR&R 27/08/2007 Goods entrance: timber stopping-post with iron hook behind pier to west.



**Site 07202**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07202 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271523	340820
Surveyed?	Y	Survey date	11/08/2007	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 07203**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07203 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271514	340736
Surveyed?	Y	Survey date	11/08/2007	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					

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

<b>Component</b>	<b>07204 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271479	340517
Surveyed?	Y	Survey date	11/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this road crossing survive. The house at NW is not on the OS 25-inch map, indicating that it is not railway related.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07205**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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Component	07205 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO007	Grid	271420 340301
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond
Completeness	Some remains	Condition	Poor	Use	Disused
Description	A wrought-iron gate and two square timber posts survive on the east side of this accommodation crossing. The gate has seven horizontal bars and two semicircular hoops (the bottom hoop is missing). The posts are 25cm square by 1.6m high. A makers name is incised on the top bar: "Eld[?][?]/ Dublin".				
Interest	None				
Evaluation	No special industrial heritage significance.				
Significance	Record only				

07205\_01 FWH 16/08/2007 Gate, from east.



**Site 07206**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07206 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	271348	340108
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Traces	Condition	Poor	Use	Disused	
Description	A single timber gatepost survives at the SE end of this accommodation crossing.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

**Site 07207**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07207 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO007	Grid	271207	339839
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description An arched bridge carries the embanked line over a road. The abutments, which are 9.45m deep, are of rock-faced randomly-sized masonry blocks, brought to courses and embellished with rusticated and margined quoins. A chamfered string course runs through the arch at spring level and around the quoins. There are tapered buttresses to each side, of roughly-dressed and regularly-coursed masonry blocks. The arch is of semicircular profile and spans 6.08m. Its soffit is of brick and its voussoirs of rusticated and margined masonry blocks. The spandrels and parapets are of roughly-dressed random blocks. A chamfered stone string course runs along the base of the parapets. The latter have dressed stone copings and terminate in out-projecting piers extending up from the buttresses. There are curved wing walls to each end, detailed as the parapets.

Interest Architectural; Historical

Evaluation This well constructed bridge 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

07207\_01 FWH 16/08/2007 East elevation.



**Site 07208**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07208 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO007	Grid	271097	339694
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Poor	Use	Disused	
Description	Three of the original timber gateposts survive; the fourth has been replaced with a timber railway sleeper. One gate of this accommodation crossing survives. The surviving gate, on the SE side of the crossing, is of wrought-iron and comprises two partial gates welded together to form a single unit. One section has five horizontal bars and the other seven bars. Both have three semicircular hoops.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

07208\_01 FWH 16/08/2007 South-east gate, from NW.



**Site 07209**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07209 01</b>	<b>Type</b>	<b>Bridge (rail/river)</b>		
County	Monaghan	OS 6-inch map	MO007	Grid	270963 339564
Surveyed?	Y	Survey date	16/08/2007	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, along with the embankment.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07210**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07210 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	270900	339516
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive, the land having been reclaimed for agriculture.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07211**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07211 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO007	Grid	270566 339338
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive, the land having been reclaimed for agriculture.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07212**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07212 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO007	Grid	270311	339197
Surveyed?	N					

**Site 07213**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07213 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO006	Grid	270120	338990
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive, the land having been reclaimed for agriculture.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07214**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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Component	07214 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO006	Grid	269989	338806
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Traces	Condition	Poor	Use	Disused	
Description	A timber stile over a low rubble wall survives on the SW side of the track, at the SW end of an embankment section. It comprises two diagonal ends between which are three steps on the land side and one on the rail side. It is 1.5m high and 0.8m wide.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

07214\_01 FWH 16/08/2007 Stile from track side.



**Site 07215**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07215 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO006	Grid	269793	338532
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description An arched bridge carries the embanked line over a road. The abutments, which are 9.44m deep, are of rock-faced, randomly-sized masonry blocks, brought to courses and embellished with rusticated and margined quoins. There are similarly detailed tapered buttresses to each side, laid to regular courses. A chamfered string course runs through the arch at spring level and around the quoins. The arch is of semicircular profile and spans 6.09m. Its soffit is of random masonry blocks and its voussoirs of rusticated and margined blocks. The spandrels were obscured by heavy ivy overgrowth. The parapets are of squared random rubble, with dressed copings and a chamfered string course under. They terminate in out-projecting piers which extend up from the buttresses. There are wing walls to each end, also of squared random rubble.

Interest Architectural; Historical

Evaluation This well constructed bridge 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

07215\_01 FWH 16/08/2007 Arch abutment and soffit, from east.



**Site 07216**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07216 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO006	Grid	269526	338162
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Traces	Condition	Poor	Use	Disused	
Description	Only a single timber gatepost survives at the NE end of this accommodation crossing.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

**History** Line opened by the Ulster Railway in May 1858. On 23 April 1921, a mail/goods train was hijacked and set on fire here, with the loss of 34 wagons. Closed by the Great Northern Railway Board in June 1958.

<b>Component</b>	<b>07217 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	269232	337760
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Poor	Use	Disused	
Description	Two wrought-iron sunburst gates survive on the NE side of this accommodation track, each hung from a square timber post. The north gate and post have probably been repositioned from the other side of the road. Affixed to the post supporting south gate is a timber pedestrian gate.					
Interest	Historical; Group					
Evaluation	This is the only instance of sunburst gates on the section of line built by the Ulster Railway. Whether they have been brought from elsewhere and re-erected here, or are the original gates must await further investigation. This is also the only instance in the study area where both the level crossing house and gates survive. The gates are therefore of local industrial heritage significance.					
Significance	Local					

Component	07217 02	Type	Level crossing house			
County	Monaghan	OS 6-inch map	MO009	Grid	269216	337759
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	<p>A five-bay, single-storey former level crossing keeper's house survives on the SW side of the road crossing, aligned parallel with the line. It may originally have been three bays long, the two-bay section at SW being a later addition. It has a gabled natural slate roof and two brick chimneys on the internal party walls. The walls are of brick, with a projecting moulded brick eaves course; the SW gable has been rendered with cement. All openings have square heads. The doorway is at the north end of the rail (SE) elevation, with a replacement door. There are also four window openings to this elevation, all with replacement top-opening frames. The two nearest the door have stone cills, and those at the other end have concrete cills. The SW gable is blank. The SW elevation has a brick lean-to and a slightly higher more recent one at its NE end (rendered and with modern windows and concrete cills). There is a small window to the NE gable. The interior has been totally refurbished.</p>					
Interest	Architectural; Historical; Group					
Evaluation	<p>Although refurbished, much of this building's original character survives. It also has group value with the adjoining level crossing gates. The building is of local industrial heritage significance.</p>					
Significance	Local					

07217\_01 FWH 16/08/2007 Gates from west.



07217\_02 FWH 16/08/2007 House from north.



07217\_03 FWH

16/08/2007 House from east.



**Site 07218**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07218 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	268967	337464
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description An arched bridge carries the embanked line over a road. The abutments, which are 9.50m deep, are of rock-faced, randomly-sized masonry blocks, brought to courses and embellished with rusticated and margined quoins. There are tapered buttresses to each side, of roughly-dressed masonry blocks laid to regular courses and embellished with rusticated and margined quoins. A chamfered string course runs through the arch at spring level and around the quoins. The arch is of segmental profile and spans 6.09m. Its soffit is of brick and its voussoirs of rusticated and margined blocks. The spandrels are detailed as the buttresses. The parapets are of squared random rubble, with dressed copings and a chamfered string course under. They terminate in out-projecting piers which extend up from the buttresses. There are curved wing walls to each end, also of squared random rubble.

Interest Architectural; Historical; Setting

Evaluation This well constructed bridge, which has a prominent setting at a road junction, 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

07218\_01 FWH 16/08/2007 North-west elevation.



**Site 07219**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07219 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	268691	337157
Surveyed?	Y	Survey date	16/08/2007	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 07220**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07220 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	268526	336794
Surveyed?	Y	Survey date	16/08/2007	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					

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07221 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO009	Grid	268436	336456
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this road crossing survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	07221 02	Type	Level crossing house			
County	Monaghan	OS 6-inch map	MO009	Grid	268431	336485
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	This former single-storey level-crossing keeper's house, at the SW end of the road crossing, has been comprehensively refurbished and incorporated into a two-storey house abutting its north end. Only the shell of the original building survives, now rendered with cement. The roof is now clad with artificial slate and the square-headed openings have replacement frames.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

07221\_01 FWH

16/08/2007 House from SE.



**Site 07222**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07222 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	268393	336236
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description An arched bridge carries the embanked line over an accommodation track. The abutments, which are c.9.51m deep, are of rock-faced, randomly-sized masonry blocks and are embellished with rusticated and margined quoins. There are similarly-detailed tapered buttresses to each side, laid to regular courses and embellished with rusticated and margined quoins. The arch is of segmental profile and spans 4.57m. Its soffit is of brick and its voussoirs of rusticated blocks, with a margined edge. It is blocked with concrete blocks at its west end. The spandrels are of squared random rubble, with a chamfered masonry coping. There are curved and coped wing walls to each end, also of squared random rubble and terminating in small piers.

Interest Architectural; Historical

Evaluation This well constructed bridge has an historical association with the railway and is of local industrial heritage significance.

Significance Local

07222\_01 FWH 16/08/2007 East elevation.



07222\_02

FWH

16/08/2007

West elevation.



**Site 07223**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07223 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO009	Grid	268291	335718
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description An arched bridge carries an accommodation road over the former line, here in a deep cutting. The abutments are of rock-faced, randomly-sized masonry blocks, brought to courses and embellished with rusticated and margined quoins. There are similarly-detailed tapered buttresses to each side, laid to regular courses and embellished with margined quoins. A chamfered stone string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and spans 8.53m. Its soffit is of brick and its voussoirs of rusticated and margined blocks. The spandrels and parapets are of roughly-dressed masonry blocks, laid to regular courses. The parapets are 3.74m apart. A chamfered string course runs along their base and they have chamfered stone copings. They terminate in out-projecting piers extending up from the buttresses. There are curved and coped wing walls to each end, of squared random rubble. The cutting has been infilled to the north of the bridge in order to create playing fields. The western road approach to this bridge is dog-legged.

Interest Architectural; Historical

Evaluation This well constructed bridge has an historical association with the railway and is of local industrial heritage significance.

Significance Local

07223\_01 FWH 16/08/2007 North elevation.



07223\_02

FWH

16/08/2007

East abutment and soffit detail.



**Site 07224**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07224 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO009	Grid	268160	335287
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Poor	Use	Disused	

Description This skew girder span formerly carried the embanked railway over the Blackwater River. The deck has been removed. The north abutment is of rock-faced, randomly-sized stone blocks, brought to courses and embellished with rusticated and margined quoins. The bottom section is slightly advanced, with a chamfered string course between it and the upper section. A platband and advanced stone coping run across the top of the abutment. There are tapered buttresses to each side, detailed as the abutments, but laid to regular courses. There are curved squared random rubble wing walls to each side, coped and terminating in small piers. There are dressed and coped stone terminal piers to the former deck. The embankment on the south side of the river has been completely removed to facilitate redevelopment.

Interest Architectural; Historical

Evaluation This was once a very substantial bridge, of which only the abutments survive as a reminder of its former presence. It also has an historical association with the railway. Because it illustrates the scale of the former bridge, the surviving abutment is of local industrial heritage significance.

Significance Local

07224\_01 FWH 16/08/2007 South abutment, from north.



07224\_02

FWH

16/08/2007

South abutment, from west.



**Site 07225**

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History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

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<b>Component</b>	<b>07225 01</b>	<b>Type</b>	<b>Bridge (rail/road)</b>		
County	Monaghan	OS 6-inch map	MO009	Grid	268045 335032
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	All traces of this bridge and its associated embankment have been removed.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07226 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO009	Grid	267752	334491
Surveyed?	Y	Survey date	16/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	<p>This arched bridge formerly carried an accommodation road into the former asylum grounds over the railway, here in a cutting. The cutting has been infilled and the adjacent ground raised to such an extent that only the arch crown and parapet are now visible. The arch has rusticated, margined and vee-jointed voussoirs. The spandrels are of rock-faced randomly-sized stone blocks. The parapets are similarly detailed, with a chamfered string course under. Pilasters extend up from the buttresses which are also of rock-faced masonry blocks, regularly coursed and embellished with margined quoins. The parapets terminate in out-projecting piers. The road has been widened along the NE end of the bridge, possibly after it was infilled; they are now 14.34m apart. This entailed repositioning the original parapet and coping it with concrete.</p>					
Interest	None					
Evaluation	The alterations to this bridge have diminished its character to such an extent that it is no longer of any special industrial heritage significance.					
Significance	Record only					

07226\_01 FWH 16/08/2007 South-west elevation.



**Site****07227****Metal Bridge**

History Line opened by the Ulster Railway in May 1858. Closed by the Great Northern Railway Board in June 1958.

Component	07227 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO009	Grid	267482	334294
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	There are no visible traces of this bridge, although the road approaches are still ramped.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

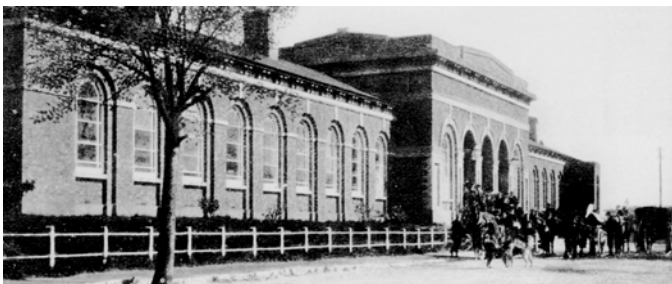
## History

Opened by the Ulster Railway in March 1863. Designed by Sir John Macneill. Closed to passenger traffic by the Great Northern Railway Board in October 1957, and to goods traffic by Córas Iompair Éireann in December 1959.

The signal boxes (4 and 9) date from the period 1877-1903 and are the work of W.H. Mills, the GNR(I)'s Chief Engineer at that time. Old photos show the standard GNR design – a timber cabin over brick base, with external stairs. Also dating from this period is the waiting shelter (3). The store (5) was probably built by the GNR(I) c.1930 for the distribution of goods by lorry.

07301\_01      Unknown                                      1907                      Source      Postcard.

Commercial postcard showing Monaghan Station frontage.



07301\_02      R.M. Arnold                                      10/07/1954                      Source      C. Friel Collection.

View from the overbridge at Clones end of Monaghan passenger station with PP class 4-4-0 No 75 about to work the 6.55pm passenger train to Clones on 10th July 1954. The single coach in the train is a former steam rail motor which was built for Belfast and Dublin suburban traffic but was later converted to an ordinary carriage. The station's principal buildings are behind the train. Monaghan North signal cabin is just visible between the station and the goods shed in the left distance.



07301\_03      Unknown                                      11/05/1956                      Source      Ferris 2003, p.86.

Monaghan Station, looking north.

Monaghan Goods Yard, seen from the overbridge on the Glaslough road.



Component	07301 01	Type	Station building; Station house			
County	Monaghan	OS 6-inch map	MO009	Grid	267140	334142
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Substantial remai	Condition	Fair	Use	Commercial premises; Dwelling	
Description	<p>Detached 23 bay single-storey over basement former station building, opened in February 1863 to a design by Sir John Macneill. Central five-bay projecting entrance block flanked by nine-bay single-storey ranges. Possible designed by Sir John Macneill. Station closed to passenger services on 14/10/1957 and to goods services on 01/01/1960.</p> <p>Hipped slate roof to flanking ranges with terracotta ridge tiles and replacement rainwater goods. Brick and limestone parapet to central entrance block. Four yellow brick chimneystacks.</p> <p>Redbrick walls laid in Flemish bond with limestone plinth course. Yellow brick string course at window-head level to flanking ranges and moulded yellow brick cornice with paired corbels. Yellow brick arcade to entrance block with brick panelled piers and keystones. Band of yellow brick over keystone level.</p> <p>Round-headed window openings to flanking ranges with stepped redbrick reveals, limestone sills, yellow brick keystones and combination of replacement and original windows. Original timber fixed-pane windows survive to SW end of station building. Replacement timber sash windows on NE end.</p> <p>Central three arched-openings to central block provide access to recessed entrance porch and principle entrance to structure. Two round-headed door opening set within recessed porch with glazed fanlights and timber panelled and glazed double doors. Limestone steps with punch-dressed risers access central block. Steps flanked by plinth wall with sandstone coping stone and wrought-iron railings. Additional entrance to NE end of structure in entrance porch extension built to compliment station. Door accessed up granite steps.</p> <p>Redbrick screen walls to either end of station conceals extensions and additions to structure.</p> <p>Modern commercial premises built against NW platform elevation of station building. Painted brick wall with round-headed blind arcade. Arched-opening formerly provided access to platform area, sheltered by timber canopy.</p> <p>Interior</p> <p>Interior formerly contained ticket office, waiting rooms, parcel office, toilets and station house at NE end (separate entrance). It is now divided into separate sections. Central entrance block and much of range to SW accommodates a commercial business. Modern suspended ceiling throughout offices. New partition walls installed,</p>					



however original floor plan appears to survive to large extent. Timber architraves to windows with roundel details to round-headed window openings on front elevation. Some simple timber panelled doors and door architraves survive. Tongue and groove wall panelling in areas. No other features of significance identified. End bays to SW in use by local carpenter and local drama group as rehearsal room. Architraves removed from windows, floor inserted to create upper level in room. No access to former station house, now a private dwelling, at NE end of building.

Interest Architectural; Historical; Social; Group; Setting

Evaluation The station building, at the west end of the complex, is an attractive red brick structure. Designed by Sir John MacNeill and opened in 1863, the linear structure is a landmark building on Monaghan's North Road. Having fallen into a state of decay and been internally subdivided to accommodate multiple occupants, the station is now a shadow of its former self. In spite of this, it retains its original features and fabric including timber windows and an impressive central entrance. As a structure of architectural and social significance, it is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.

Significance Regional Action RPS

Component	07301	02a	Type	Platform		
County	Monaghan		OS 6-inch map	MO009	Grid	267100 334131
Surveyed?	Y		Survey date	18/06/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	This was the down platform. Now under cash-and-carry premises.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	07301	02b	Type	Platform		
County	Monaghan		OS 6-inch map	MO009	Grid	267117 334155
Surveyed?	Y		Survey date	18/06/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	This was the up platform. Now under cash-and-carry premises.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07301 02c</b>	<b>Type</b>	<b>Bridge (rail/foot)</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	267110	334144
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	This subway connected the up- and down platforms. Now under cash-and-carry premises.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07301 03</b>	<b>Type</b>	<b>Waiting shelter</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	267131	334162
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Now under cash-and-carry premises.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07301 04</b>	<b>Type</b>	<b>Signal box</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	267198	334165
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	This was Monaghan West signal box. Now under cash-and-carry premises.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07301 05</b>	<b>Type</b>	<b>Store</b>		
County	Monaghan	OS 6-inch map	MO009	Grid	267251 334178
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R
Completeness	Complete	Condition	Good	Use	Commercial premises
Description	Detached multiple-bay single-storey former store , now in use as a bus station. Located adjacent to former station building and goods shed. Curved roof profile with modern roof cladding material. Re-roofed c.1987. Pebble-dashed walls with smooth rendered plinth. Corrugated wall to south roadside elevation. Square-headed window openings on north elevation with timber casement windows. Square-headed door openings on west end elevation with modern door. Canopy projecting over north elevation, built c.1997. Modern toilet block to east of structure built c.2005. Belfast truss roof survives to café at east end of structure. No other original feature noted.				
Interest	Historical; Technical; Group				
Evaluation	Now used as a Bus Eireann waiting room with café and offices, this building was once a shed associated with Monaghan Station. In recent decades, the structure has been upgraded and changed, although the Belfast trusses to the café-end roof were retained in situ. It is of modest architectural interest and of local industrial heritage significance.				
Significance	Local				

Component	07301 06	Type	Goods shed		
County	Monaghan	OS 6-inch map	MO009	Grid	267363 334222
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R
Completeness	Complete	Condition	Good	Use	Commercial premises
Description	<p>Detached gable-fronted goods shed with six-bay side elevation. Single-span pitched roof with replacement corrugated-iron sheeting. Concrete coping over gables. Walls are faced with rock-faced stone blocks, laid to random courses. Concave eaves courses to side elevations. Cement-based re-pointing to SW gable elevation. NE entrance elevation comprises a central round-headed door opening, flanked to each side a two round-headed window openings. To the outer sides of the windows are smaller round-headed blind openings. Above the entrance door there is a circular vent, which has a cut-stone surround and louvers. The round-headed entrance door is a heavy double-leaf battened door with iron door furniture. The outer window openings have replacement timber framed display window and concrete sills inserted. The SW gable elevation mirrors the entrance elevation in design. However, the central door openings contains a glazed timber door.</p> <p>The NW side elevation comprises an arcade of six segmental-headed openings, each having a blocked-up square-headed former window opening within. Rock-faced plat bands to each of the piers of the arcade. Beneath the blocked up square-headed former windows are rock-faced stone window sills. At the centre of the elevation is a late 20-century pre-fabricated extension, accessed from the former goods shed via a cement-rendered link. At the NE end of the elevation, there is a metal fuel tank, raised on a concrete block plinth. The SE side elevation mirror the NW elevation, having an arcade of six segmental-headed openings. At the NE end two of the square-headed window openings contain modern timber-framed display windows and concrete window sills. At the SW end, there is a plinth wall with concrete coping. A the centre of the elevation is a stone-built double-pile extension, built in the style of the good shed. The extension comprises an M-profiled fibre-cement tiled roof with random-coursed rock-faced stone walls. On the SE elevation there is a blocked-up window opening and a replacement timber door.</p> <p>Interior</p> <p>Now used as a furniture showroom. Early roof features are visible to the NE end. Underside of roof is lined with painted ceiling boards, above the rafters. A series of steel trusses were inserted to replace timber trusses. Timber purlins run lengthways. The roof structure over the centre of the building and the SW end is concealed by a suspended ceiling. The main entrance door opens to a modern glazed porch.</p>				
Interest	Architectural; Historical; Group				
Evaluation	<p>This rectangular shed, at the east end of the complex, is largely intact and retains many of its original features. Now used as a furniture showroom, the limestone building is clearly identifiable as a railway goods shed. Built to a standard design, repeated throughout the country, the cutstone exterior was executed with reference to neoclassical architecture. The principal elevations, which comprise the east and west gables, are balanced and symmetrical with regular fenestration based around a central door opening. Also of note is the vast interior with which retains steel trusses - a later intervention - and simple panelling. This building is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.</p>				
Significance	Regional			Action	RPS

<b>Component</b>	<b>07301 07</b>	<b>Type</b>	<b>Weighbridge</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	267402	334225
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	This area has been redeveloped for a Lidl supermarket and nothing of the weighbridge survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07301 08</b>	<b>Type</b>	<b>Cattle beach</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	267441	334232
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Site is now a Lidl supermarket car park. Entrance from main road still evident as infilled gap along rubble wall.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07301 09</b>	<b>Type</b>	<b>Signal box</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	267577	334330
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	Traces	Condition	Poor	Use	Disused	
Description	This was Monaghan East signal box. Vestiges of random rubble foundations survive at bottom of steep bank.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

07301\_01 AR&R 27/08/2007 General view from SW.



07301\_02 AR&R 27/08/2007 Station building from south.



07301\_03 AR&R 27/08/2007 SW end of station building.



07301\_04 AR&R 27/08/2007 Station building: central block, from SW.



07301\_05 AR&R 27/08/2007 Station building: central block, from SE.



07301\_06 FWH 18/06/2007 Station building from SE. Station house is at right-hand end.



07301\_07 AR&R 27/08/2007 SW wing of station building.



07301\_08 AR&R 27/08/2007 SW wing of station building.



07301\_09 AR&R 27/08/2007 Station building: central block.



07301\_10 AR&R 27/08/2007 Station building: central block showing arch detail.



07301\_11 AR&R 27/08/2007 Station building: detail of arched opening to entrance block.



07301\_12 AR&R 27/08/2007 Station building: steps to entrance.



07301\_13 AR&R 27/08/2007 Station building: step detail.



07301\_14 AR&R 27/08/2007 Station building: recessed entrance to arcade in middle section.



07301\_15 AR&R 27/08/2007 NE wing of station building; incorporates station house.



07301\_16 AR&R 27/08/2007 Porch and door to station house in NE wing.



07301\_17 AR&R 27/08/2007 Station building: detail of window on NE wing.



07301\_18 AR&R 27/08/2007 Station building: detail of window on NE wing.



07301\_19 AR&R 27/08/2007 Station building: floor to arcade in middle section.



07301\_20 AR&R 27/08/2007 Station building: cornice to entrance block.



07301\_21 AR&R 27/08/2007 Station building: chimneystack.



07301\_22 AR&R 27/08/2007 Station building: cornice detail.



07301\_23 AR&R 27/08/2007 Station building: wall at SW end.



07301\_24 AR&R 27/08/2007 Station building: arches on rear (NW) elevation.



07301\_25 AR&R 27/08/2007 Station building: rear elevation from inside modern shed abutting.



07301\_26 AR&R 27/08/2007 Station building: principal entrance to station from interior.



07301\_27 AR&R 27/08/2007 Station building: window detail.



07301\_28 AR&R 27/08/2007 Station building: internal door.



07301\_29 AR&R 27/08/2007 Station building: internal door.



07301\_30 AR&R 27/08/2007 Station building: arched window architrave.



07301\_31 AR&R 27/08/2007 Rail-related building from NW



07301\_32 FWH 18/06/2007 Rail-related building from SW.



07301\_33 AR&R 27/08/2007 Rail-related building: east gable.



07301\_34 AR&R 27/08/2007 Rail-related building: west gable.



07301\_35 AR&R 27/08/2007 Rail-related building: window detail.



07301\_36 AR&R 27/08/2007 Rail-related building: trusses to café ceiling.



07301\_37 AR&R 27/08/2007 Rail-related building: detail of trusses.



07301\_38 FWH 18/06/2007 Goods shed from SW.



07301\_39 AR&R 27/08/2007 Goods shed: SW gable.



07301\_40 FWH 18/06/2007 Goods shed from east.



07301\_41 AR&R 27/08/2007 Goods shed: NE gable.



07301\_42 AR&R 27/08/2007 Goods shed: NW elevation.



07301\_43 AR&R 27/08/2007 Goods shed: concave cornice.



07301\_44 AR&R 27/08/2007 Goods shed: gable kneeler.



07301\_45 AR&R 27/08/2007 Goods shed: blind arches on west end of SE elevation.



07301\_46 AR&R 27/08/2007 Goods shed: blind arches on east end of SE elevation.



07301\_47 AR&R 27/08/2007 Goods shed: arch detail.



07301\_48 AR&R 27/08/2007 Goods shed: recesses between arches.



07301\_49 AR&R 27/08/2007 Goods shed: round-headed arched opening.



07301\_50 AR&R 27/08/2007 Goods shed: detail of repaired cill to arch.



07301\_51 AR&R 27/08/2007 Goods shed: replacement concrete cill.



07301\_52 AR&R 27/08/2007 Goods shed: detail of original stone cill.



07301\_53 AR&R 27/08/2007 Goods shed: round-headed arched opening on SW gable.



07301\_54 AR&R 27/08/2007 Goods shed: circular opening on SW gable.



07301\_55 AR&R 27/08/2007 Goods shed: internal ceiling.



07301\_56 AR&R 27/08/2007 Goods shed: leaf of original double door to NE gable.



07301\_57 AR&R 27/08/2007 Goods shed: leaf of original double door to NE gable.



07301\_58 AR&R 27/08/2007 Goods shed: door hinge detail on NE gable.



07301\_59 FWH 18/06/2007 Entrance to cattle beach from main road (now infilled), from east.



07301\_60 FWH 18/06/2007 Remains of east signal box, from north.



**Site 07302**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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Component	07302 01	Type	Bridge (foot/rail)		
County	Monaghan	OS 6-inch map	MO009	Grid	267058 334127
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this bridge survive. A road now runs across the former line at this point. Old photos show a lattice girder bridge on rock-faced stone abutments.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07303 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO009	Grid	266827	334082
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Road bridge	
Description	<p>A skewed arch bridge carries a road over the former line, here in a cutting. The abutments are of rock-faced blocks, laid to courses and embellished with rusticated and margined quoins. There are similarly detailed buttresses at each side, extending up to parapet level. A chamfered stone string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and spans 9.11m orthogonally and 10.62m on the skew. It has rusticated, margined and vee-jointed voussoirs and a skewly-laid brick soffit. The spandrels are detailed as the abutments. The parapets, which are 7.80m apart, are of coursed stone blocks - roughly dressed to the outside, and more finely dressed to their road faces; they have dressed stone copings. A string course runs along the base of the parapets. The approaches are dog-legged. The cutting has been completely infilled to the east of the bridge, and partly underneath as well.</p>					
Interest	Architectural; Historical					
Evaluation	<p>The character of this substantial bridge is somewhat diminished by the infilling of the cutting. Nevertheless, not only is it the second widest road bridge on this line, it is also the only surviving example of its type with a skewly-laid brick soffit. It also has an historical association with the railway. Overall, it is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.</p>					
Significance	Regional			Action	RPS	

07303\_01 FWH 03/09/2007 West elevation.



**Site 07304**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07304 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	266578	334082
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	<p>A beam bridge carries the former railway over an accommodation track. The abutments, which are c.9.20m deep, are of roughly-dressed squared random rubble, brought to courses and embellished with rusticated and margined quoins. The deck spans 3.55m and comprises four pairs of riveted metal I-beams set on dressed stone pillow blocks (with brick infilling between). Each pair of beams is cross braced with smaller I-beams on top of which are set metal plates which formerly carried the timber baulks on which the two sets of tracks were mounted. The spaces between the paired girders are infilled with timber, also supported on metal transoms. Metal brackets affixed to the outside faces of the outer beams support timber footplates, along the outside edge of which are three-bar tubular steel railings. The wing walls which project at right angles are of squared random rubble and are coped with dressed stone blocks.</p>					
Interest	Architectural; Historical; Technical; Rarity					
Evaluation	<p>This is one of the few metal girder bridges to survive on the Co Monaghan section of the Ulster Railway and is primarily of architectural interest for this reason. It also has an historical association with the railway. It is of regional industrial heritage significance and merits inclusion in the record of projected structures.</p>					
Significance	Regional			Action	RPS	

07304\_01 FWH 03/09/2007 South elevation.



07304\_02 FWH 03/09/2007 Underside of deck, looking west.



07304\_03 FWH 03/09/2007 Tubular steel railing detail.



**Site 07305**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07305 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO009	Grid	266527 334089
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond
Completeness	Traces	Condition	Fair	Use	Disused
Description	A pair of dressed stone gate posts survive on both sides of the track. They measure 30cm square in cross-section and are 1.60m high. They are 2.90m apart.				
Interest	None				
Evaluation	No special industrial heritage significance.				
Significance	Record only				

07305\_01 FWH 03/09/2007 Gates on south side of track, from north.



**Site 07306**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07306 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO009	Grid	266419	334108
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description An arched bridge carries an accommodation road over the former line, here in a cutting. The abutments are of rusticated stone blocks, laid to courses and embellished with margined quoins. At each side are tapered rock-faced buttresses, also laid to courses and with rusticated and margined quoins; they extend up to parapet level. The SW buttress has been repaired with brick. A chamfered stone string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile. It has rusticated, margined and vee-jointed voussoirs and a brick soffit. The spandrels and parapets are detailed as the buttresses. The parapets, which are 3.62m apart, are coped with dressed stone blocks. A string course runs along the base of the parapets. The wing walls are of squared random rubble and terminate in out-projecting rusticated piers. The underside of the arch and the cutting to the west have been completely infilled.

Interest Architectural; Historical

Evaluation This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.

Significance Local

07306\_01 FWH 03/09/2007 East elevation.



**Site 07307**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07307 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO009	Grid	266148	334204
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	An arched bridge carries an accommodation road over the former line, here in a cutting. The abutments are of rock-faced blocks, laid to courses and embellished with margined quoins. There are similarly detailed buttresses at each side, extending up to parapet level. A rusticated and margined stone string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and spans 9.16m. It has rusticated, margined and vee-jointed voussoirs. Its soffit is of random masonry blocks. The spandrels are of roughly-dressed blocks laid to courses and have a string course over. The parapets, which are 3.70m apart, are similarly detailed. They are coped with dressed stone blocks and terminate in out-projecting rusticated piers.					
Interest	Architectural; Historical					
Evaluation	This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

07307\_01 FWH 03/09/2007 East elevation.



07307\_02

FWH

03/09/2007

Abutment quoin detail at NW end.



**Site 07308**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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Component	07308 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO009	Grid	265951 334286
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Disused
Description	A seven-bar wrought-iron gate survives on both sides of the former track. Each gate is braced with three semi-circular bands and hung from two sandstone posts. The gates are offset from each other. They have evidently been maintained as they are painted.				
Interest	Architectural; Historical; Rarity				
Evaluation	This is one of two complete sets of gates and posts on the Ulster Railway and the only one with hooped gates. It has an historical association with the railway. It is of local industrial heritage significance.				
Significance	Local				

07308\_01 FWH 03/09/2007 Gate on south side of track, from north.



**Site 07309**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07309 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	265743	334368
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Fair	Use	Disused	

Description A single-span beam bridge formerly carried the embanked railway over an accommodation track. The east abutment and deck have been removed to facilitate access to the adjoining farmyard. The surviving abutment, at west, is of rock-faced random blocks embellished with margined quoins. There are angled wing walls at both ends, of roughly-dressed random blocks. Buildings have been erected on the track bed just west of the bridge.

Interest None

Evaluation No special industrial heritage significance.

Significance Record only

07309\_01 FWH 03/09/2007 West abutment, from SE.



**Site 07310**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07310 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO009	Grid	265172	334413
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Poor	Use	Disused	

Description A slightly skew beam bridge formerly carried the embanked railway over a tributary of the Blackwater River. The deck has been lifted, leaving only the abutments at both ends. They are of rock-faced random blocks embellished with margined quoins. The span is 7.55m, measured orthogonally. There are curved wing walls at both ends, of rock-faced randomly-sized blocks. They are coped with dressed stone blocks and terminate in rusticated piers. The tops of the abutments are heavily overgrown.

Interest None

Evaluation No special industrial heritage significance.

Significance Record only

07310\_01 FWH 03/09/2007 East abutment, from south.



**Site 07311**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07311 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	265145	334410
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description A slightly skewed arch bridge carries the embanked former line over an accommodation track. It is constructed of squared random rubble. The abutments, which are 9.56m deep, are embellished with rusticated and margined quoins. The arch is of shallow segmental profile and spans 3.65m orthogonally/ 3.80m on the skew. It has rusticated and margined voussoirs and a random masonry block soffit. The spandrels are coped with dressed stone blocks. There are angled wing walls to each side, likewise coped and terminating in rusticated piers.

Interest Architectural; Historical

Evaluation This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.

Significance Record only

07311\_01 FWH 03/09/2007 South elevation.



**Site 07312**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07312 01</b>	<b>Type</b>	<b>Bridge (rail/road)</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	264912	334340
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	All traces of this bridge have been removed as a consequence of road widening.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07313**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07313 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	264631	334179
Surveyed?	N					

**Site 07314**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07314 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO009	Grid	264517	334094
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	An arched masonry bridge carries the embanked former line over a tributary of the River Blackwater. It is constructed of squared random rubble. The abutments, which are 22.20m deep, are embellished with rusticated and margined quoins. The arch is of semicircular profile and spans 3.01m. It has rusticated and margined voussoirs and a squared random rubble soffit. The coping to the spandrels is obscured by ivy. There are wing walls to each side, with random rubble copings. The bed of the stream is paved with stones.					
Interest	Architectural; Historical					
Evaluation	This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

07314\_01 FWH 03/09/2007 South-east elevation.



**Site 07315**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07315 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	264299	333878
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description An arched masonry bridge carries the embanked former line over an accommodation road. The abutments, which are 9.16m deep, are of rock-faced random masonry blocks, brought to courses and embellished with rusticated and margined quoins. The arch is of shallow segmental profile and spans 3.65m. It is comparatively low, the head height being only 2.71m. It has rusticated and margined voussoirs and a random masonry block soffit. The spandrels are of squared random rubble and are coped with dressed stone blocks. There are angled wing walls, similarly detailed, to each side; they terminate in small piers.

Interest Architectural; Historical

Evaluation This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.

Significance Local

07315\_01 FWH 03/09/2007 North-west elevation.



**Site 07316**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07316 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	264261	333837
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	An arched masonry culvert carries an accommodation track under the embanked former railway. The abutments, which are 9.16m deep, are of roughly-dressed random masonry blocks, brought to courses and embellished with rusticated and margined quoins. The arch is of semicircular profile and spans 1.81m. It has rusticated and margined voussoirs and a random masonry block soffit. The spandrels are of random rubble and are coped with dressed stone blocks. There are angled random rubble wing walls at each end, with roughly-dressed stone copings; every alternate block is set on its edge.					
Interest	Architectural; Historical					
Evaluation	This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

07316\_01 FWH 03/09/2007 North-west elevation.



**Site 07317**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07317 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	264127	333692
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Fair	Use	Disused	

Description A skew beam bridge formerly carried the embanked railway over a road. The deck has been lifted, leaving only the abutments at both ends. They are of rock-faced random blocks embellished with margined quoins. The span is 7.58m, measured orthogonally/ 8.40m on the skew. There are angled wing walls at both ends, of roughly-dressed random blocks. They are coped with dressed stone blocks and terminate in rusticated piers. The road is dog-legged hereabouts.

Interest None

Evaluation No special industrial heritage significance.

Significance Record only

07317\_01 FWH 03/09/2007 Surviving abutments, from south.



**Site 07318**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07318 01	Type	Bridge (rail/river)		
County	Monaghan	OS 6-inch map	MO009	Grid	263614 333302
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Disused
Description	An arched masonry bridge carries the embanked former line over a feeder to the Ulster Canal. It is constructed of squared random rubble. The abutment stonework is brought to courses and embellished with rusticated and margined quoins. The arch is of semicircular profile and spans c.2.30m. It has rusticated voussoirs (with margined arch edge) and a squared random rubble soffit. There are angled wing walls to each side.				
Interest	Architectural; Historical				
Evaluation	This well executed bridge has an historical association with the railway and Ulster Canal. It is of local industrial heritage significance.				
Significance	Local				

07318\_01 FWH 03/09/2007 North elevation.



**Site 07319**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07319 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO009	Grid	263490	333241
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	<p>A skewed arch bridge carries a road over the former line, here in a deep cutting. The abutments, which are 9.58m deep, are of rusticated masonry blocks, laid to courses and embellished with margined quoins. There are rock-faced buttresses at each side, also laid in courses and extending up to parapet level. A string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and spans 9.09m, measured orthogonally/ 10.02m on the skew. It has rusticated, margined and vee-jointed voussoirs. Its soffit is of skewly-laid dressed stone blocks. The spandrels are of rock-faced blocks laid to courses and have a string course over. The parapets are similarly detailed to the outside, but have more finely dressed road faces. They are coped with dressed stone blocks which step up from east to west.</p>					
Interest	Architectural; Historical					
Evaluation	<p>This well executed bridge has an historical association with the railway. It is also of note in that it is the only road bridge on the line with a skewly-laid stone soffit. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.</p>					
Significance	Regional			Action	RPS	

07319\_01 FWH 03/09/2007 North-east elevation.



07319\_02 FWH

03/09/2007 Stonework detail at east end of north abutment.



**Site 07320**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07320 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO009	Grid	262676	333200
Surveyed?	Y	Survey date	03/09/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description An arched bridge carries a road over the former line, here in a cutting. The abutments are of rusticated masonry blocks, laid to courses and embellished with margined quoins. There are rock-faced buttresses at each side, also laid in courses and extending up to parapet level. A chamfered stone string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and spans 9.09m. It has rusticated, margined and vee-jointed voussoirs. Its soffit is of randomly-sized dressed stone blocks. The spandrels are detailed as the buttressed and have a string course over. The parapets, which are 7.77m apart, are similarly detailed to the outside, but have more finely dressed road faces. They are coped with dressed stone blocks and terminate in out-projecting rusticated piers at the ends of the wing walls (which are also detailed as the buttresses). The parapets are now in poor condition, with many stones missing due to vehicle impacts.

Interest Architectural; Historical

Evaluation This well executed bridge 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

07320\_01 FWH 03/09/2007 West elevation.



**Site 07321**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07321 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	262013	333178
Surveyed?	N					

**Site 07322**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07322 01</b>	<b>Type</b>	<b>Bridge (rail/road)</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	261574	332932
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this bridge over an accommodation track, or of embankments survive, the land having been reclaimed for agriculture.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07323**

History Opened by the Ulster Railway in March 1863. Closed by C oras Iompair  ireann in December 1959.

Component	07323 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	261287	332764
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Fair	Use	Disused	
Description	A skew beam bridge formerly carried the embanked railway over a road. The deck has been lifted, leaving only the abutments at both ends. They are of rock-faced random blocks embellished with margined quoins and a rusticated and margined coping course along their tops. The depth of the abutments is 9.43m and the span is 7.57m, measured orthogonally/ 7.68m on the skew. Above the quoins are roughly-dressed stone block piers, under which the abutment copings continue as string courses. There are angled wing walls at both ends, of roughly-dressed random blocks. They are coped with chamfered dressed stone blocks; part of the NE wing wall has collapsed. The road is dog-legged hereabouts but has been bypassed to the east by a new line of road through the demolished embankment.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

07323\_01 FWH 07/10/2007 Abutments from north.



**Site 07324**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07324 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	260801	332407
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Foot bridge	

Description An arched masonry bridge carries the embanked former line over an accommodation road. The abutments, which are 13.56m deep, are of roughly-dressed squared random rubble, brought to courses and embellished with rusticated and margined quoins. The arch is of semicircular profile and has rusticated and margined voussoirs and a squared random rubble soffit; it spans 3.63m. The spandrels are also of squared random rubble and are coped with dressed stone blocks. There are angled wing walls, similarly detailed, to each side; they are coped with dressed stone blocks. An accommodation track now runs along the former line. A short distance west is a semicircular-headed random rubble culvert conveying a stream under the embankment.

Interest Architectural; Historical

Evaluation This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.

Significance Local

07324\_01 FWH 07/10/2007 Looking south through arch from north end.



**Site 07325**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07325 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO009	Grid	260720	332344
Surveyed?	Y	Survey date	07/10/2007	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 07326**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07326 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO009	Grid	260604	332272
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Fair	Use	Disused	

Description A skew beam bridge formerly carried the embanked railway over a road. The deck has been lifted, leaving only the abutments at both ends. They are of rock-faced random blocks embellished with margined quoins. The east abutment is probably at its full height but is heavily overgrown, thus obscuring any coping stones; the west abutment has been reduced in height. The depth of the abutments is 9.45m and the span is 7.48m, measured orthogonally/ 8.34m on the skew. There are similarly detailed angled wing walls at both ends, with dressed stone copings.

Interest None

Evaluation No special industrial heritage significance.

Significance Record only

07326\_01 FWH 07/10/2007 Abutments from north.



**Site 07327**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07327 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO008	Grid	260326	332141
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A skewed arch masonry bridge carries the embanked former line over an accommodation road. The abutments, which are 9.72m deep, are of squared random rubble and embellished with rusticated and margined quoins. The arch is of segmental profile and spans 3.67m, measured orthogonally/ 3.90m on the skew. It has a squared random rubble soffit (laid orthogonally) and rusticated and margined voussoirs. The spandrels are of squared random rubble and coped with dressed stone blocks. There are angled random rubble wing walls at each end, with dressed stone copings.					
Interest	Architectural; Historical					
Evaluation	This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

07327\_01 FWH 07/10/2007 South elevation.



07327\_02

FWH

07/10/2007

Soffit and quoin detail at SW corner.



**Site 07328**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07328 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO008	Grid	259827	331930
Surveyed?	Y	Survey date	07/10/2007	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 07329**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07329 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO008	Grid	259526	331648
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Poor	Use	Disused	
Description	A seven-bar wrought-iron gate with three semicircular hoops survives on the south side of the track, hung from a dressed stone post of square cross section. A short distance to the NE, the other similarly detailed gate has been re-hung at an entrance to a field.					
Interest	None					
Evaluation	Because one gate is no longer in its original position, this crossing is no longer of any special industrial heritage significance.					
Significance	Record only					

07329\_01 FWH 07/10/2007 South gate and post, from east.



**Site 07330**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07330 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	259365	331380
Surveyed?	Y	Survey date	07/10/2007	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 07331**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07331 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO012	Grid	259296	331225
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description A skewed arch masonry bridge carries a road over the former line. The abutments, which are 9.13m deep, are of rock-faced regularly-coursed masonry blocks embellished with rusticated and margined quoins. A chamfered stone string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and spans 9.21m, measured orthogonally/ 9.76m on the skew. It has a masonry block soffit (laid orthogonally) and rusticated, margined and vee-jointed voussoirs. The spandrels are of roughly-dressed random masonry blocks, with a string course over. The parapets are similarly detailed to their outside faces, but are more finely dressed to their road faces and laid to courses; they are 7.64m apart. Their dressed stone coping blocks have mostly been replaced with concrete blocks. Random rubble wing walls project at right angles at each end; they have dressed stone copings and terminate in rusticated and margined piers. The deck is curved and the approach roads are ramped. Set into the wall on the west side of the north approach is a seven-bar wrought-iron gate with three semicircular hoops, identical to those used on level crossings. Just west of the bridge is a low segmental-arched random rubble drainage culvert.

Interest Architectural; Historical

Evaluation This well executed bridge has an historical association with the railway. It is also of note in that its semi-elliptical soffit is of skewly-laid stone blocks, rather than the brick usually found along this line. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.

Significance Regional Action RPS

07331\_01 FWH 07/10/2007 Looking through arch from west side.



**Site 07332**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07332 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	259084	330968
Surveyed?	N					

**Site 07333**

History Opened by the Ulster Railway in March 1863. Closed by C oras Iompair  ireann in December 1959.

Component	07333 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO012	Grid	258846	330795
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Road bridge	

Description An arched masonry bridge carries a road and footpath over the former line. The abutments are no longer visible as concrete block walls have been built across the ends of the arches to form changing rooms for a sports field to the east. They are probably of rock-faced regularly-coursed masonry blocks. Their rusticated and margined quoins are still visible as are the chamfered stone string courses running through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and spans 9.30m. The soffit was not visible but is probably of masonry blockwork. The voussoirs are rusticated, margined and vee-jointed. The spandrels are of roughly-dressed masonry blocks laid to courses and with a rusticated and margined string course over. The parapets, which are 7.74m apart, are similarly detailed but laid randomly. They have dressed stone copings and terminate in out-projecting piers. Curved wing walls project at each end. They are of rock-faced random masonry blocks with dressed stone copings and rusticated/margined terminal piers. The deck is curved and the approach roads are ramped. A pipe is carried across the east side of the arch. A post and wire-mesh fence is affixed to the top of the east parapet.

Interest Architectural; Historical

Evaluation This well executed bridge has an historical association with the railway. It is also of note in that its semi-elliptical soffit is of skewly-laid stone blocks, rather than the brick usually found along this line. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.

Significance Regional Action RPS

07333\_01 FWH 07/10/2007 East elevation.



## History

Opened by the Ulster Railway in March 1863. Closed to passengers by Great Northern Railway Board in October 1957 and to all traffic by Córas Iompair Éireann in December 1959.

The waiting shelter (3) dates from the period 1877-1903 and is the work of W.H. Mills, the GNR(I)'s Chief Engineer at that time. Old photographs show it to have been a monopitched shelter similar to that at Glaslough. The goods shed (4) was a large single-storey rubble stone building with single semicircular-headed entrances on both gables. The railway-related building (5) is probably of mid 1900s date. The signal box (8) also dates to 1877-1903; old photos show a standard GNR design – a timber cabin over a brick base.

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07401\_01      Unknown                                      1924                      Source      C. Friel Collection.

Commercial postcard showing Smithborough Station.



07401\_02      Drew Donaldson                                      11/05/1957                      Source      C. Friel Collection: DDN98.

Smithborough Station with a passenger train arrived from Clones.



07401\_03      SLS Collection    Source      Ferris 2003, p.86.

Three-coach railcar set headed by No.605 arrives at Smithborough Station.

07401\_04 Unknown

Source C. Friel Collection.

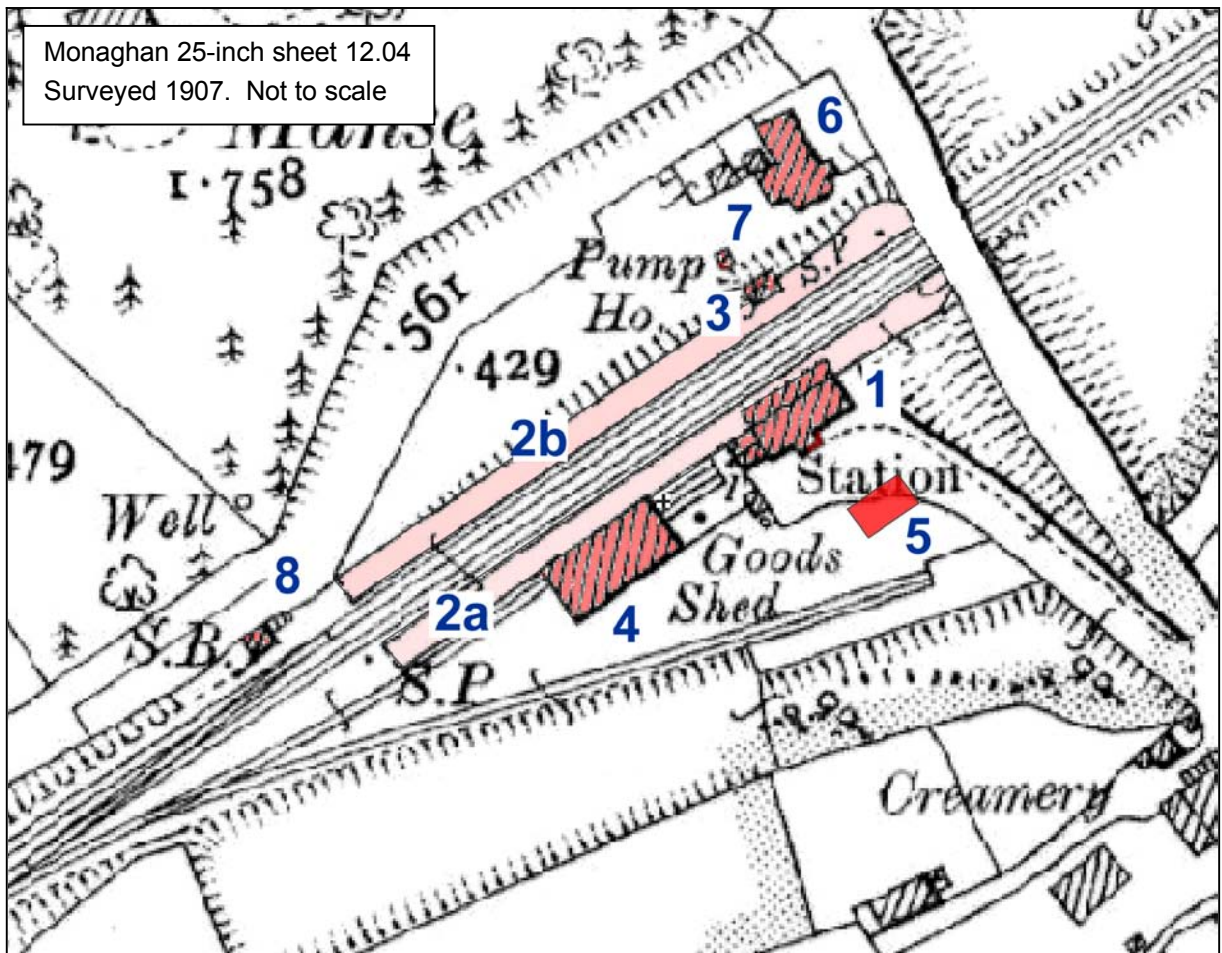
Smithborough Station after closure, looking towards Monaghan.



Component	07401 01	Type	Station building
County	Monaghan	OS 6-inch map	MO012 Grid 258819 330768
Surveyed?	Y	Survey date	26/08/2007 Surveyor Fred Hamond
Completeness	No visible remain	Condition	N/A Use N/A
Description	A Protected Structure, recently demolished without permission.		
Interest	None		
Evaluation	Now of no industrial heritage significance.		
Significance	Record only	Protection	Monaghan RPS 4401205

Component	07401 02a	Type	Platform
County	Monaghan	OS 6-inch map	MO012 Grid 258803 330761
Surveyed?	Y	Survey date	18/06/2007 Surveyor Fred Hamond
Completeness	No visible remain	Condition	N/A Use N/A
Description	This was the down platform. It may survive, under the demolished buildings.		
Interest	None		
Evaluation	No special industrial heritage significance.		
Significance	Record only		

Monaghan 25-inch sheet 12.04  
Surveyed 1907. Not to scale



<b>Component</b>	<b>07401 02b</b>	<b>Type</b>	<b>Platform</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	258797	330770
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Some remains	Condition	Poor	Use	Disused	
Description	Remains of up-platform to SW side of site. Platform projects in front of a new concrete block retaining wall which was built as part of a new housing development. The platform is constructed from both stone and concrete.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07401 03</b>	<b>Type</b>	<b>Waiting shelter</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	258818	330787
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07401 04</b>	<b>Type</b>	<b>Goods shed</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	258796	330748
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	A Protected Structure, recently demolished without permission.					
Interest	None					
Evaluation	Now of no industrial heritage significance.					
Significance	Record only	Protection	Monaghan RPS 4401205			

<b>Component</b>	<b>07401 05</b>	<b>Type</b>	<b>Railway-related building</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	258835	330757
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Industrial premises	
Description	Detached single-storey timber-framed corrugated-iron railway shed, now used as workshop. The original open canopy to SE side elevation has been enclosed.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

<b>Component</b>	<b>07401 06</b>	<b>Type</b>	<b>Station house</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	258822	330807
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	Detached three-bay single-storey former station master's house, with gabled entrance porch. Extended to rear c.1980 with the addition of kitchen, bedroom and flat-roofed entrance porch. Pitched roof with fibre-cement tiles, re-roofed in 1987. Pebbledash-rendered walls. Segmental-headed window openings with original six-over-six timber sash window and granite window sills. Limestone sills to side elevation.					
Interest	Historical					
Evaluation	The alterations to this house detract from its character to such an extent that it is now only of local industrial heritage significance.					
Significance	Local					

<b>Component</b>	<b>07401 07</b>	<b>Type</b>	<b>Water pump (house)</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	258812	330792
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Now under new houses.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	07401 08	Type	Signal box		
County	Monaghan	OS 6-inch map	MO012	Grid	258727 330732
Surveyed?	Y	Survey date	27/08/2007	Surveyor	AR&R
Completeness	Some remains	Condition	Poor	Use	Disused
Description	Only the red brick walls of the base of this signal box survive, heavily overgrown. The slit opening on the rail side at ground level was for the lever rods.				
Interest	None				
Evaluation	No special industrial heritage significance.				
Significance	Record only				

07401\_01 AR&R 27/08/2007 Rubble of demolished station building.



07401\_02 FWH 18/06/2007 Up platform, looking NE from SW end.



07401\_03 AR&R 27/08/2007 Railway-related building, from SE.



07401\_04 FWH 18/06/2007 Railway-related building, from NE.



07401\_05 AR&R 27/08/2007 Railway-related building: canopy on NW elevation.



07401\_06 AR&R 27/08/2007 Railway-related building: sign inside building.



07401\_07 AR&R 27/08/2007 Railway-related building: interior.



07401\_08 FWH 18/06/2007 Station house, from east.



07401\_09 AR&R 27/08/2007 Station house: front elevation.



07401\_10 AR&R 27/08/2007 Station house, from north.



07401\_11 AR&R 27/08/2007 Station house: rear elevation.



07401\_12 AR&R 27/08/2007 Station house: front door.



07401\_13 AR&R 27/08/2007 Station house: window detail.



07401\_14 AR&R 27/08/2007 Station house: window detail.



07401\_15 AR&R 27/08/2007 Station house: front wall to premises.



07401\_16 FWH 18/06/2007 Base of signal box, from NW.



**Site 07402**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07402 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO012	Grid	258141	330325
Surveyed?	Y	Survey date	07/10/2007	Surveyor	F.W. Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	

Description A beam bridge carries an accommodation road over the former line, here in a cutting along the south side of a hill. The abutments are of roughly-dressed regularly-coursed masonry blocks, with rusticated and margined quoins. The span comprises two riveted lattice girders measuring 10.28m long by 1.26m x 15cm in cross-section; they are set 3.78m apart and have a clear span of 9.04m. Timber beams are laid transversely across their bottom flanges; they measure 25cm by 15cm in cross section and are spaced at 1.02m centres. Over these transoms are longitudinal beams on top of which a concrete deck has been poured. The transoms project out at either end. Affixed to the ends of alternate beams are curved wrought-iron brackets which support the outside of the lattice girders and continue up as posts through which is a two-strand wire fence. There are squared random rubble walls at both ends, with dressed stone copings. Concrete brick piers with mass-concrete tops now support the undersides of both beams towards their north ends. The two spans thus created measure 5.13m and 3.08m.

Interest Architectural; Historical; Technical; Rarity

Evaluation This bridge is one of only two surviving lattice-girder spans on the entire line, albeit with a more recent concrete deck and piers. It also has an historical association with the railway. It is also of note in that its semi-elliptical soffit is of skewly-laid stone blocks, rather than the brick usually found along this line. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.

Significance Regional Action RPS

07402\_01 FWH 07/10/2007 East elevation.



07402\_02 FWH 07/10/2007 Underside of deck.



07402\_03 FWH 07/10/2007 Brackets supporting outside of east principal girder, from north end.



**Site 07403**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07403 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO012	Grid	257739	330057
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A skewed arch masonry bridge carries the embanked line over a road. The abutments are of rock-faced regularly-coursed masonry blocks, embellished with rusticated and margined quoins; they are 10.23m deep. A chamfered stone string courses running through the arch at spring level and around the quoins. The arch is of segmental and spans 10.71m, measured orthogonally/ 11.88m on the skew. The soffit is of skewly laid dressed masonry blockwork and the voussoirs are rusticated, margined and vee-jointed. The spandrels are of dressed stone blocks with a rusticated and margined string course over. There is a single course of dressed stone blocks over the string course. The main Monaghan - Clones road now runs through the embankment to the NE of this bridge.					
Interest	Architectural; Historical					
Evaluation	This well executed bridge is a good example of a skewly-laid brick soffit. It also has an historical association with the railway. It is of regional industrial heritage significance. It is already included in the Co Monaghan Record of Protected Structures (RPS 41401209).					
Significance	Regional	Protection	Monaghan RPS 41401209			

07403\_01 FWH 07/10/2007 Elevation



07403\_02 FWH

07/10/2007 Soffit detail.



**Site 07404**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07404 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	257248 329726
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	Nothing remains of this accommodation crossing. An accommodation road runs along the line from here eastwards to the main road.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07405**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07405 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO012	Grid	256967	329579
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	An arched masonry bridge carries the embanked former line over a stream. The abutments are of random rubble and continue c.1.7m beyond the ends of the arch to finish in rusticated and margined quoins. The arch is of semicircular profile and spans 3.54m. It is c.18.0m deep and is embellished with rusticated and margined voussoirs. The soffit is of random rubble. The spandrels are of squared random rubble and coped with dressed stone blocks. There are angled squared random rubble wing walls at each end, with dressed stone copings and rusticated and margined terminal piers.					
Interest	Architectural; Historical					
Evaluation	This well executed bridge has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

07405\_01 FWH 07/10/2007 Downstream (S) elevation.



**Site 07406**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07406 01	Type	Level crossing			
County	Monaghan	OS 6-inch map	MO012	Grid	256741	329493
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Poor	Use	Disused	
Description	A pair of wrought-iron gates survive on the north side of the line. Unlike the usual type of railway gate, they are of cast- and wrought-iron, with vertical bars embellished with spear-headed finials and dog-bars. They are hung from dressed stone posts of square cross-section, embellished with chamfered edges and projecting pyramidal coping stones. Their style suggests they were erected by the occupants of Drummully House; there was a lodge hereabouts, now gone.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

07406\_01 FWH 07/10/2007 Gates from SW.



**Site 07407**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07407 01</b>	<b>Type</b>	<b>Bridge (road/rail)</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	256506	329425
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this accommodation bridge survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07408**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07408 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO012	Grid	255834	329140
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Fair	Use	Disused	

Description A beam bridge formerly carried the embanked railway over an accommodation track. The deck has been lifted, leaving only the abutments at both ends. They are of rock-faced random blocks embellished with margined quoins. There is a dressed string course around their quoins (missing at SE), but the terminal piers above are now missing. The depth of the abutments is 9.24m and the span is 3.60m. There are angled wing walls at both ends, of squared random rubble, with stone copings. The embankment to the west has been lowered.

Interest None

Evaluation No special industrial heritage significance.

Significance Record only

07408\_01 FWH 07/10/2007 Abutments from south.



**Site 07409**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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Component	07409 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO012	Grid	255727 329046
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond
Completeness	Traces	Condition	Fair	Use	Disused
Description	All that remains of this accommodation crossing is a pair of dressed stone gateposts survive on the south side of the former track. They have chamfered edges and pyramidal tops. They are spaced at 2.80m.				
Interest	None				
Evaluation	No special industrial heritage significance.				
Significance	Record only				

07409\_01 FWH 07/10/2007 Posts from NW.



**Site 07410**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07410 01</b>	<b>Type</b>	<b>Bridge (road/rail)</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	255436 328775
Surveyed?	Y	Survey date	07/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	All traces of this accommodation bridge have been removed and the cutting which it spanned infilled.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07411**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07411 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO012	Grid	255292	328650
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	An arched bridge carries the embanked railway over an accommodation track. It is of squared random rubble throughout. The abutments are 9.17m deep and embellished with rusticated and margined quoins. The arch is of segmental profile and spans 6.07m. Its soffit is of squared random rubble and the voussoirs are rusticated and margined. The spandrels are coped with dressed stone blocks. There are angled wing walls to each side, likewise coped and terminating in rusticated piers. The embankment has been removed at both ends of the bridge.					
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	

07411\_01 FWH 23/08/2007 North-west elevation.



**Site 07412**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07412 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO012	Grid	255189	328581
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	A slightly skewed arch bridge carries the embanked railway over a stream. It is of random rubble throughout. The abutments are 19.85m deep and embellished with rusticated and margined quoins. The arch is of semicircular profile and spans 2.47m, measured orthogonally, and 2.60m on the skew. Its soffit is of random rubble and the voussoirs are rusticated, with a margined edge to the arch. The spandrels are probably coped, but are too overgrown to inspect in detail. There are wing walls to each side. The right-bank (west) side of the stream bed has been built up in rubble stone under the arch to form a footpath. The embankment has been removed at the east end of the bridge.					
Interest	Architectural; Historical					
Evaluation	This is a relatively deep bridge on account of the height of the embankment. It 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					

07412\_01 FWH 23/08/2007 Upstream (north) elevation.



07412\_02 FWH

23/08/2007 Looking south inside arch.



**Site 07413**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07413 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO012	Grid	255034	328505
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

Description A triple-arched bridge carries the embanked railway over the River Finn. The middle arch spans the river proper and each end arch facilitates access between fields on both sides of the line. The abutments and piers are of rock-faced masonry blocks, regularly coursed and embellished with rusticated and tooled quoins. There are similarly-detailed tapered buttresses at each end of the abutments, and rounded cutwaters at both ends of the piers which rise to arch spring level. A chamfered stone string course runs through the arch at spring level and around the abutment quoins and tops of the cutwaters. The arches are of segmental profile and equi-sized; each span is c.7.58m. The soffits are of randomly-sized masonry blocks and the voussoirs are of rusticated blocks, with margined vee joints. The spandrels and parapets are also of random masonry blocks. A chamfered stone string course runs along the base of the parapets. The latter are also coped with dressed stone blocks. There are curved random block wing walls to both sides, coped and terminating in rusticated and margined piers. The embankment has been completely removed at the west end of the bridge, and lowered slightly at east. The deck is now very overgrown.

Interest Architectural; Historical; Setting

Evaluation This is a substantial bridge, well executed and detailed, and a prominent landscape feature. 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

07413\_01 FWH 23/08/2007 Upstream (north) elevation, from NE.



07413\_02 FWH

23/08/2007 Downstream (south) elevation, from SE.



**Site 07414**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07414 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO012	Grid	254347	328087
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Fair	Use	Disused	
Description	A highly skewed beam bridge carried the embanked railway over a road. Only the abutments now survive. They are 12.05m deep and of rock-faced stone blocks, laid to regular courses and embellished with rusticated and margined quoins. There are similarly-detailed buttresses at each end. Above the tops of the abutment quoins are squared random rubble parapets, with a chamfered string course under and coping over. The string course appears to be of dressed stone, but are, in fact, of cement-rendered brick. The former deck spanned 7.50m, measured orthogonally, and 9.75m on the skew. The embankment has been partly demolished to the west of the bridge.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

07414\_01 FWH 23/08/2007 Bridge abutments from north.



**Site 07415**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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Component	07415 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO012	Grid	254204	327926
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	All traces of this bridge which carried the line over an accommodation track have been cleared, along with the embankment.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07416**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07416 01	Type	Bridge (rail/road)			
County	Monaghan	OS 6-inch map	MO012	Grid	253999	327742
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Poor	Use	Disused	
Description	A highly skewed beam bridge carried the railway over an accommodation road. Only the abutments now survive. They are of squared random rubble, brought to courses and embellished with rusticated and margined quoins. There are similarly-detailed shallow buttress at the NE and SW ends. Above the tops of the abutment quoins are squared random rubble parapets, with rusticated and margined quoins and a chamfered string course under. The former deck spanned 7.54m, measured orthogonally, and c.9.15m on the skew. The SE end of the bridge is now abutted by a concrete block agricultural shed. The embankment has been removed to the west of the bridge.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

07416\_01 FWH 23/08/2007 Bridge abutments from south.



**Site 07417**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07417 01	Type	Bridge (road/rail)		
County	Monaghan	OS 6-inch map	MO012	Grid	253799 327616
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Substantial remai	Condition	Fair	Use	Road bridge
Description	<p>A skewed beam bridge formerly carried the road over the line, here in a cutting which is now infilled. It is no longer possible to see the abutments as the space under the deck has been completely infilled as well, only the principal beams along each side now being visible. Each beam comprises a riveted box girder formed by two lattice girders set 44cm apart and 96cm x 62cm in overall cross-section and 13.63m long. The top and bottom flanges of the beam are secured to each other with pairs of tensioning rods at 1.38m centres; most of the rods have been severed. It is uncertain whether the transverse beams between the principal beams survive. The three-bar metal railings are supported on angled metal posts bolted to the top flange of each principal beam and terminate in walls at both ends. The road faces of these walls are of brick (set in cement mortar), as are the tops of their outside faces; the remainder of their outer faces are of random rubble. The walls are 3.98m apart and are coped with dressed sandstone blocks.</p>				
Interest	Architectural; Historical; Rarity				
Evaluation	<p>This bridge is of interest primarily because of its lattice construction (one of only two surviving on the entire line). 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.</p>				
Significance	Regional			Action	RPS

07417\_01 FWH 23/08/2007 West elevation.



07417\_02 FWH 23/08/2007 Box girder detail.



07417\_03 FWH 23/08/2007 Looking north along deck. Note terminal walls.



**Site 07418**

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History            Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07418 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	253602 327525
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive, the line having been reclaimed for agriculture.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07419**

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History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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Component	07419 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO012	Grid	253057 327341
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Some remains	Condition	Poor	Use	Disused

Description A wrought-iron gate survives on the south side of this former accommodation crossing. It comprises seven cross bars to which are affixed three semicircular hoops. It measure 2.75m across by 1.26m high. It is hung between two timber posts of 30cm square cross-section. These posts have rounded tops and stand 1.75m high. A similar post also survives on the north side of the line, as well as a short length of timber fencing to its east.

Interest Rarity

Evaluation No special industrial heritage significance.

Significance Record only

07419\_01 FWH 23/08/2007 Gate and timber posts.



**Site 07420**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07420 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO012	Grid	253000	327313
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive, the line having been reclaimed for agriculture.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07421**

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History            Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07421 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	252755 327163
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive. An agricultural building has been built over the line hereabouts.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07422**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07422 01	Type	Bridge (road/rail)		
County	Monaghan	OS 6-inch map	MO012	Grid	252556 327087
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Road bridge
Description	<p>An arched bridge formerly carried the road over the railway, here in a cutting which is now infilled to such an extent that the bridge is almost completely buried save for its parapets. The abutments were indeterminate, but a chamfered stone string course was visible through the arch at spring level. The arch is of semi-elliptical profile. It has a random masonry block soffit and rusticated voussoirs with margined vee-joints. The spandrels are of rock-faced randomly-sized stone blocks, with a chamfered stone string course over. The parapets, which are 7.62m apart, are of roughly-dressed stone blocks, brought to courses. They are coped with oversailing stone blocks and terminate in out-projecting margined piers. There are shallow buttresses to each side, of regularly-laid rock-faced blocks with margined quoins. The south end of the east parapet has been removed to facilitate access to agricultural buildings erected over the infilled cutting at east.</p>				
Interest	None				
Evaluation	<p>Although this bridge is substantially complete, its burial has reduced its merit somewhat. 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.</p>				
Significance	Regional			Action	RPS

07422\_01 FWH 23/08/2007 West elevation, from NW.



**Site 07423**

History Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

Component	07423 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO012	Grid	252179	327035
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai	Condition	Poor	Use	Road bridge	

Description A skewed arch bridge carries the former Monaghan-Clones road over the railway, here in a cutting. The abutments, which are 12.14m deep, are of roughly-dressed masonry blocks set in regular courses and embellished with rock-faced and margined quoins. There are similarly-detailed buttresses at each end which rise as pilasters to parapet level. A chamfered stone string course runs through the arch at spring level and around the quoins. The arch is of semi-elliptical profile and spans 9.16m, measured orthogonally. It has a random masonry block soffit (laid orthogonally) and rusticated voussoirs with margined vee-joints. The spandrels and parapets are detailed as the abutments. They have been demolished at their SE and SW ends. The parapets are 10.46m apart and terminate in out-projecting piers; they have dressed stone copings. A chamfered string course, now partly missing, runs along the base of the parapets, buttress pilasters and terminal piers. The cutting is now infilled on the east side of the bridge and partly underneath as well. The road makes a dog-leg approach to the bridge. The present road bypasses the bridge to the north, along the original line of the road before the bridge was built. The bridge now serves an accommodation track.

Interest None

Evaluation This is the widest of all the bridges on this line which carry a road over the line. It is no coincidence that it is on the main Monaghan-Clones road. . However, its poor condition has reduced its merit to such an extent that it is now only of local industrial heritage significance.

Significance Local

07423\_01 FWH 23/08/2007 East elevation.



**Site 07424**

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History            Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07424 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	251763 326919
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive, the line having been reclaimed for agriculture.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07425**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07425 01</b>	<b>Type</b>	<b>Bridge (rail/road)</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	251455 326747
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this bridge which carried the railway over an accommodation track survive. The embankment has also been removed.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07426**

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History            Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07426 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	251165 326538
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive, the line having been reclaimed for agriculture.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07427**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07427 01</b>	<b>Type</b>	<b>Bridge (rail/road)</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	251039 326452
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this bridge which carried the embanked line over an accommodation track survive. The embankment has been completely removed as well.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07428**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07428 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	250973 326412
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive, the line having been reclaimed for agriculture.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07429**

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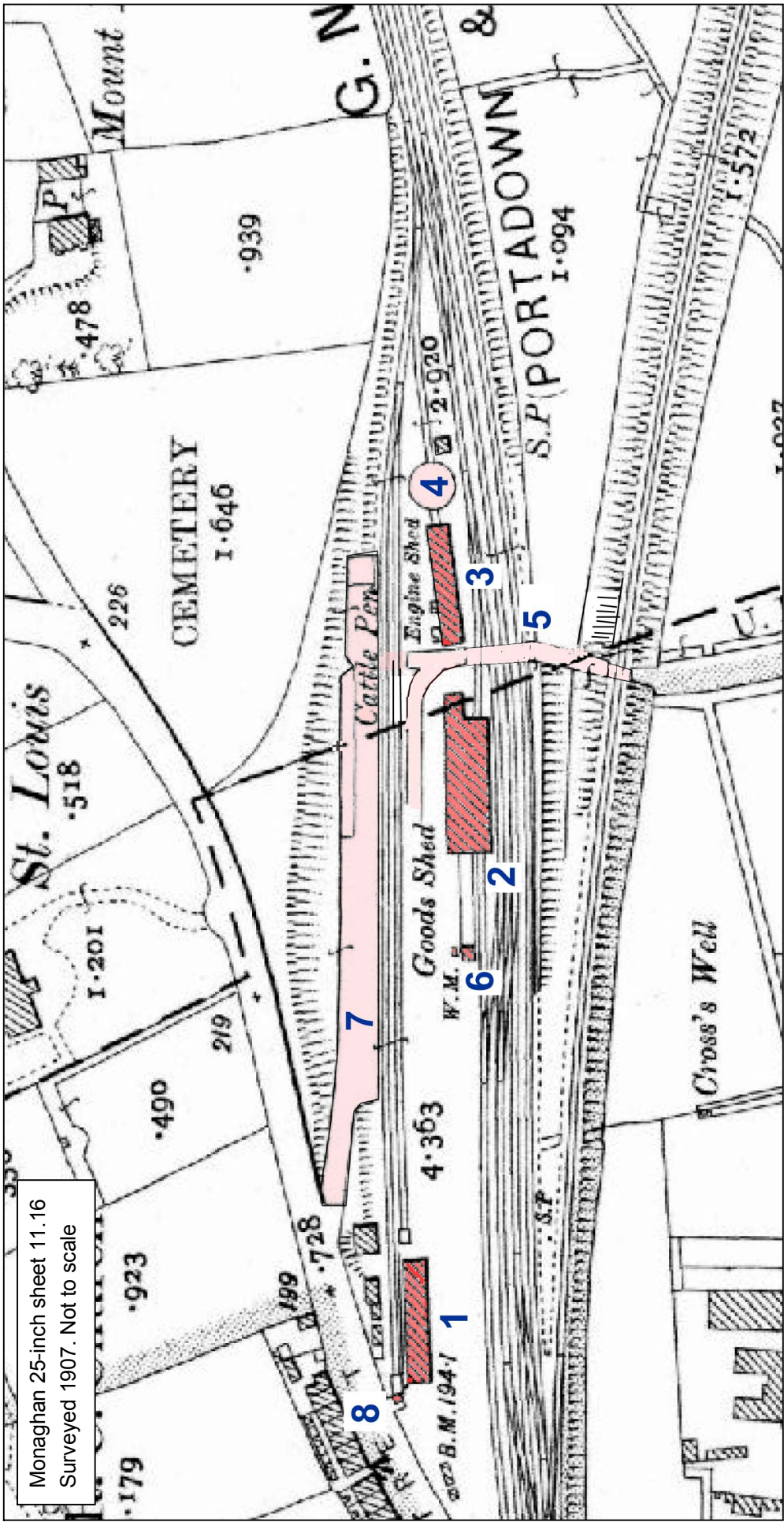
History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07429 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO012	Grid	250884 326362
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive, the line having been reclaimed for agriculture.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**History** Opened by the Ulster Railway in March 1863. This building is shown on 1907 OS map and cited as goods shed on 1947-48 edition. Closed by Córas Iompair Éireann in December 1959.  
The engine shed and turntable (components 3 and 4) are captioned on the 1907 OS map, but not shown on 1947-48 edition. The petrol tanks (9) are first cited on the 1947-48 edition.

Component	07430 01	Type	Goods shed			
County	Monaghan	OS 6-inch map	MO011	Grid	250179	326225
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Good	Use	Commercial premises	
<b>Description</b>	<p>Detached five-bay single-storey former goods shed, now occupied by an agricultural supplies business. Situated within the Ulster Yard. Single-span pitched slate roof with five raised roof vents to ridge. Vents are pitched and slated with ridge tiles and have timber louvers to each side. Roof ridge is covered with terracotta ridge tiles. Replacement rainwater goods.</p> <p>Random-coursed rubble stone walls with cement-based re-pointing and rock-faced quoins. On the south elevation there are five round-arched openings with rock-faced voussoirs and jamb stones. Timber windows and doors have been inserted to these openings. Window openings have concrete sills and rendered window-backs. Multiple openings to north elevation including square-headed window openings of varying sizes with brick reveals and concrete lintels and sills inserted. One window is headed by a cambered brick arch. Elevation also has two large door openings with concrete brick reveals and concrete lintels. One door opening has a sliding steel door and the other has steel roller shutters. Internal faces of walls are plastered.</p>					
<b>Interest</b>	Architectural; Historical; Group					
<b>Evaluation</b>	Constructed to a typical design, the rectangular building is modest in character but contributes to the railway heritage of the locality. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
<b>Significance</b>	Regional			Action	RPS	



Monaghan 25-inch sheet 11.16  
 Surveyed 1907. Not to scale

<b>Component</b>	<b>07430 02</b>	<b>Type</b>	<b>Goods shed</b>		
County	Monaghan	OS 6-inch map	MO011	Grid	250319 326212
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	Site now occupied by Clones Enterprise (a new build).				
Interest	None				
Evaluation	No industrial heritage merit.				
Significance	Record only				

<b>Component</b>	<b>07430 03</b>	<b>Type</b>	<b>Engine shed</b>		
County	Monaghan	OS 6-inch map	MO011	Grid	250363 326219
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	Nothing remains.				
Interest	None				
Evaluation	No industrial heritage merit.				
Significance	Record only				

<b>Component</b>	<b>07430 04</b>	<b>Type</b>	<b>Turntable</b>		
County	Monaghan	OS 6-inch map	MO011	Grid	250380 326220
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces.				
Interest	None				
Evaluation	No industrial heritage merit.				
Significance	Record only				

<b>Component</b>	<b>07430 05</b>	<b>Type</b>	<b>Bridge (rail/foot)</b>			
County	Monaghan	OS 6-inch map	MO011	Grid	250351	326199
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	Traces	Condition	Poor	Use	Disused	
Description	This subway ran under Dundalk-Enniskillen line (3827), and also under Armagh line and goods siding. North end may still be open, but heavy overgrowth precluded survey.					
Interest	Historical; Group					
Evaluation	The remains are of local industrial heritage significance.					
Significance	Local					

<b>Component</b>	<b>07430 06</b>	<b>Type</b>	<b>Weighbridge</b>			
County	Monaghan	OS 6-inch map	MO011	Grid	250247	326215
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of weighbridge survive.					
Interest	None					
Evaluation	No industrial heritage merit.					
Significance	Record only					

<b>Component</b>	<b>07430 07</b>	<b>Type</b>	<b>Cattle beach</b>			
County	Monaghan	OS 6-inch map	MO011	Grid	250291	326239
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Substantial remai	Condition	Fair	Use	Disused	
Description	This structure comprises a concrete block and random-coursed rubble stone retaining wall with concrete platform above. Concrete platform is missing at east end. Retaining wall in this position is in poor condition. The north of the cattle beach is bounded at the eastern end by a random-coursed rubble stone wall. Access to and from the road is gained at the western end of the beach via a gateway. The structure is now located within a poultry processing plant.					
Interest	Historical; Group					
Evaluation	This structure is a reminder of the importance of livestock shipments from this yard. It has group value with the nearby goods shed and is of regional industrial heritage significance. It merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

<b>Component</b>	<b>07430 08</b>	<b>Type</b>	<b>Water pump</b>			
County	Monaghan	OS 6-inch map	MO011	Grid	250158	326228
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Fair	Use	Disused	
Description	Metal pump with cow-tail handle to side set within a monopitched-roofed brick structure. Roof of pump house is concrete and walls are built in brick courses of English garden wall bond. Recess in boundary wall to road affords access to water pump.					
Interest	Historical; Group; Setting					
Evaluation	This pump makes a contribution to the streetscape and is of local industrial heritage significance.					
Significance	Local					

Component	07430 09	Type	Petrol tanks			
County	Monaghan	OS 6-inch map	MO011	Grid	250146	326219
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Petrol, brought in by train, was held here prior to transfer via underground pipes to Esso and Shell depots on Jubilee Road. No remains.					
Interest	None					
Evaluation	No industrial heritage merit.					
Significance	Record only					

Component	07430 10	Type	Entrance (station)			
County	Monaghan	OS 6-inch map	MO011	Grid	250114	326203
Surveyed?	Y	Survey date	28/08/2007	Surveyor	AR&R	
Completeness	Some remains	Condition	Fair	Use	Disused	
Description	Entrance piers are situated at west end of boundary wall running along north side of site. This wall is of random courses of rubble stone with rubble coping. Square-profiled sandstone piers built from courses of cut-stone blocks with concrete pyramidal caps.					
Interest	Architectural; Historical; Group; Setting					
Evaluation	These piers are of group value in the context of the Ulster Yard and also contribute to the interest of the streetscape. They are of regional industrial heritage significance and merit inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

07430\_01 FWH 18/06/2007 Goods shed from SE.



07430\_02 AR&R 28/08/2007 Goods shed from NE.



07430\_03 AR&R 28/08/2007 East gable of goods shed.



07430\_04 AR&R 28/08/2007 North elevation of goods shed.



07430\_05 AR&R 28/08/2007 Detail of roof vent to goods shed.



07430\_06 AR&R 28/08/2007 Detail of roof vent to goods shed.



07430\_07 AR&R 28/08/2007 West gable of goods shed.



07430\_08 AR&R 28/08/2007 Goods shed: round-headed window opening.



07430\_09 AR&R 28/08/2007 Goods shed: detail of arch head to window.



07430\_10 AR&R 28/08/2007 Interior of goods shed.



07430\_11 AR&R 28/08/2007 Detail of window of goods shed.



07430\_12 FWH 18/06/2007 Cattle beach, from SE.



07430\_13 AR&R 28/08/2007 West end of cattle beach.



07430\_14 AR&R 28/08/2007 Detail of cattle beach at west end.



07430\_15 AR&R 28/08/2007 Detail of cattle beach at west end.



07430\_16 AR&R 28/08/2007 Detail of cattle beach in poor condition at east end.



07430\_17 AR&R 28/08/2007 Detail of cattle beach at east end.



07430\_18 AR&R 28/08/2007 Northern boundary wall of cattle beach at east end.



07430\_19 AR&R 28/08/2007 Cattle beach at west end, from west.



07430\_20 FWH 18/06/2007 Pump from NW.



07430\_21 AR&R 28/08/2007 Brick housing for water pump from north.



07430\_22 AR&R 28/08/2007 Nozzle of water pump.



07430\_23 AR&R 28/08/2007 Pumping handle of water pump.



07430\_24 AR&R 28/08/2007 Southern entrance gate pier.



07430\_25 AR&R 28/08/2007 Northern entrance gate pier, from west.



07430\_26 AR&R 28/08/2007 Northern entrance gate pier, from east.



07430\_27 AR&R 28/08/2007 Detail of northern entrance gate pier.



07430\_28 AR&R 28/08/2007 Northern boundary wall from SE.



07430\_29 AR&R 28/08/2007 Detail of northern boundary wall at east end.



**Site 07431**

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History      Opened by the Ulster Railway in March 1863. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07431 01</b>	<b>Type</b>	<b>Junction</b>		
County	Monaghan	OS 6-inch map	MO011	Grid	250134 326189
Surveyed?	Y	Survey date	18/06/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	Site of junction with Dundalk-Enniskillen line.				
Interest	None				
Evaluation	No industrial heritage merit.				
Significance	Record only				



**Site 07502**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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Component	07502 01	Type	Junction		
County	Monaghan	OS 6-inch map	MO011	Grid	249060 325807
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	From Clones Station, the Ulster Railway ran parallel with the Dundalk-Enniskillen line before diverging here to Cavan. No traces survive, the ground having been re-landscaped as tennis courts at the back of later houses.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site****07503****Cavan Bridge**

History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

Component	07503	01	Type	Bridge (road/rail)		
County	Monaghan		OS 6-inch map	MO011	Grid	248900 325713
Surveyed?	Y		Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	All traces of this road bridge have been removed along with its embanked dog-leg approaches in order to straighten the road.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07504**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07504 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO016	Grid	246652	323181
Surveyed?	Y	Survey date	23/08/2007	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 07505**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07505 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO016	Grid	246565	323056
Surveyed?	Y	Survey date	23/08/2007	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 07506**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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Component	07506 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO016	Grid	246370	322774
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	This bridge formerly carried a road over a railway cutting. It has been demolished and the cutting infilled. A house has been built on the infilled cutting to the SW of the bridge. The road now runs north of the bridge, thereby removing the dog-leg approaches.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site****07507****Clonagore Crossing**

History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

<b>Component</b>	<b>07507 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO016	Grid	246200	322525
Surveyed?	Y	Survey date	23/08/2007	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					

<b>Component</b>	<b>07507 02</b>	<b>Type</b>	<b>Level crossing house</b>			
County	Monaghan	OS 6-inch map	MO016	Grid	246195	322538
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	All traces of this level crossing keeper's house have been cleared.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

**Site 07508**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07508 01</b>	<b>Type</b>	<b>Level crossing</b>		
County	Monaghan	OS 6-inch map	MO016	Grid	245685 321710
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	All traces of this accommodation crossing have been cleared.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

**Site 07509**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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Component	07509 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO016	Grid	245579 321524
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Some remains	Condition	Poor	Use	Disused
Description	A wrought-iron sunburst gate lies on the SE side of this accommodation crossing along with a four-step timber stile. A square sandstone gatepost also survives on the north side along with another stile.				
Interest	None				
Evaluation	No special industrial heritage significance.				
Significance	Record only				

07509\_01 FWH 23/08/2007 Gate and stile on SE side of track.



**Site 07510**

**History** Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

Component	07510 01	Type	Bridge (road/rail)			
County	Monaghan	OS 6-inch map	MO016	Grid	245261	320905
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Road bridge	
Description	An arched bridge carries a road over the railway. It is of squared random rubble construction throughout. The abutments are embellished with rusticated and margined quoins. A chamfered stone string course runs around the quoins (but not through the arch). The arch is of semi-elliptical profile and spans 9.20m. It has rusticated voussoirs and a margined edge; the soffit is of squared random rubble. The parapets, which are 5.48m apart, are coped with rock-faced sandstone blocks (now missing at the SW end). Tapered buttresses (with rusticated and margined quoins) continue out as wing walls running parallel with the road. The approaches are embanked and dog-legged. A galvanised metal pipe runs across the north face of the bridge and the bed of the track has been partly infilled. The rubble stone wall on the east approach has partly collapsed.					
Interest	None					
Evaluation	This bridge is primarily of interest because of its railway associations. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures. .					
Significance	Regional			Action	RPS	

07510\_01 FWH 23/08/2007 North elevation.



History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

Component	07511	01	Type	Bridge (road/rail)		
County	Monaghan		OS 6-inch map	MO016	Grid	245130 320430
Surveyed?	Y		Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Complete		Condition	Good	Use	Road bridge

Description An arched bridge carries a road over the railway. It is of random rubble construction throughout. The quoins have a margined edge and a chamfered stone string course around their tops (but not through the arch). The arch is of semi-elliptical profile and spans 9.12m. It has rusticated sandstone voussoirs and a margined edge; the soffit is of squared random rubble. The parapets, which are 3.78m apart, are coped with rock-faced sandstone blocks. Tapered buttresses to each end of the arch (also with margined quoins) continue out as curved wing walls which terminate in out-projecting piers (with margined edges); these continue up to parapet level. The carriageway has a pronounced hump and the approaches are embanked.

Interest Architectural; Historical

Evaluation This bridge is a good example of a utilitarian road crossing and also has historical interest because of its railway associations. Of all the bridges on this line which carry public roads over the railway, this is the narrowest and less than 4m between parapets. It is of local industrial heritage significance.

Significance Local

07511\_01 FWH 23/08/2007 North elevation, from east.



07511\_02 FWH

23/08/2007 South elevation, from SE.



**Site 07512**

**History** Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

Component	07512 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO016	Grid	245120	320414
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Fair	Use	Disused	
Description	Just SW of Nancy's Bridge (7511) is a timber tube which was removed from the railway line during land reclamation (i.e. no longer in situ). According to a local informant it was part of a culvert under the line. It is 1.07m in external diameter by 7.19m long. It is fabricated from 10cm x 10cm creosoted planks, each slightly tapered along their edges, and all bound with 9cm wide wrought-iron bands.					
Interest	Historical; Rarity					
Evaluation	Although no longer in its original position, this is an unusual railway survival which is of local industrial heritage significance.					
Significance	Local					

07512\_01 FWH 23/08/2007 Timber culvert.



07512\_02 FWH

23/08/2007 Looking along inside of timber culvert.



**Site 07513**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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Component	07513 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO016	Grid	245092 320286
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Substantial remai	Condition	Poor	Use	Disused
Description	A wrought-iron sunburst gate lies on the east side of this accommodation crossing. There is an identical gate on the west side, hung from a sandstone post. Each post is 25cm square in cross section by 1.70m high. The gates measure 3.05m wide by 1.37m high.				
Interest	None				
Evaluation	Because most of the gateposts are now missing, this crossing is no longer of special industrial heritage significance.				
Significance	Record only				

07513\_01 FWH 23/08/2007 West gate, from east.



07513\_02 FWH

23/08/2007 Post and hinge detail on west gate.



**Site 07514**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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Component	07514 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO016	Grid	245043 320110
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Disused
Description	A wrought-iron sunburst gate and two sandstone posts survive on both sides of the former line. There are also two identical posts at the roadside entrance to the house immediately west of the crossing.				
Interest	Architectural; Historical; Rarity				
Evaluation	This is one of two complete sets of gates and posts on the Ulster Railway and the only one with sunburst gates. This, coupled with its railway association make it of local industrial heritage significance.				
Significance	Local				

07514\_01 FWH 23/08/2007 East gate and posts, from east.



07514\_02 FWH

23/08/2007 West gate and posts, from east.



**Site****07515****Annaghraw Crossing**


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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07515 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO016	Grid	245018	320012
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Traces	Condition	Fair	Use	Disused	
Description	A three-step timber stile survives at the SE end of this accommodation crossing.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

Component	07515 02	Type	Level crossing house			
County	Monaghan	OS 6-inch map	MO016	Grid	245016	320043
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Poor	Use	Disused	
Description	<p>A three-bay, single-storey house aligned north-south at the SW end of the accommodation crossing. It was originally a two-bay rubble masonry building, but a brick extension appears to have been added at its north end. Gabled natural slate roof with decorative curved timber eaves board to east (railway) elevation. There are remnants of chimneys on the party wall of the original house and on the gable of the extension. The walls are rendered and lined with cement. All openings are square-headed. The entrance is at the north end of the middle bay, on the railway side, with a 2/2 sliding sash window to its left. The extension has a 6/6 window on this elevation. These windows have cement-rendered brick cills. There is also a small 3/6 window on the west elevation of the middle bay. The south bay was so overgrown that it could not be surveyed.</p> <p>Internally, the entrance leads into a small timber-sheeted hall. Solid floors to middle and north bays. Lime plastered walls and lath-and-plaster ceilings to the undersides of the tied common rafter roof. Fireplaces in all bays.</p> <p>Just north of the house is a small outside toilet, of cement-rendered brick with a replacement cast-concrete roof. There is also a telegraph with five horizontal bars and 19 surviving insulators.</p>					
Interest	None					
Evaluation	This is a relatively unaltered house which has an historical association with the railway. It is of local industrial heritage significance.					
Significance	Local					

07515\_01 FWH 23/08/2007 Stile from NE.



07515\_02 FWH 23/08/2007 House from NE.



07515\_03 FWH 23/08/2007 Internal view of middle bay, looking SE.



**Site 07516**

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History Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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Component	07516 01	Type	Level crossing		
County	Monaghan	OS 6-inch map	MO016	Grid	244997 319935
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Some remains	Condition	Poor	Use	Disused
Description	A wrought-iron sunburst gate and two timber posts survive on the west side of the track.				
Interest	None				
Evaluation	No special industrial heritage significance.				
Significance	Record only				

07516\_01 FWH 23/08/2007 Gate and posts from west.



**Site 07517**

**History** Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

Component	07517 01	Type	Bridge (rail/river)			
County	Monaghan	OS 6-inch map	MO016	Grid	244859	318657
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused	

**Description** A four-arch masonry bridge carried the railway over the River Finn on the border with Co Fermanagh. The abutments are of rock-faced and randomly-sized masonry blocks, embellished with margined quoins. The piers are of identical construction but continue at each end as curved and pointed cutwaters rising to arch spring level. A chamfered string course runs through the arches at spring level and around the abutment quoins and tops of the cutwaters. The spans are of segmental profile and are identical, spanning c.7.77m (25ft 6in). All have dressed and vee-jointed sandstone voussoirs and squared random rubble soffits. The spandrels are detailed as the abutments and piers and are coped with a roughly-dressed chamfered sandstone coping over which is a finely dressed sandstone parapet (now missing at NE). The latter are set 8.33m apart. There are shallow tapered squared random rubble buttresses to each end which continue up to parapet level as out-projecting terminal piers. The railway embankment has been removed at both ends.

**Interest** Architectural; Historical; Setting

**Evaluation** This substantial bridge is well executed and a prominent landscape feature. Its interest is enhanced by its railway associations. Despite the loss of the embankments it is of regional industrial heritage significance. The Co Monaghan half merits inclusion in the Record of Protected Structures.

**Significance** Regional Action RPS.

07517\_01 FWH 23/08/2007 Downstream (west) elevation.



07517\_02 FWH 23/08/2007 Downstream (west) elevation from NW.



07517\_03 FWH 23/08/2007 Upstream (east) elevation from NE.



07517\_04 FWH 23/08/2007 Parapet coping detail on upstream side.



**Site 07518**

**History** Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

Component	07518 01	Type	Bridge (rail/road)		
County	Monaghan	OS 6-inch map	MO016	Grid	244859 318508
Surveyed?	Y	Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Disused
Description	A slightly skewed arch bridge carries the embanked railway over a road. It is of squared random rubble throughout. The abutments are embellished with rusticated and margined quoins and are 5.60m deep (under the arch). A chamfered stone string course runs through the arch at spring level and around the quoins at the east end. The arch is of segmental profile and span 6.09m measured orthogonally, and 6.18m on the skew. Its voussoirs are of rusticated sandstone and there is a margined edge to the arch. The soffit is of squared random rubble. The spandrels are coped with sandstone blocks. At the east end are shallow tapered buttresses (with rusticated and margined quoins) which continue as curved wing walls on either side of the road. The SE buttress is rendered with cement or else replaced with mass concrete. On the west side, the abutments extend as wing walls beyond the arch; their ends are rusticated and margined.				
Interest	None				
Evaluation	This is a good example of its type and 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

07518\_01 FWH 23/08/2007 East elevation.



**Site 07519**

**History** Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

Component	07519	01	Type	Bridge (road/rail)		
County	Monaghan		OS 6-inch map	MO021	Grid	244848 318208
Surveyed?	Y		Survey date	23/08/2007	Surveyor	Fred Hamond
Completeness	Complete		Condition	Fair	Use	Road bridge

**Description** An arched bridge carries an accommodation track over the railway, here in a cutting. The abutments are of rock-faced randomly-sized masonry blocks embellished with rusticated and margined quoins; they are 4.64m deep. A chamfered stone string course runs around the quoins. There are shallow tapered buttresses at each end (with rusticated and margined quoins) which continue as wing walls. The arch is of semi-elliptical profile and spans 9.12m. Its voussoirs are of rusticated sandstone and there is a margined edge to the arch; the soffit is of random rubble. The spandrels and parapets are of squared random rubble. The latter are 3.69m apart and are coped with roughly-dressed sandstone blocks; they terminate in rusticated and margined piers. At the east end of the bridge is a sandstone gatepost. Its wrought-iron sunburst gate lies nearby.

**Interest** Architectural; Historical

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

**Significance** Local

07519\_01 FWH 23/08/2007 East abutment and arch soffit detail.



07519\_02

FWH

23/08/2007

Abutment and buttress detail at SE end.



**Site**            **07520**

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History            Line opened by Clones & Cavan Extension Railway in April 1862. Part of the Ulster Railway, but built and worked by the Dundalk & Enniskillen Railway. Closed by Córas Iompair Éireann in December 1959.

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<b>Component</b>	<b>07520 01</b>	<b>Type</b>	<b>Level crossing</b>			
County	Monaghan	OS 6-inch map	MO021	Grid	244777	317860
Surveyed?	N					

