

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



SITE INVENTORY: VOLUME 1

Dublin - Belfast Line Ardee Branch

for
Monaghan County Council and Louth County Council
December 2007



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INTRODUCTION

This is the first volume detailing all railway-related sites in counties Louth and Monaghan. This particular volume focuses on all abandoned stations on the Dublin-Belfast line and all sites on the Ardee Branch. All these sites lie within Co Louth.

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

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

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

The third part describes each site:

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

Site component – all components within the site are itemised in numerical sequence	
Component	Numerical suffix to site number.
Type	Type of component.
County	Louth or Monaghan
OS 6-inch map	County abbreviation + map sheet number.
Grid	Easting and northing to nearest 1m.
Surveyed?	Y = Yes; N = No.

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

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

1 DUBLIN-BELFAST LINE

From/To	Dublin/ Belfast
Opened	Dublin-Drogheda 26 May 1844 Drogheda-Dundalk 15 February 1849 Dundalk-Wellington Inn 31 July 1850 Wellington Inn – Portadown 1852 Portadown-Belfast 1842
Opened by	Dublin & Drogheda Railway (Dublin-Drogheda) Dublin & Belfast Junction Railway (D'heda-P'down)
Total length	180 km
Length in Co Louth/ Monaghan	46.2 km/ 0 km
Operated by	Dublin & Drogheda Railway (Dublin-Drogheda) & Dublin & Belfast Junction Railway (D'heda-P'down) Great Northern Railway (Ireland) (1876)
Closed to passenger traffic	Open
Closed to goods traffic	Open



History

Line opened February 1849 by the Dublin & Belfast Junction Railway. Station opened 1851. Closed by Córas Iompair Éireann in September 1976, but reopened June 1979, only to close again in November 1984 (even though the line is still in use).

The station building (component 4) would have doubled as the ticket office, waiting room etc when the station first opened in 1851. These functions were taken over by the present station building, designed by W.H. Mills, the GNR(I)'s Chief Civil Engineer, in the period 1877-1903. Also built during this period were the footbridge (2c), waiting shelter (3) and signal box (7).

Old photographs show the footbridge to have been a lattice girder span and the waiting shelter to have been a single-storey glazed timber shed with a hipped canopy over. The signal box was of typical GNR(I) design – a timber cabin over brick base.

01101_01 J.G. Dewing/ Colour-Rail 09/1958 Source Johnston 2005, p.91.

Looking north at Dunleer Station. A goods train from Ardee departs for Drogheda, hauled by an NQG 0-6-0 No.38 engine.

01101_02 Charles Friel 20/09/1980 Source C. Friel: CPF8053A.

Dunleer station building on the down platform.

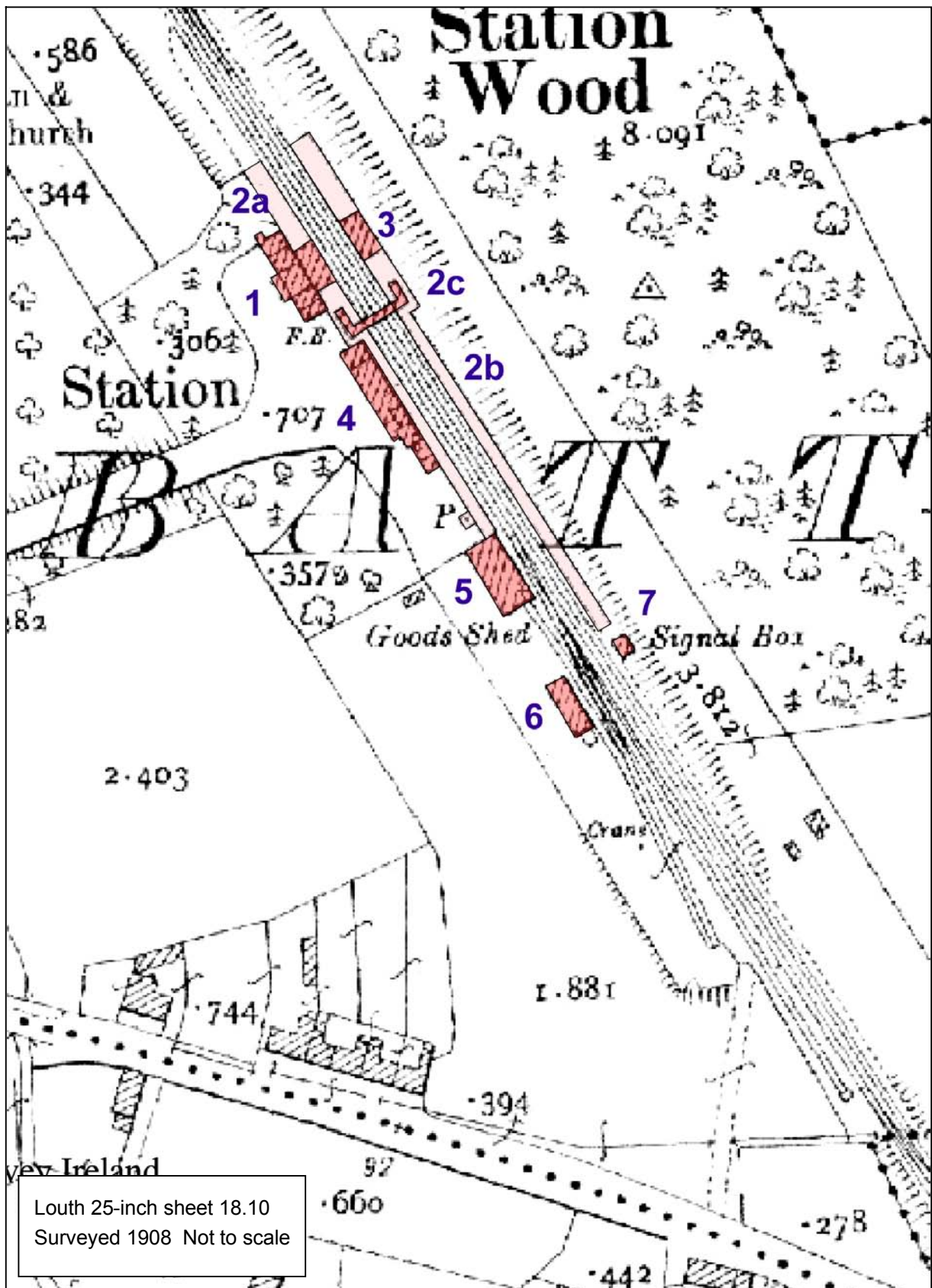


01101_03 Charles Friel 20/09/1980 Source C. Friel: CPF8053C.

Dunleer signal cabin (right) and goods shed at left, as a Dublin-bound train passes.



Component	01101	01	Type	Station building
County	Louth		OS 6-inch map LH018	Grid 305947 288052
Surveyed?	Y		Survey date 30/11/2007	Surveyor Fred Hamond



Louth 25-inch sheet 18.10
 Surveyed 1908 Not to scale

Completeness	Complete	Condition	Poor	Use	Disused
Description	<p>A seven-bay, single-storey station building aligned north-south on the west side of the line. Gabled natural slate roof with two corbelled brick chimneys, boxed eaves and decorative bargeboards. The walls are of red brick, with raised and stepped yellow brick quoins. The basal section is slightly advanced and has chamfered yellow brick copings. They are decorated with yellow and black brick platbands at cill level and at arch spring level. The latter have a moulded yellow brick string course over and continue as drip moulds over the shallow segmental yellow brick heads to all the openings. The openings also have roll-moulded red brick jambs and the windows have granite cills.</p> <p>The west elevation is symmetrically arranged. A canopy covers the middle three openings, the central one of which was the public entrance. The remaining six openings to this elevation were all windows. The canopy is a flat felted timber structure supported by four decorative cast-iron brackets affixed to the wall heads. Vertical boarding runs around the front and ends of the canopy. Behind the canopy, over the doorway is a barge boarded eaves gable.</p> <p>The north gable is abutted by a small single-bay, single-storey building to which there was no access. Its roof and walls are detailed as the main section.</p> <p>The west elevation to the platform could not be accessed. There was formerly a wooden canopy to this section, now removed.</p> <p>The south gable is devoid of openings.</p> <p>All the openings have been infilled with concrete blocks and the roof has partly collapsed. Original features probably survive internally, but could not be accessed.</p>				
Interest	Architectural; Historical; Social; Group				
Evaluation	<p>Although derelict, this building retains its architectural character. Its design, particularly the decorative brickwork, is identical to some of W.H. Mills' work, for example at Ardee. It may therefore not have been erected until the 1880s or '90s, the present station house doubling as the station building before that. It also has historical interest due to its railway link, social interest, and group value in the context of the overall station complex. It is of regional industrial heritage significance and merits its current inclusion in the Record of Protected Structures.</p>				
Significance	Regional	Protection	Louth RPS Lhs 018-013		
Other dbases	NIAH 13830005				

Component	01101	02a	Type	Platform		
County	Louth		OS 6-inch map	LH018	Grid	305945 288069
Surveyed?	Y		Survey date	30/11/2007	Surveyor	Fred Hamond
Completeness	Complete		Condition	Fair	Use	Disused
Description	This was the 'down' platform to Belfast and is on the west side of the line. It is of random rubble with a concrete coping.					
Interest	Historical; Group					
Evaluation	This was an integral part of the station complex and is of regional industrial heritage significance for that reason. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional				Action	RPS

Component	01101	02b	Type	Platform		
County	Louth		OS 6-inch map	LH018	Grid	305955 288075
Surveyed?	Y		Survey date	30/11/2007	Surveyor	Fred Hamond
Completeness	Complete		Condition	Fair	Use	Disused
Description	This was the 'up' platform to Dublin and is on the east side of the line. It is of random rubble with a stone copings.					
Interest	Historical; Group					
Evaluation	This was an integral part of the station complex and is of regional industrial heritage significance for that reason. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional				Action	RPS

Component	01101	02c	Type	Bridge (foot/rail)		
County	Louth		OS 6-inch map	LH018	Grid	305965 288043
Surveyed?	Y		Survey date	30/11/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	This footbridge connected the two platforms but is long removed.					
Interest	None					
Evaluation	No industrial heritage merit.					
Significance	Record only					

Component	01101	03	Type	Waiting shelter		
County	Louth		OS 6-inch map	LH018	Grid	305963 288063
Surveyed?	Y		Survey date	30/11/2007	Surveyor	Fred Hamond
Completeness	Traces		Condition	Fair	Use	Disused
Description	Only the shelter's back wall survives; it is of red brick, with yellow brick trimming.					
Interest	None					
Evaluation	No special industrial heritage merit.					
Significance	Record only					

Component	01101 04	Type	Station house			
County	Louth	OS 6-inch map	LH018	Grid	305967	288024
Surveyed?	Y	Survey date	30/11/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Offices	
Description	<p>A three-bay, two-storey station house aligned north-south on the west side of the line. Hipped artificial slate roof with oversailing bracketed eaves and corbelled brick chimneys (with octagonal yellow stacks). The walls are rendered with cement and painted. All openings have square heads and replacement frames; the windows have painted stone cills.</p> <p>The east elevation is symmetrically arranged, with a door to ground floor middle and a window to each side. There are three windows to the first floor, directly over the ground floor openings. A concrete access ramp now runs up to the door.</p> <p>The north elevation is abutted by a slightly lower single-bay, single-storey return. It is detailed as the main block but has a gabled and barge boarded roof and chimney on its gable. There is a window to its east elevation. The north gable was blank. Its east elevation could not be accessed.</p> <p>The east elevation of the main block could not be accessed at the time of survey.</p> <p>The south gable is abutted to the ground floor by a single-storey toilet/bathroom extension, now derelict. The latter is, in turn, abutted to south by a single-storey building which abuts the west elevation of the platform wall. Its monopitched roof is now missing. The walls are of cement-harled random rubble, with brick quoins and trimming to the openings.</p> <p>Directly on entry into the main block is a balustraded staircase up to the first floor. The rooms are occupied by Louth CC Library Service and Area Engineer and contain no original features of interest.</p>					
Interest	Historical; Group					
Evaluation	<p>Although refurbished internally, this building retains a degree of architectural character, albeit somewhat uninspiring. However, it is primarily of historical interest. Presuming the present station building to be later, it may have doubled as the station building when the station opened in 1851. The building also has group value with the other station features in this complex. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.</p>					
Significance	Regional			Action	RPS	

Component	01101 05	Type	Goods shed			
County	Louth	OS 6-inch map	LH018	Grid	305996	287982
Surveyed?	Y	Survey date	30/11/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Fair	Use	Disused?	
Description	<p>A single-storey building aligned north-south on the west side of the line. Gabled natural slate roof. Random rubble walls with rusticated and margined stone quoins. All the openings are now infilled with concrete blockwork. The west elevation has a doorway to centre and a window to each side, all with segmental heads; the windows have stone cills. The north gable has a square-headed doorway at left and segmental-headed vehicle doorway at right; the latter has dressed stone jambs. The east elevation could not be accessed at the time of survey. The south gable has a semicircular-headed doorway at right for goods locos. It originally had a sliding door but this has been removed.</p>					
Interest	Architectural; Historical; Group					
Evaluation	This building is a good example of its type and an integral part of the railway complex. It is of regional industrial heritage significance and merits its current inclusion in the Record of Protected Structures.					
Significance	Regional	Protection	Louth RPS Lhs 018-013			
Other dbases	NIAH 13830006					

Component	01101 06	Type	Railway-related building			
County	Louth	OS 6-inch map	LH018	Grid	306013	287948
Surveyed?	Y	Survey date	30/11/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Site of a single-storey building, with crane to south. Probably a store (possibly a coal shed).					
Interest	None					
Evaluation	No industrial heritage merit.					
Significance	Record only					

Component	01101 07	Type	Signal box		
County	Louth	OS 6-inch map	LH018	Grid	306029 287965
Surveyed?	Y	Survey date	30/11/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of the signal box survive.				
Interest	None				
Evaluation	No industrial heritage merit.				
Significance	Record only				

01101_01 FWH 30/10/2007 General view of station complex from SW.



01101_02 FWH 09/07/2007 Station building from SW.



01101_03 FWH 30/10/2007 West elevation of station building.



01101_04 FWH 30/10/2007 Canopy across middle of west elevation.



01101_05 FWH 30/10/2007 Window detailing on west elevation of station building.



01101_06 FWH 09/07/2007 Looking NE across platforms and line. Note remains of waiting room.



01101_07 FWH 09/07/2007 Up platform from west.



01101_08 FWH 30/10/2007 Station house from SW.



01101_09 FWH 30/10/2007 Station house from NW.



01101_10 FWH 09/07/2007 Goods shed from NW.



01101_11 FWH 09/07/2007 Goods shed from SW.



Site **01201**

Dromin Junction Station (DMJ)

History See 02101 for details

Component	01201	Type	Station		
County	Louth	OS 6-inch map	LH018	Grid	303858 290369
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond

Description See 02101 for details

History

Line opened February 1849 by the Dublin & Belfast Junction Railway. Station opened 1851. Closed by Córas Iompair Éireann in September 1976 and since demolished, even though line is still in use.

Old photographs show the main block (component 1) to have been a five-bay, two-storey building incorporating the station master's house. There was a single-storey waiting room at its north end, abutted to its north end by a small single-storey toilet block (2). The footbridge (3c) dates to the period 1877-1903 and is the work of W.H. Mills, the GNR(I)'s Chief Civil Engineer at that time; it was a metal lattice girder span. The waiting shelter (4) also dates from this period and was a timber-clad single-storey building with monopitched roof and fenestration to its railway side. The goods shed (5) was a large single-storey building and is probably contemporary with the station building. The signal box (6) also dates from the period 1877-1903.

01301_01 Drew Donaldson

Source C. Friel Collection: DDN200.

The view from Castlebellingham signal cabin with VS class 4-4-0 No 210 'Erne' working the 6.25pm from Dublin to Belfast. The goods store is to the left and the main buildings are on the up platform, beyond the goods store.



01301_02 Charles Friel

20/09/1980

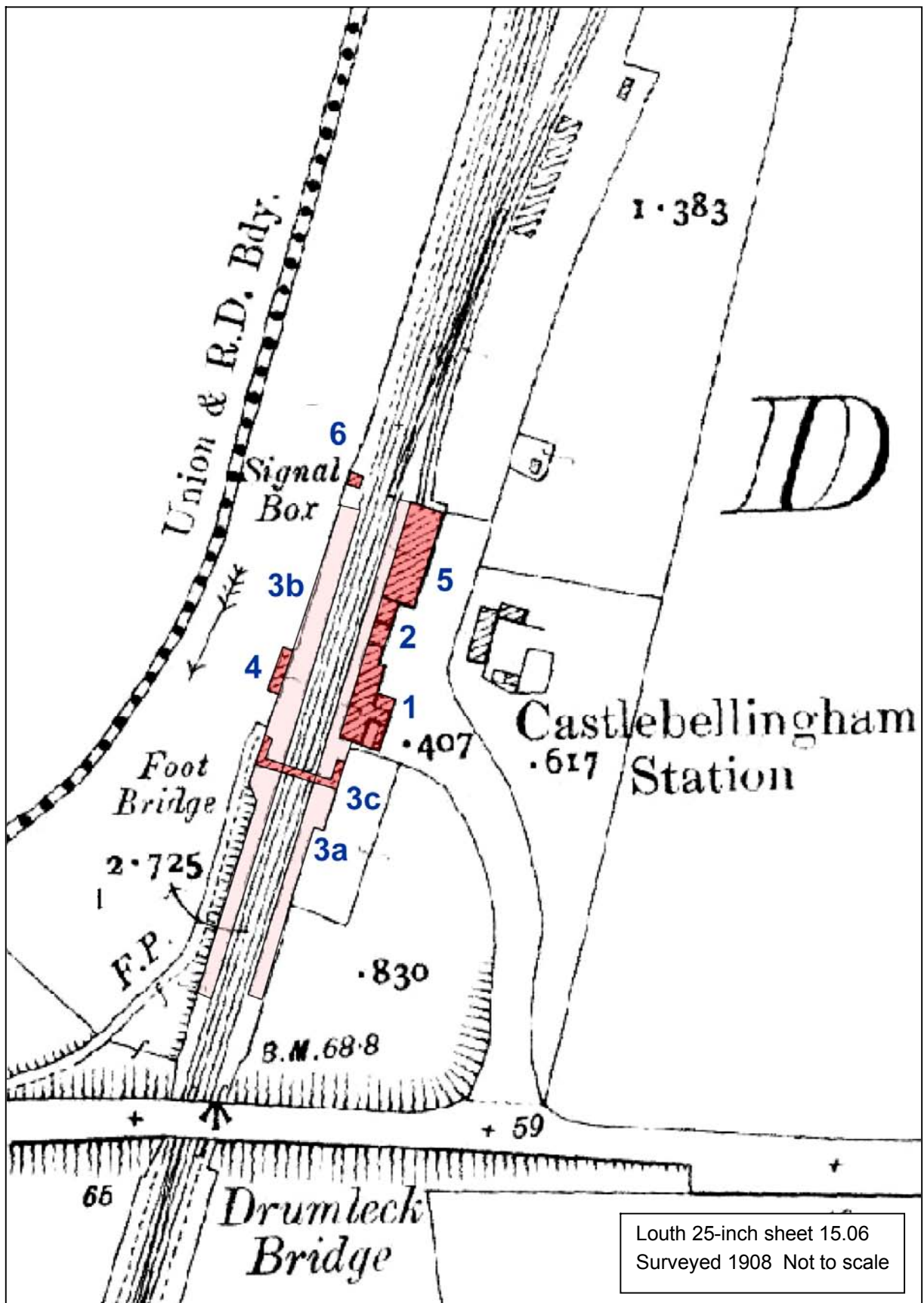
Source

C. Friel: CPF8052F.

After closure, Castlebellingham up platform on 20 September 1980.



Component	01301	01	Type	Station building; Station house		
County	Louth		OS 6-inch map	LH015	Grid	303933 295931
Surveyed?	Y		Survey date	09/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	All remains of the station building have been cleared.					



Interest None
 Evaluation No industrial heritage significance.
 Significance Record only

Component	01301	02	Type	Toilets		
County	Louth		OS 6-inch map	LH015	Grid	303938 295947
Surveyed?	Y		Survey date	09/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	Nothing of the station toilets survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	01301	03a	Type	Platform		
County	Louth		OS 6-inch map	LH015	Grid	303915 295885
Surveyed?	Y		Survey date	09/07/2007	Surveyor	Fred Hamond
Completeness	Substantial remai		Condition	Fair	Use	Disused
Description	This was the 'up' platform to Dublin, on the east side of the line. It is of random rubble construction, but has been truncated at its south end. It is coped with concrete, now missing in places.					
Interest	Historical					
Evaluation	Along with the platform on the other side of the track, this is the only surviving vestige of Castlebellingham Station and for this reason is of local industrial heritage significance.					
Significance	Local					

Component	01301	03b	Type	Platform		
County	Louth		OS 6-inch map	LH015	Grid	303924 295958
Surveyed?	Y		Survey date	09/07/2007	Surveyor	Fred Hamond
Completeness	Substantial remai		Condition	Fair	Use	Disused
Description	This was the 'down' platform to Belfast, on the west side of the line. It is of random rubble construction but has been truncated at its south end. It is edged with brick. The M1 now runs directly west of it.					
Interest	Historical					
Evaluation	Along with the platform on the other side of the track, this is the only surviving vestige of Castlebellingham Station and for this reason is of local industrial heritage significance.					
Significance	Local					

Component	01301	03c	Type	Bridge (foot/rail)		
County	Louth		OS 6-inch map	LH015	Grid	303917 295917
Surveyed?	Y		Survey date	09/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	The footbridge connected the two platforms but is long removed.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	01301	04	Type	Waiting shelter		
County	Louth		OS 6-inch map	LH015	Grid	303912 295943
Surveyed?	Y		Survey date	09/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	Nothing of this waiting shelter survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	01301 05	Type	Goods shed
County	Louth	OS 6-inch map	LH015 Grid 303944 295965
Surveyed?	Y	Survey date	09/07/2007 Surveyor Fred Hamond
Completeness	No visible remain	Condition	N/A Use N/A
Description	Nothing of the goods shed survives.		
Interest	None		
Evaluation	No industrial heritage significance.		
Significance	Record only		

Component	01301 06	Type	Signal box
County	Louth	OS 6-inch map	LH015 Grid 303930 295983
Surveyed?	Y	Survey date	09/07/2007 Surveyor Fred Hamond
Completeness	No visible remain	Condition	N/A Use N/A
Description	No traces of the signal box survive. Old photographs show a typical GNR box – a timber cabin over brick ground floor.		
Interest	None		
Evaluation	No industrial heritage significance.		
Significance	Record only		

01301_01 FWH 09/07/2007 Up (east) platform from SW.



01301_02 FWH

09/07/2007 Down (west) platform from SE.



History

According to the late Maureen Wilson, this building was designed by Sir John Macneill, the Dublin & Belfast Junction's Consulting Engineer, and built by a Mr J. French. Its style is reminiscent of Dunleer and it may also have doubled as the station building as well before the present station was opened on the north side of the Carrickmacross Road in 1894.

The 1860s Valuation Book records this building as comprising a station house, offices, and guards/engine drivers' houses. The 1884 Valuation also notes a parcel post office & telegraph, station master and officers' houses. Workshops are also cited from 1902. The 1906 valuation records them as "station master's and officers' houses, store keeper's house, engineer's office, workshops, offices, goods store and sheds". More recent books note the block as a station master's house, foreman's house, railway houses, customs office and stores.

This signal box (component 5) probably dates to around 1900. Old photographs show a typical GNR(I) box – a timber cabin over a brick base.

01401_01 Charles Friel 16/10/1983 Source C. Friel: CPF8351A.

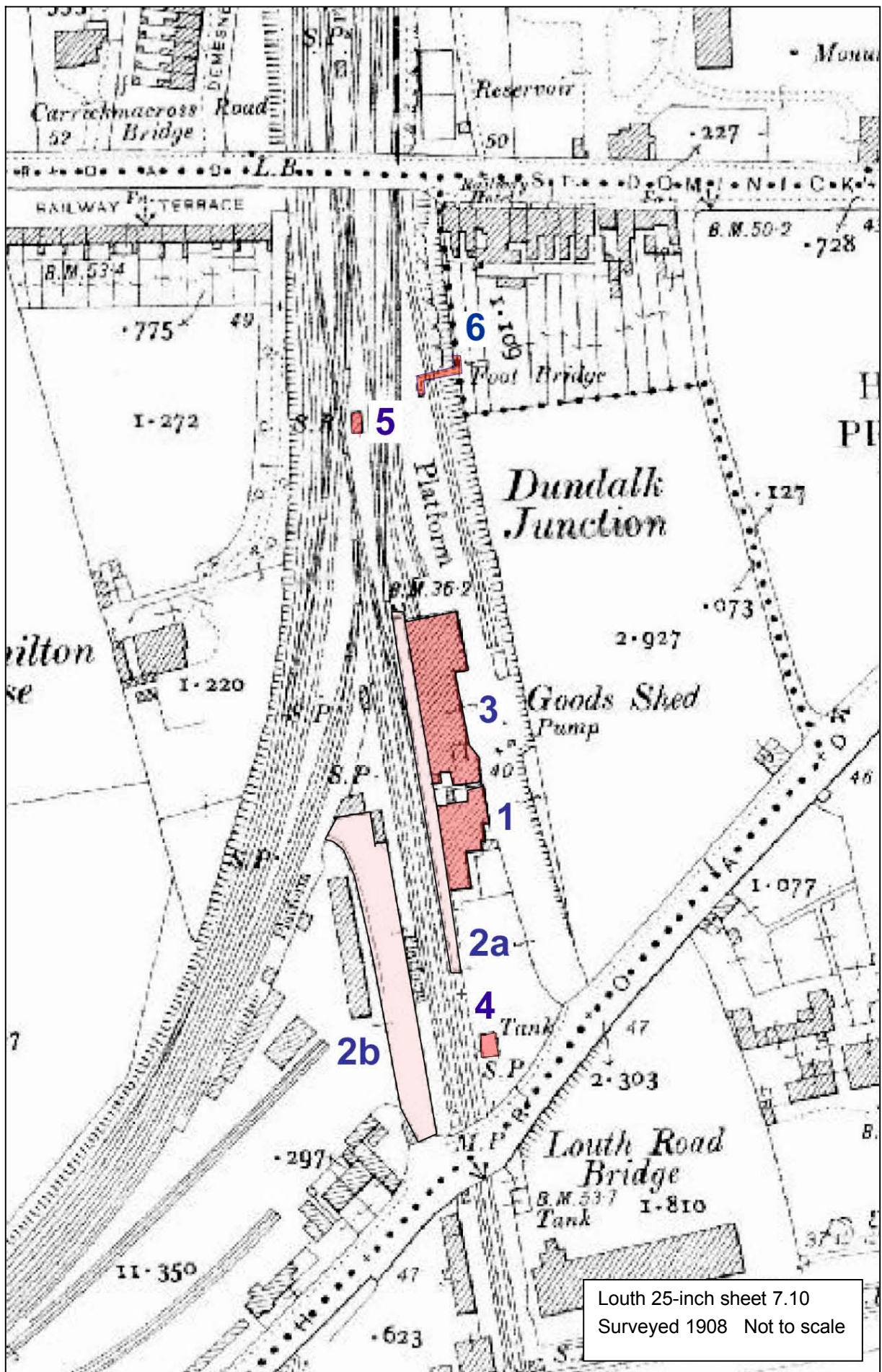
Diesel loco B168 shunts alongside the old station house.



01401_02 Unknown Source C. Friel Collection.

A steam-hauled goods train for Dublin passes the old station building.





01401_03 Unknown 1940s Source Wilson M., Ross N, and Power P.F.,
 Dundalk: Images and Impressions,
 p.59 (Dundalk, 1997).

View looking south to old Junction Station.



Component	01401	01	Type	Station house		
County	Louth		OS 6-inch map	LH007	Grid	304153 306600
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Complete		Condition	Good	Use	Disused
Description	This is a multi-bay two-storey building with hipped natural slate roofs, brick chimneys and bracketed eaves boards. Cement rendered walls. Square-headed openings. Windows are 1/1, 2/2, 3/6, 4/4 and 6/6 sliding sashes, with stone cills. More recent single-storey flat-roofed entrance porch at SE corner. Passage runs east-west through middle of block.					
Interest	Historical					
Evaluation	This building is primarily of historical interest due to its association with the railway. However, it is of no special architectural interest and is only of local industrial heritage significance.					
Significance	Local					

Component	01401	02a	Type	Platform			
County	Louth		OS 6-inch map	LH007	Grid	304142	306610
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	No visible remain		Condition	N/A	Use	N/A	
Description	This is presumed to have been the 'up' platform to Dublin, on the east side of the line. According to Maureen Wilson, it was c.300 yards long. It was probably removed when the station was located to its present position and the tracks realigned. No traces survive.						
Interest	None						
Evaluation	No industrial heritage significance.						
Significance	Record only						

Component	01401	02b	Type	Platform			
County	Louth		OS 6-inch map	LH007	Grid	304131	306555
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	No visible remain		Condition	N/A	Use	N/A	
Description	This platform, on the west side of the line, was the 'down' platform to Belfast and also linked with the Dundalk & Enniskillen/ Irish North Western Railway platform (03201). It is faced with random rubble and coped. A high random rubble wall runs behind it, separating it from the Irish North West station.						
Interest	None						
Evaluation	This platform is primarily of historical interest due to its association with the railway and is of local industrial heritage significance.						
Significance	Local						

Component	01401 03	Type	Goods shed		
County	Louth	OS 6-inch map	LH007	Grid	304147 306629
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Good	Use	Industrial premises
Description	According to the late Maureen Wilson, this 19th century shed was used from the 1930s onwards as by Customs for the examination of goods trains. A single-storey goods shed abuts the north end of the station building. The two gabled projections at the north end of the east elevation appear to be later additions. The building has a shallow gabled roof clad with natural- and artificial slate, and with skylights. The walls are of random rubble. The openings have brick trimmed square- and round-heads. There are two large sliding doors to the east elevation, one now infilled. There is a brick oculus to the apex of the north gable and a segmental-headed doorway for goods train access at right (now infilled). The roof is supported on queen-post trusses.				
Interest	Architectural; Historical				
Evaluation	This building is primarily of historical interest due to its association with the railway and is of local industrial heritage significance.				
Significance	Local				

Component	01401 04	Type	Water tank		
County	Louth	OS 6-inch map	LH007	Grid	304162 306523
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this water tank, just beyond the south end of the up platform, survive.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Component	01401 05	Type	Signal box		
County	Louth	OS 6-inch map	LH007	Grid	304122 306727
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this signal box survive.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Component	01401 06	Type	Bridge (foot/rail)		
County	Louth	OS 6-inch map	LH007	Grid	304146 306732
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces survive of this footbridge over a siding to the north of the station building.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

01401_01 FWH 31/07/2007 Station house, from SW.



01401_02 FWH 03/10/2007 Station building and goods shed from SW.



01401_03 FWH 03/10/2007 Station building and goods shed from SE.



01401_04 FWH 03/10/2007 East elevation of station building.



01401_05 FWH 03/10/2007 Station building from NE.



01401_06 FWH 03/10/2007 Goods shed from SE.



01401_07 FWH 03/10/2007 Goods shed from NE.



01401_08 FWH 03/10/2007 Goods shed from north.



01401_09 FWH 31/07/2007 Platform on west side of line, from south.



01401_10 FWH

03/10/2007 Platform on west side of track, from SE.



History

This complex was built by the GNR(I) under the direction of W.H. Mills between 1879 and 1881 as workshops for the assembly and repair of locomotives, carriages and wagons. For the first four years of its existence, it served the GNR(I)'s Southern and Irish North Western divisions. With the closure of the Northern division's workshops in Belfast in 1885, the Dundalk Works became the focus of engineering activity for the company's entire network. Coras Iompair Eireann took over the complex in 1958. Because there were already loco works in Dublin (at Inchicore) and Limerick, the Dundalk site became superfluous and was hived off as a separate company known as the Dundalk Engineering Works. Whilst it carried out some railway-related work, the new company relied mainly on general engineering contracts for its survival. The Works were eventually taken over by S & S Corrugated Paper Machinery Ltd, an US-based company. When the parent company filed for bankruptcy in 1985, the Dundalk Works closed as an engineering facility. It has since been used for light industrial and commercial purposes.

01402_01 R. Biddick/ Colour-Rail 11/1961 Source Johnston 2005, p.93.

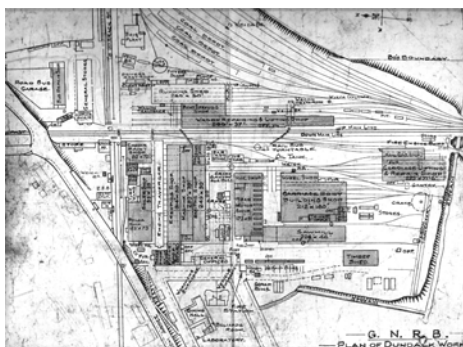
The 12.45pm Qs 4-4-0 No.131 heading towards Dublin. The general stores are behind at right, with offices on the first floor.

01402_02 Keith Pirt 07/1956 Source Johnston 2005, p.93.

U class 4-4-0 No.198 'Lough Swilly' is being prepared from the Bundoran Express from Dundalk to Enniskillen at the engine shed SE of the Square Crossing. At left is the wagon repair shop.

01402_03 Source C. Friel Collection.

Plan of Dundalk Works in 1954.



Component	01402	Type	Engine works		
County	Louth	OS 6-inch map	LH007	Grid	304428 306441
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Industrial premises
Description	This complex merits a detailed investigation and only a cursory survey was carried out for this project, a summary of which is included here. The main workshops lie to the SW of the Square Crossing and comprise a number of substantial multiple-pile brick sheds, some of which retain their wrought iron roof frames and all of which are in use for one purpose or another. Their red brick walls are enlivened with yellow brickwork trim around their openings.				

SE of the Square Crossing is a similarly styled former engine shed, now in use as a vehicle inspection depot. There was also a wagon repair shed running parallel with the main line. Two tracks still run from near the former junction with the Dundalk-Enniskillen line to the main Dublin-Belfast line, on which defunct goods wagons are parked.

There are also sizeable one- and two-storey brick buildings immediately NE of the Square Crossing, one of which was the general stores.

Interest Architectural; Historical; Social; Technical; Group; Setting; Rarity

Evaluation In its day, this was one of the largest engineering enterprises in Ireland and although long disused for their original purpose the scale of what survives is impressive. Although built for utilitarian purposes, yellow bricks have been judiciously used to break up the monotony of the red brick walls. Some of the roofs are supported on slender iron trusses (as seen, for example, at Connolly Station, Dublin). The alignment and grouping of the buildings on both sides of the main line, undoubtedly for operational reasons, gives them added interest. The entire complex dominates this end of Dundalk and was the biggest employer in the region for almost 80 years. Apart from the Inchicore Works in Dublin, this is arguably one of the largest surviving 19th century industrial complexes in the entire country. It is without doubt of regional industrial heritage significance and merits a detailed investigation to ascertain what should be included in the Record of Protected Structures.

Significance Regional Action RPS; Detailed survey

01402_01 FWH 03/10/2007 Workshop 2 (nearest Ardee Road), from NW.



01402_02 FWH 14/04/2007 Workshop 2 from SW. The rolling stock entered through the arched openings along the right-hand wall (now infilled).



01402_03 FWH 14/04/2007 Workshop 2: north elevation.



01402_04 FWH 14/04/2007 Workshop 2: opening detail along north elevation.



01402_05 FWH 14/04/2007 Workshop 2: south bay, to east.



01402_06 FWH 14/04/2007 Workshop 1 (south of workshop 2) from NE. The rolling stock entered the building through the openings along the right-hand wall (now infilled).



01402_07 FWH 14/04/2007 Workshop 1 from NW. There were originally windows along the arched wall openings.



01402_08 FWH 14/04/2007 Workshop 1: south bay, to west.



01402_09 FWH 03/10/2007 Workshops to south of workshop 1, from north.



01402_10 FWH 31/07/2007 View from NE of former engine shed to SE of Square Crossing.



01402_11 FWH 03/10/2007 Buildings at NE side of Square Crossing, from NW.



History This village was built by the GNR(I) to house workers at its adjoining Works. It dates from c.1880 and was designed by W.H. Mills, the company's Chief Civil Engineer at that time. Demesne Terrace (also known as Railway Terrace), on the Carrickmacross Road, also dates to the late 1800s.

Component	01403	Type	Railway village		
County	Louth	OS 6-inch map	LH007	Grid	304048 306262
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Good	Use	Dwelling
Description	It comprises a terrace of 20 two-storey houses is aligned east-west along Ardee Terrace, fronting the Ardee Road. Behind, along Brook Street, is an identical terrace. At the east end of these block are several substantial semi-detached villas. Along Ardee Terrace is what was the workers' Institute (library and recreation rooms); this became the work's canteen, and is now a Baptist Church. All the buildings are executed in red brick and are embellished with yellow brick platbands, eaves courses and trim around their window and door openings. The entire complex merits a detailed survey.				
Interest	Architectural; Historical; Social; Group; Setting; Rarity				
Evaluation	This complex is second only to Greenore as a purpose-built railway village. The disparate blocks of building are unified by their common architectural style, similar to that of the adjacent engineering works. The complex is of regional industrial heritage significance and, following a more detailed survey, merits consideration for inclusion in the Record of Protected Structures and possible designation as a Conservation Area.				
Significance	Regional			Action	RPS; Detailed survey

01403_01 FWH 03/10/2007 Brook Street terrace, from west.



01403_02 FWH 03/10/2007 Baptist Church (formerly the canteen and recreation rooms) and Ardee Terrace, from east.



01403_03 FWH 03/10/2007 Brookville, from SE.



History

Line and station opened July 1850 by the Dublin & Belfast Junction Railway. Initially named "Plaster", the station was renamed "Mount Pleasant and Jonesborough" the following year. In 1855, it became "Mount Pleasant". The station closed in November 1865 but reopened later, only to be finally closed in 1887.

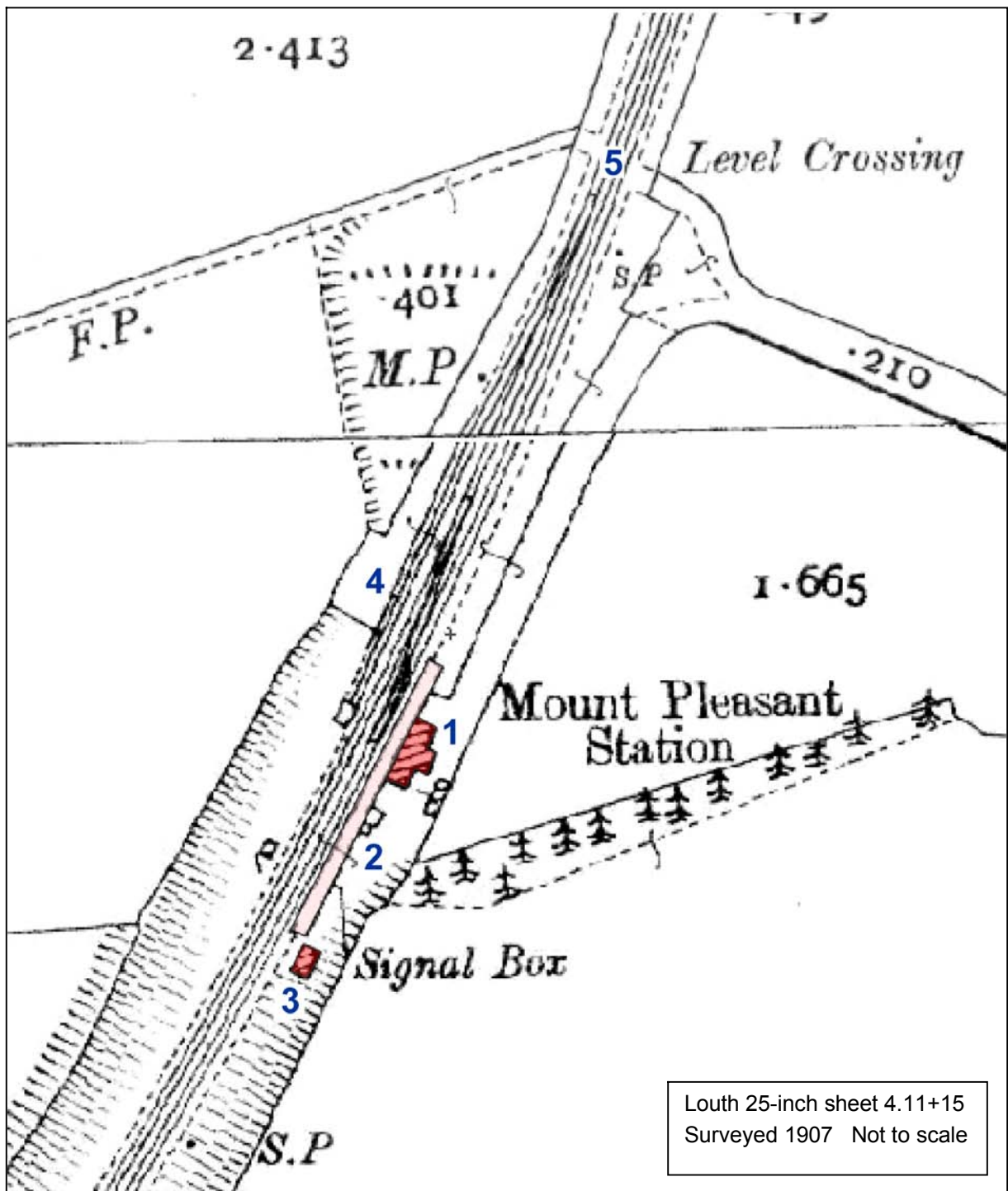
An old photograph shows a three-bay, two-storey station building (component 1) with a two-storey return on its east elevation. The signal box (3) was built during the period 1877-1903 by W.H. Mills, the GNR(I)'s Chief Civil Engineer at that time. An old photograph shows it to have been of standard GNR design - a timber cabin on a brick base.

01501_01 E.M. Patterson 25/03/1959 Source C. Friel Collection: EMP58E.

Mount Pleasant Station, as seen from a Dublin to Belfast train.



Component	01501	01	Type	Station building; Station house		
County	Louth		OS 6-inch map	LH004	Grid	306304 312093
Surveyed?	Y		Survey date	09/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	Nothing of this station building survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					



Component	01501 02	Type	Platform			
County	Louth	OS 6-inch map	LH004	Grid	306291	312079
Surveyed?	Y	Survey date	09/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this platform, on the east side of the line, survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	01501 03	Type	Signal box			
County	Louth	OS 6-inch map	LH004	Grid	306285	312058
Surveyed?	Y	Survey date	09/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this signal box survives.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	01501 04	Type	Goods beach			
County	Louth	OS 6-inch map	LH004	Grid	306297	312127
Surveyed?	Y	Survey date	09/07/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	Nothing of this loading beach survives. It was served by siding on down side.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

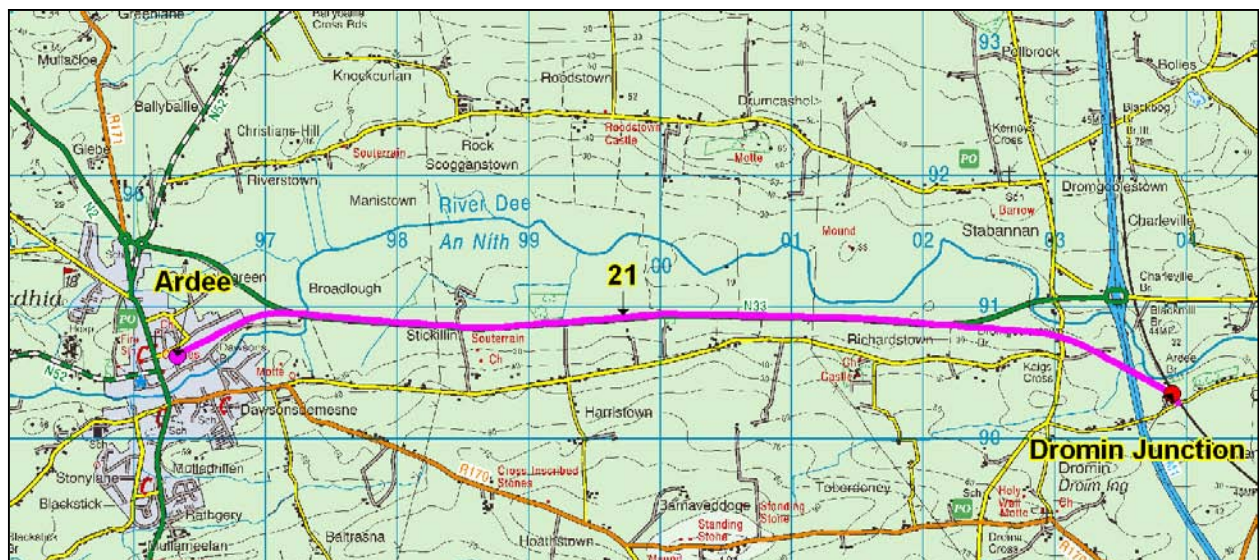
Component	01501 05	Type	Level crossing			
County	Louth	OS 6-inch map	LH004	Grid	306341	312197
Surveyed?	Y	Survey date	09/07/2007	Surveyor	Fred Hamond	
Completeness	Some remains	Condition	Fair	Use	Disused	
Description	A wrought-iron 'sunburst' gate and its two cylindrical rubble gate posts survive on the east side of the line. The pillars are coped with concrete.					
Interest	None					
Evaluation	No special industrial heritage significance.					
Significance	Record only					

01501_01 FWH 09/07/2007 Level crossing gate just north of former station.



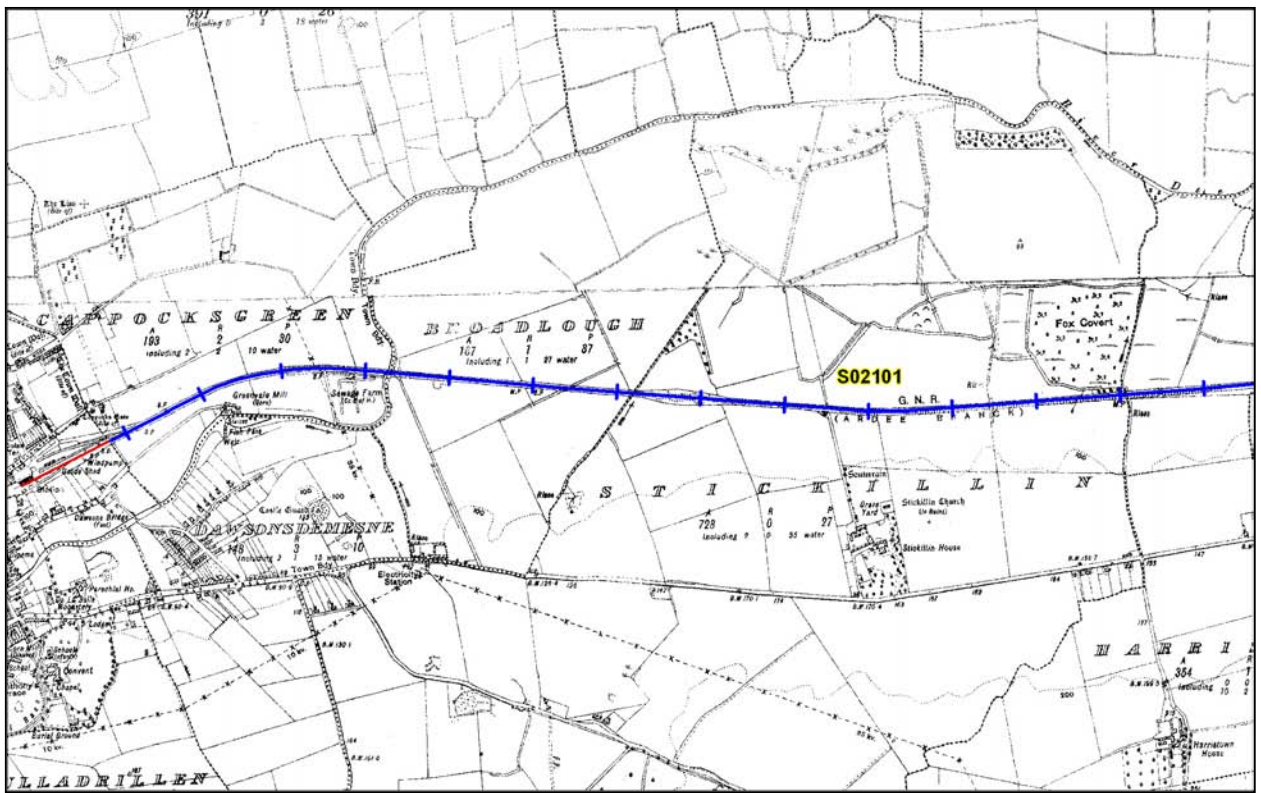
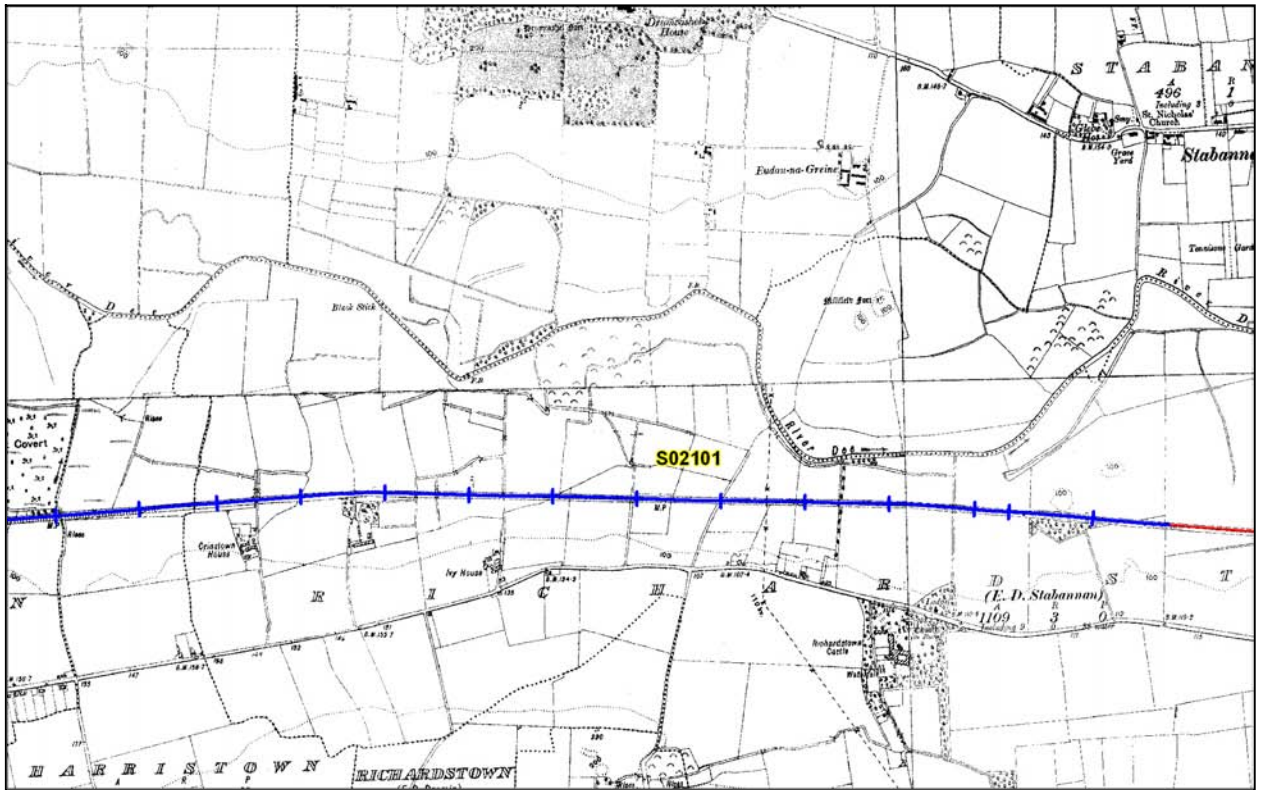
2 ARDEE BRANCH

From/To	Dromin Junction/ Ardee
Opened	1 August 1896
Opened by	Great Northern Railway (Ireland)
Total length	7.8 km
Length in study area	7.8 km
Length in Co Louth/ Monaghan	7.8 km/ 0 km
Operated by	Great Northern Railway (Ireland)
Closed to passenger traffic	2 June 1934
Closed to goods traffic	2 November 1975

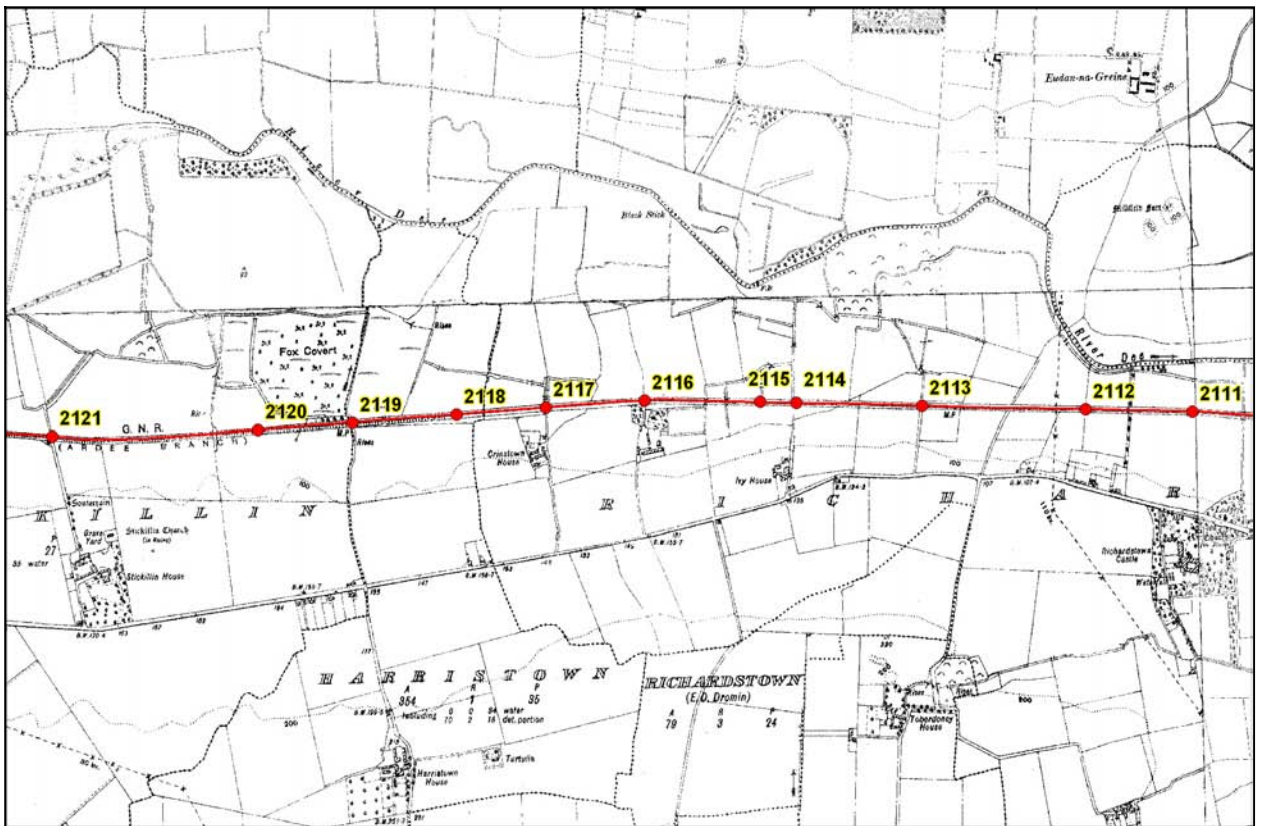
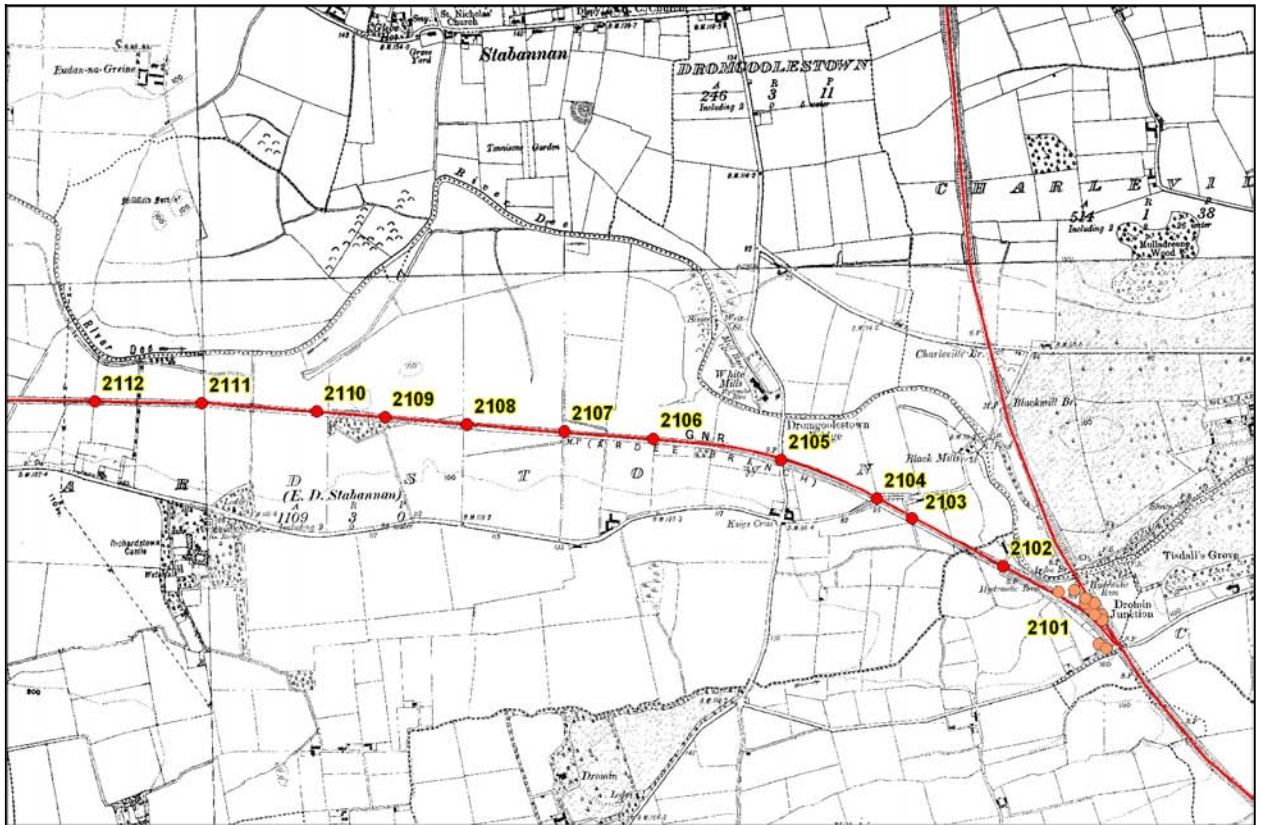


Line 2: Stretches of interest

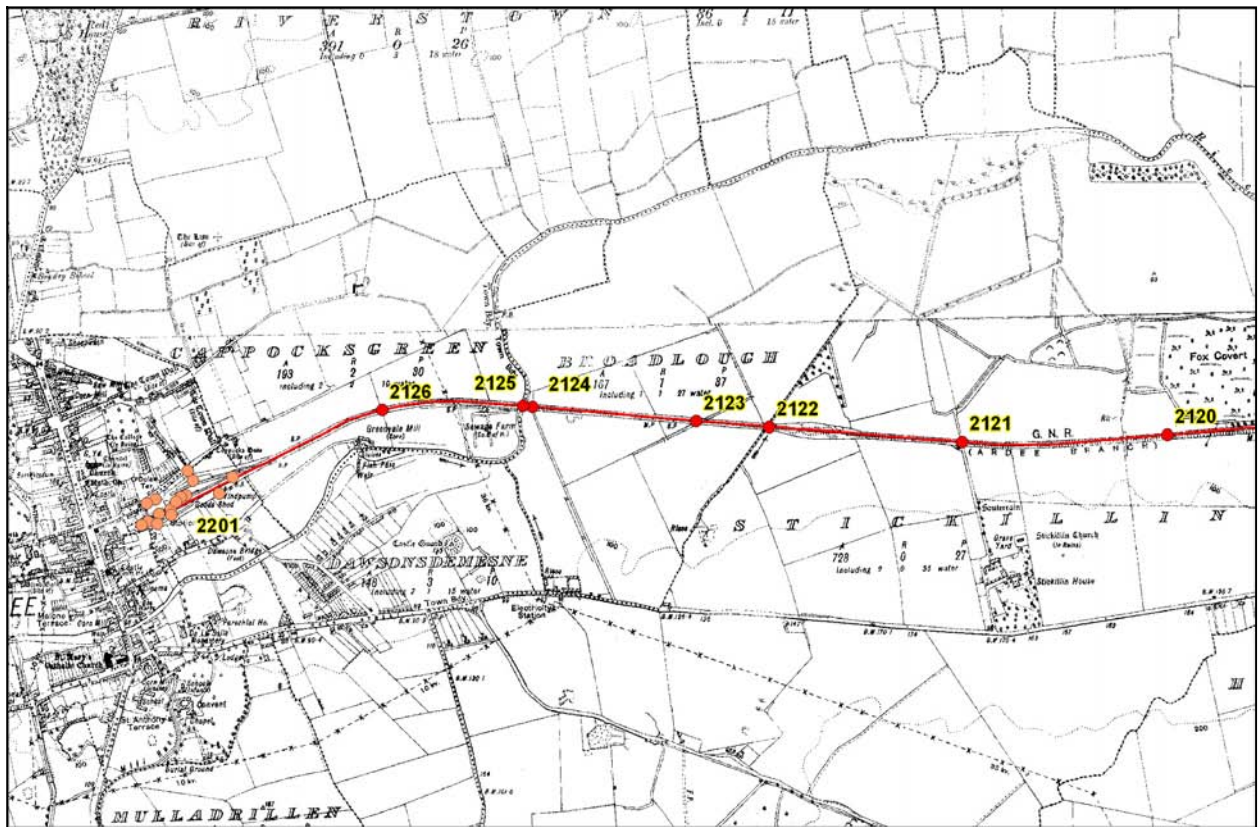




Section S02101



Site maps 2101 - 2121



Site maps 2120 - 2201

History

Line opened by the GNR(I) in August 1896. The station complex, including the station house, was designed by W.H. Mills, the GNR(I)'s Chief Engineer at that time. The cottages beside the station house may be 20th century additions.

The station building (component 1) was destroyed by a malicious fire on 1 February 1923; only the ladies second-class waiting-room and the signal cabin escaped.

Subsequently repaired and/or rebuilt. Although the line closed to passengers in June 1934, the station remained open until January 1955. The line was completely closed by Córas Iompair Éireann in November 1975 and the station has since been demolished.

Old photographs show a single-storey brick station building. There was a water column at the south end of the platform (2b). The metal lattice girder footbridge (2c) was covered (for a time) with corrugated metal. The signal box (4) which is shown on the 1908 OS map was subsequently relocated (5). The water tank (6) probably dates from the 20th century.

02101_01 Unknown 1955 Source C. Friel Collection.

Dromin Junction with a Dublin-bound Enterprise Express passing.



02101_02 Ian Allan Library 23/05/1958 Source Ferris 2003, p.58

NQGs class 0-6-0 No.112 at Dromin Junction. An Enterprise train, at right, heads for Dublin.

02101_03 T.J. Eddington/ Colour-Rail 23/05/1958 Source Johnston 2005, p.91.

NQGs class 0-6-0 No.112 at Dromin Junction.

02101_04 Unknown 05/06/1964 Source Johnson 2006, p.22.

A special stands at the Ardee branch platform.

02101_05 Charles Friel 04/10/1975 Source Friel, C. Slieve Gullion in Colour, p.14 (Colourpoint Press, 1995).

An RPSI special at Dromin Junction en route from Ardee to Drogheda.

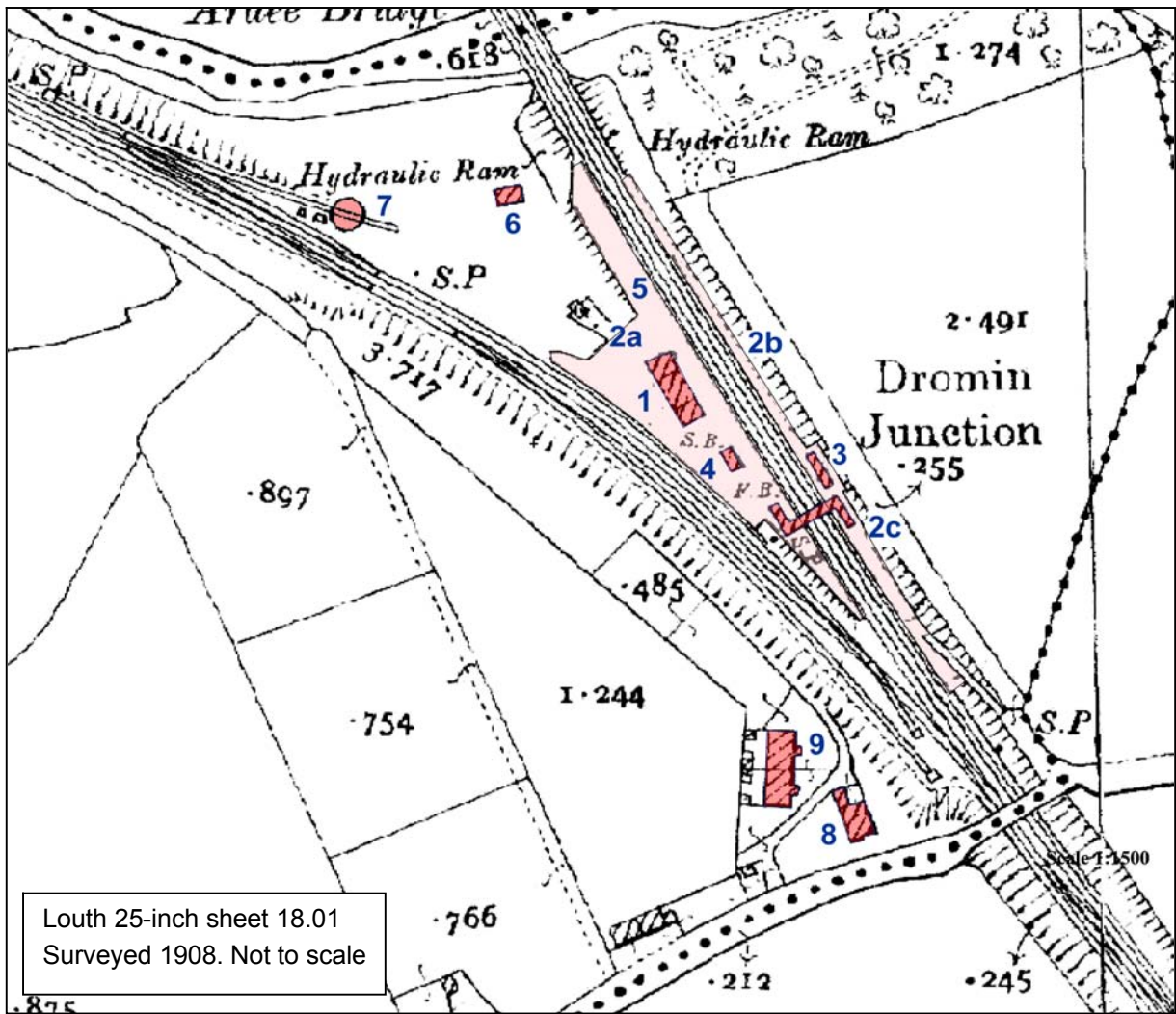


02101_06 Charles Friel 20/09/1980 Source C. Friel Collection: CPF8052G.

Dromin Junction station building, with signal cabin behind.



Component	02101 01	Type	Station building
County	Louth	OS 6-inch map	LH018 Grid 303858 290369
Surveyed?	Y	Survey date	03/10/2007 Surveyor Fred Hamond
Completeness	No visible remain	Condition	N/A Use N/A
Description	The station building has been demolished.		
Interest	None		
Evaluation	No industrial heritage significance.		
Significance	Record only		



Component	02101	02a	Type	Platform			
County	Louth		OS 6-inch map	LH018	Grid	303848	290381
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	Substantial remai		Condition	Poor	Use	Disused	
Description	This island platform gave access to the 'down' line to Belfast and Ardee Branch line. Its edges are of random rubble construction. Their projecting concrete slab coping survive on the Ardee side of the platform. On the Dublin side, the copings have been removed and the platform lowered. At the south end of the platform is a vertical cast-iron pipe, being the remains of a water hose.						
Interest	Historical; Group; Rarity						
Evaluation	This is one of the few surviving components of the station and is of local industrial heritage significance.						
Significance	Local						

Component	02101	02b	Type	Platform			
County	Louth		OS 6-inch map	LH018	Grid	303872	290383
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	Traces		Condition	Poor	Use	Disused	
Description	This was the 'up' platform to Dublin and is on the east side of the Dublin-Belfast line. It is of random rubble construction, but has been reduced in height.						
Interest	None						
Evaluation	No special industrial heritage significance.						
Significance	Record only						

Component	02101	02c	Type	Bridge (foot/rail)			
County	Louth		OS 6-inch map	LH018	Grid	303892	290339
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	No visible remain		Condition	N/A	Use	N/A	
Description	This footbridge connected the two platforms, but all traces are long removed.						
Interest	None						
Evaluation	No industrial heritage significance.						
Significance	Record only						

Component	02101	03	Type	Waiting shelter		
County	Louth		OS 6-inch map	LH018	Grid	303891 290352
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	No traces of this waiting shelter survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	02101	04	Type	Signal box		
County	Louth		OS 6-inch map	LH018	Grid	303872 290352
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	No traces of this signal box survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	02101	05	Type	Signal box		
County	Louth		OS 6-inch map	LH018	Grid	303848 290395
Surveyed?	Y		Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	No traces of this signal box survive. It was a timber cabin on a brick base.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	02101 06	Type	Water tank		
County	Louth	OS 6-inch map	LH018	Grid	303817 290418
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Disused
Description	An open water tank is supported on an open reinforced-concrete skeleton. The tank is accessed by an inclined metal ladder up its west side. The actual tank appears to be of slate slabs, bolted together. Two rope-lagged metal pipes run down from the bottom of the tank. The actual pumping arrangements from the adjoining River Dee could not be determined as the tank has been fenced off (it still belongs to Iarnród Éireann).				
Interest	Historical; Group				
Evaluation	Apart from the station houses, this is the most tangible reminder of Dromin Station, albeit not an original feature. It is of local industrial heritage significance.				
Significance	Local				

Component	02101 07	Type	Turntable		
County	Louth	OS 6-inch map	LH018	Grid	303777 290412
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	This turntable has been lifted and nothing survives.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Component	02101 08	Type	Station house			
County	Louth	OS 6-inch map	LH018	Grid	303903	290262
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	<p>A detached two-storey house, refurbished and extended to north, south and west in later 1900s. The original section is aligned north-south on the west side of the track leading down to the former station. It has a natural slate roof, with two original brick chimneys, each embellished with a yellow brick string course. The south end of the roof is now hipped as a result of the later extensions. The east elevation, facing the railway, was probably three openings wide originally, but the right-hand ones are now infilled to both floors. The walls are now pebble-dashed and painted, with a cement-rendered base course and quoins. All openings have square heads; the doors and windows have been replaced.</p> <p>The south gable and west elevation are partly abutted by modern two-storey extensions, and the north gable by a single-storey extension (in place of the original smaller return shown on the 25-inch OS map).</p>					
Interest	None					
Evaluation	This house has been altered to such an extent that virtually nothing of its original character survives. It is of no industrial heritage significance.					
Significance	Record only					

Component	02101 09	Type	Railway-related house			
County	Louth	OS 6-inch map	LH018	Grid	303882	290274
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Dwelling	
Description	<p>A pair of semi-detached three-bay, single-storey houses immediately SW of the station master's house. They originally housed the signal man and station porter. They have gabled natural slate roofs, with three brick chimneys (one is shared, and another is rendered). Plain timber barge- and eaves boards, with ogee cast-iron gutters. The walls are cement-rendered and have stepped rendered quoins. All openings have shallow segmental heads. The window openings share a common concrete cill course but their frames have been replaced in uPVC. Gabled porches (with A-framed barge boards) project from the east elevation of each house; each has a window to its end, and doorway to its cheek. The doors have also been replaced.</p> <p>The north gable of the block is blank. The southern half of the west elevation is abutted by a modern single-storey extension running parallel with it. The exposed section of the north house has three window and one door opening. The south gable has a window opening (possibly a modern insertion).</p>					
Interest	Architectural; Historical; Group					
Evaluation	Although the south house has been altered, the block's original character has been retained on its east elevation. Apart from the water tank, this is the most tangible reminder of the former station. It is of local industrial heritage significance.					
Significance	Local					

02101_01 FWH 09/07/2007 General view from south.



02101_02 FWH 04/10/2007 South end of Ardee side of Island Platform, from south.



02101_03 FWH 09/07/2007 Water tower from SE.



02101_04 FWH 04/10/2007 Water tank from west.



02101_05 FWH 09/07/2007 Station master's house (left) and cottages (right) from east.



02101_06 FWH 09/07/2007 Station master's house from NE.



02101_07 FWH 04/10/2007 Station master's house from SW showing modern extensions.



02101_08 FWH 04/10/2007 East elevation of station cottages.



02101_09 FWH

09/07/2007 Station cottages from NE.



Site 02102

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02102 01	Type	Bridge (rail/road)		
County	Louth	OS 6-inch map	LH018	Grid	303629 290481
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Foot bridge

Description An arched bridge carries the embanked single-line track over an accommodation track. The abutments, which are 5.35m deep, are of rock-faced squared random rubble, embellished with rusticated and margined quoins. The arch is of semicircular profile and spans 3.66m. Its soffit and arch ring are of brick (four soldier courses). The spandrels and parapets are also of squared random rubble. The parapets are 4.39m apart and are coped with brick; they terminate in out-projecting piers. A string course runs along the base of the parapets and around their terminal piers. Most of the NE parapet has been replaced with concrete blockwork. Wing walls, also of squared random rubble, project at each end; they are also coped with brick. The bridge is now used as an accommodation path into a field beside the M1 motorway. The embanked line survives to the SE of the bridge, but has been removed at SW.

Interest Architectural; Historical; Rarity

Evaluation This well-executed bridge is one of two rail-over-road bridges on this line and the only complete example. It also has an historical association with the railway. It is of local industrial heritage significance.

Significance Local

02102_01 FWH 04/10/2007 SW elevation.



Site 02103

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02103 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH018	Grid	303387 290608
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive. A house has been built across the line hereabouts.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 02104

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02104 01	Type	Bridge (road/rail)		
County	Louth	OS 6-inch map	LH018	Grid	303294 290660
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Complete	Condition	Fair	Use	Road bridge

Description A skew arched bridge carries a road over the former single-line track. The abutments are of rock-faced squared random rubble, embellished with rusticated and margined quoins. The arch is of segmental profile and spans 4.81m, measured orthogonally (5.64m on the skew). Its soffit and arch ring are of skewly-laid brick (four soldier courses). The spandrels and parapets are also of squared random rubble. The parapets are 4.77m apart and are coped with brick. Wing walls, also of squared random rubble, project at each end; they are also coped with brick. The road approached are ramped and the deck is curved. The bridge is now very overgrown.

Interest Architectural; Historical; Rarity

Evaluation This well-executed structure is the only example of a road-over-rail bridge on the entire line. Its span is approximately half what is usually found elsewhere and indicates that the line was only ever to be a single track (i.e. no allowance was made for later doubling). 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

02104_01 FWH 04/10/2007 SE elevation.



02104_02 FWH 04/10/2007 Skew brick soffit detail and north abutment.



Site 02105

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02105 01	Type	Bridge (rail/road)		
County	Louth	OS 6-inch map	LH018	Grid	303041 290762
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Some remains	Condition	Poor	Use	Disused
Description	This skew beam bridge formerly carried the embanked railway over a road. Only the east abutment now survives, the deck and opposite abutment having been removed. The surviving abutment is 5.53m deep. It is constructed of rock-faced randomly-sized blocks, embellished with margined edges to the quoins. It probably survives to full height, but is now very overgrown.				
Interest	None				
Evaluation	No special industrial heritage significance.				
Significance	Record only				

02105_01 FWH 04/10/2007 Surviving abutment, from NW.



Site 02106

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02106 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH018	Grid	302702 290819
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive. The track has been reclaimed for agriculture.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 02107

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02107 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH018	Grid	302466 290837
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of this accommodation crossing survive. The track has been reclaimed for agriculture.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Site 02108

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02108	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH018	Grid	302206 290856
Surveyed?	Y		Survey date	03/10/2007	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 02109

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02109	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH018	Grid	301990 290874
Surveyed?	Y		Survey date	03/10/2007	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 02110

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02110 01	Type	Level crossing			
County	Louth	OS 6-inch map	LH018	Grid	301809	290889
Surveyed?	Y	Survey date	03/10/2007	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 02111

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02111	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH017	Grid	301503 290911
Surveyed?	Y		Survey date	03/10/2007	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 02112

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02112 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH017	Grid	301219 290917
Surveyed?	Y	Survey date	03/10/2007	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 02113

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02113	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH017	Grid	300785 290926
Surveyed?	Y		Survey date	03/10/2007	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 02114

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02114 01	Type	Level crossing			
County	Louth	OS 6-inch map	LH017	Grid	300452	290934
Surveyed?	Y	Survey date	03/10/2007	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 02115

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02115 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH017	Grid	300356 290936
Surveyed?	Y	Survey date	03/10/2007	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 02116

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02116	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH017	Grid	300050 290940
Surveyed?	Y		Survey date	03/10/2007	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 02117

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02117 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH017	Grid	299789 290922
Surveyed?	Y	Survey date	03/10/2007	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 02118

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02118 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH017	Grid	299551 290903
Surveyed?	Y	Survey date	03/10/2007	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 02119

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02119	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH017	Grid	299276 290881
Surveyed?	Y		Survey date	03/10/2007	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 02120

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02120 01	Type	Level crossing			
County	Louth	OS 6-inch map	LH017	Grid	299023	290862
Surveyed?	Y	Survey date	03/10/2007	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 02121

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02121	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH017	Grid	298479 290845
Surveyed?	Y		Survey date	03/10/2007	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 02122

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02122 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH017	Grid	297969 290884
Surveyed?	Y	Survey date	03/10/2007	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 02123

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02123	01	Type	Level crossing		
County	Louth		OS 6-inch map	LH017	Grid	297775 290899
Surveyed?	Y		Survey date	03/10/2007	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 02124

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02124 01	Type	Level crossing			
County	Louth	OS 6-inch map	LH017	Grid	297342	290936
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	No visible remain	Condition	N/A	Use	N/A	
Description	No traces of this accommodation crossing survive. A new public road now crosses the former line at this point.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Site 02125

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975. The span has lately been refurbished for use as a public footpath.

Component	02125 01	Type	Bridge (rail/river)			
County	Louth	OS 6-inch map	LH017	Grid	297316	290939
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond	
Completeness	Complete	Condition	Good	Use	Foot bridge	
Description	<p>A slightly skew metal girder bridge carries the former line over the River Dee, immediately upstream (south) of the new road bridge. The abutments are of squared random rubble, embellished with rock-faced and margined quoins. The quoins continue upwards as rusticated and margined terminal piers at each end of the deck. A string course runs along the tops of the abutments and around the base of these piers. The deck comprises two riveted metal girders measuring 13.72m in length by 133cm x 46cm in cross section; they are set at 3.95m centres. The deck's clear span is 12.36m , measured orthogonally, and 12.75m on the skew. Smaller metal I beams are set between the bottom flanges of the principal girders. A shallow curved metal plate runs longitudinally over the middle of these transoms, with plywood shuttering to each side (probably flat metal sheets originally). Concrete has been poured over the formwork, in place of the original ballast, to form a footpath. Vertical galvanised steel railings have been affixed to the tops of the main girders as a safety precaution.</p> <p>The abutments are now footed in concrete.</p>					
Interest	Architectural; Historical; Technical; Setting; Rarity					
Evaluation	This well executed bridge is the only rail-over-river one on the entire line. Most of its original components survive. It is a prominent reminder of the former railway and is clearly visible from the new road. It is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional			Action	RPS	

02125_01 FWH 04/10/2007 Upstream (S) elevation.



02125_02 FWH 04/10/2007 Downstream (N) elevation, from NE.



02125_03 FWH 04/10/2007 Underside of deck, looking west.



02125_04 FWH 04/10/2007 Looking west across deck.



Site 02126

History Line opened by the GNR(I) in August 1896. Closed by Córas Iompair Éireann in November 1975.

Component	02126 01	Type	Level crossing		
County	Louth	OS 6-inch map	LH017	Grid	296943 290928
Surveyed?	Y	Survey date	03/10/2007	Surveyor	Fred Hamond
Completeness	Some remains	Condition	Poor	Use	Disused
Description	A wrought-iron gate and two cylindrical cast-iron gateposts survive on the north side of this now-defunct accommodation crossing. The gate has six horizontal bars and two sets of diagonal bracing struts. Its top has decorative scrolling at its latch end.				
Interest	Architectural; Historical; Rarity				
Evaluation	This is now the only level crossing gate surviving in situ on the Ardee branch line. It also has an historical association with the railway. Because it is the only surviving gate, it is of local industrial heritage significance.				
Significance	Local				

02126_01 FWH 04/10/2007 North gate, from north.



History

Line and station opened by the GNR(I) in August 1896. Designed by W.H. Mills, the company's Chief Civil Engineer at that time. The line closed to passengers in June 1934, but the goods yard continued in use. Closed by Córas Iompair Éireann in November 1975. The engine shed (component 6) was gutted by a fire c.1997. The turntable (7) is shown on the 1908 OS map, but not on a photograph dated 1937. Old photographs show the signal box (10) to have been a standard GNR timber cabin over a brick base. The station house (11) is undoubtedly contemporary with the 1896 station building and is similar to ones at Carrickmacross, Ballybay and Glaslough. The silos (14) were built c.1950 by Messrs Odlums.

02201_01	B. Hilton/ Colour-Rail	20/07/1960	Source	Johnston 2005, p.92
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Ardee goods yard with UG class 0-6-0 No.148 shunting.

02201_02	E.M. Patterson	28/07/1960	Source	Patterson 2003, p.91.
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Ardee Station frontage.

02201_03	Unknown	05/06/1964	Source	Johnson 2006, p.23.
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Ardee Station frontage.

02201_04	Unknown	05/06/1964	Source	Johnson 2006, p.24.
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Ardee Station interior, long after it had lost its passenger services.

02201_05	Ian Allan Library		Source	Ferris 2003, p.58.
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An unidentified 0-6-0 shunts in the goods yard at Ardee Station.

02201_06	Unknown	02/10/1948	Source	C. Friel Collection: Real Photographs X8459.
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Ardee Station: passenger station frontage.

02201_07	Unknown	02/10/1948	Source	C. Friel Collection: Real Photographs X8460.
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Ardee Station after closure to passengers but with tracks in place.

02201_08 Unknown

Source Murtagh, M. Ardee 2000: Millennium Recollections, p.131 (Dundalk, 2000).

Derelict signal cabin at Ardee Station.



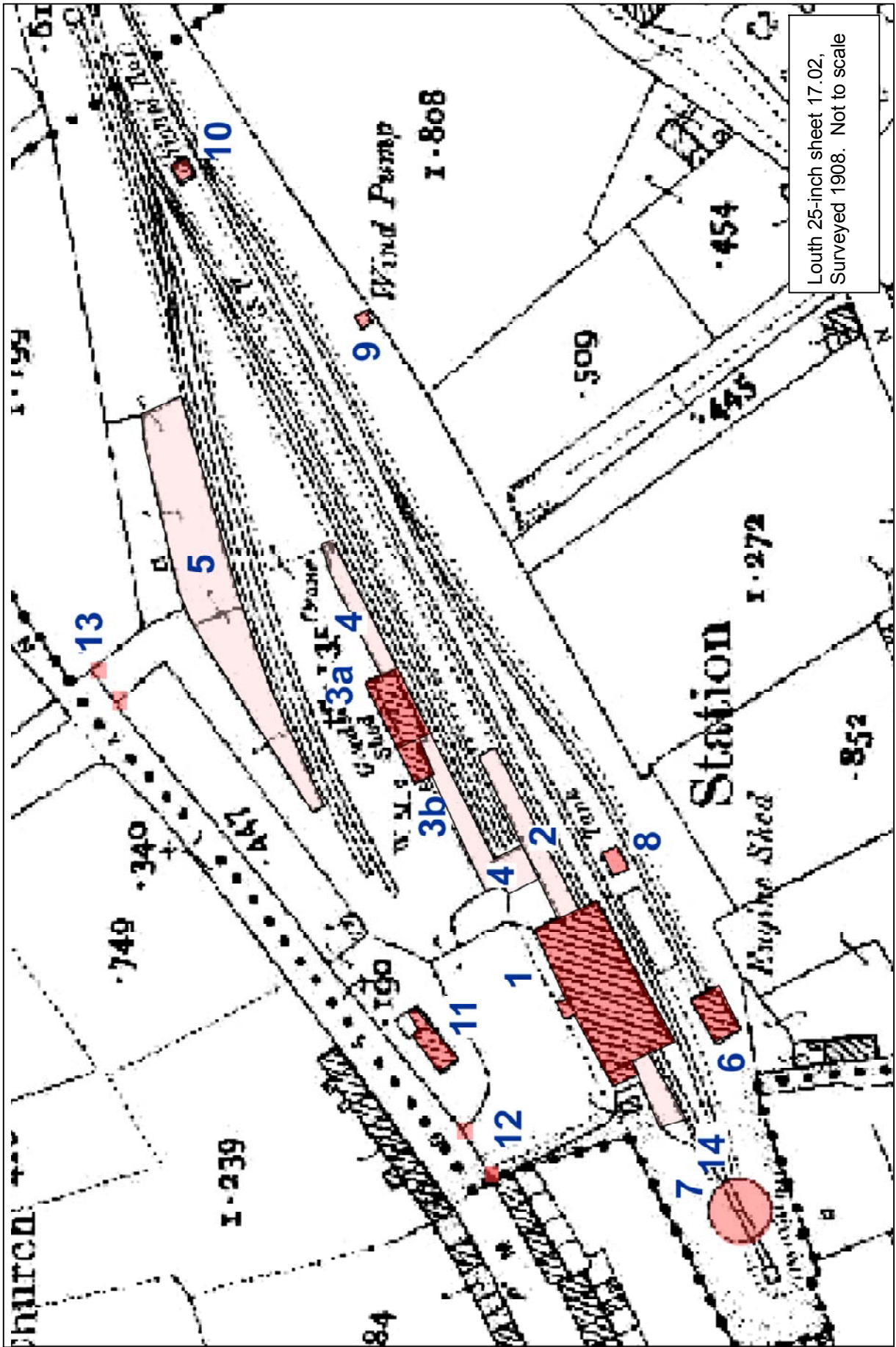
02201_09 Unknown

Source Murtagh, M. Ardee 2000: Millennium Recollections, p.115 (Dundalk, 2000).

Allied Chambers tractors being dispatched from Ardee Station. They were imported from America in kit form and assembled in the town.



Component	02201	01	Type	Station building		
County	Louth		OS 6-inch map	LH017	Grid	296352 290654
Surveyed?	Y		Survey date	01/11/2007	Surveyor	AR&R
Completeness	Complete		Condition	Good	Use	Commercial premises
Description	<p>Detached double-pile multiple-bay single-storey former railway station with timber canopy over projecting gabled entrance bay. Now in use as a commercial premises. SW facing front pile of structure formerly incorporated a ticket office, waiting rooms and toilet facilities. The SE facing rear pile accommodated the passenger platform and a single track.</p> <p>Pitched slate roof to front pile with terracotta roll-top ridge tiles and profiled cast-iron rainwater goods. Four stepped yellow brick chimneystacks to ridge, timber louvered roof vent on NE end of roof located over toilets and three cylindrical roof vents, also located over toilets. Pitched slate roof to gabled projecting entrance bay with decorative bargeboards and drop finials flanking the timber canopy supported by cast-iron brackets.</p> <p>Pitched slate roof to rear pile with a continuous roof vent located over ridge. Some cast-iron rainwater goods to rear pile. Roof structure to rear pile disguised by modern ceiling of corrugated sheeting to interior. Roof structure is understood to comprise cast-iron trusses anchored to granite pad stones located at top of yellow brick walls. Roof skylights arranged along NW pitch of roof.</p>					



Louth 25-inch sheet 17.02,
 Surveyed 1908. Not to scale

Yellow brick walls to front pile of former station building laid in English bond with a course of redbrick and vitrified brick at sill level and a course of redbrick and moulded vitrified brick at window head level. SE rear wall of rear pile comprises a blind arcade of segmental-headed arches built of yellow brick laid in English bond. Course of vitrified and red brick to window head level and continuous hood moulding. Cast-iron windows to top of arch with granite sills. Segmental-headed window openings to front pile with stepped yellow brick reveals, replacement uPVC windows, granite sills and a stopped roll moulding to reveals. Vitrified brick continuous hood moulding to NW front elevation of front pile. Pairs of segmental-headed window openings flank segmental-headed door opening with granite threshold and replacement timber and glazed double doors. Stepped yellow brick reveals and vitrified brick hood moulding. Segmental-headed door opening to west end of front elevation with timber bolection panelled door. Plywood sheet covers lower half of door. Large openings at either end of rear pile accommodated access for engines. Now temporarily blocked-up with corrugated sheeting. The interior was in a derelict condition previous to current owners occupying site. Few interior joinery elements survive. Present owners bought structure c.1998 and undertook some refurbishment works. Concrete floors installed to ticket office, waiting rooms, toilets and entrance hall to station building. Lowered ceilings installed to ticket office, waiting rooms and entrance hall. King post truss roof and timber tongue and groove ceiling survives above lowered ceilings and is visible in toilets at NE end and in room to SW of structure. Walls to entrance hall and waiting rooms have concrete rendered walls and chimneybreasts. Fireplaces removed and openings blocked-up. Fireplace survives to room at SW end of structure, now in use as staff canteen. No fire surround, timber mantel only. Remains of damaged run-in-situ cornice to staff canteen. No other examples of cornice survive to station building. Window joinery removed throughout. Toilets to NE end of structure survive relatively intact and comprise separate ladies and men's facilities. Men's toilets accessed off platform and comprise three separate cubicles and one urinal. Walls and partition walls to room constructed using glazed brick. Partial remains of marble back to urinal survives. Some remains of carved granite cornice to top of partition walls survive. Some remains of timber architraves and timber panelled doors survive. Roof vent and king post truss to roof over toilets. Ladies toilet facilities accessed off ladies waiting room and comprises three cubicles. Walls also constructed of glazed brick. Remains of timber architraves survive. Replacement timber panelled doors to openings accessing platform from waiting rooms and toilets. Concrete surface to platform. Modern steel steps provide access down onto track area.

Interest Architectural; Historical; Social; Group

Evaluation Built in 1896, this station was one of the last in Louth/Monaghan area served by the Great Northern Railway (Creaghanroe, on the Armagh-Castleblaney line, was the last). Its later date of construction is reflected in its style, notably the extensive use of yellow brick with courses of polychromatic brickwork to enliven the elevations and detail the segmental-headed window openings. The brickwork, together with the use of granite as pad stones for the cast-iron trusses to the rear platform area enrich the structure and contribute to its architectural merit. The symmetry of the façade is emphasised by the central entrance canopy with its cast-iron brackets and decoratively cut timberwork. Although the interior has been somewhat altered from its original, it retains some original features, the most notable of which are the toilet facilities in the station. The use of glazed brick partition walls in the toilets with carved granite cornices is a noteworthy feature and certainly contributes to the significance of the building and railway complex as a whole. The building is of regional industrial heritage significance and merits its current inclusion in the Record of Protected Structures.

Significance Regional Protection Louth RPS
Lhs 017-039

Other dbases NIAH 13823060

Component	02201	02	Type	Platform		
County	Louth		OS 6-inch map	LH017	Grid	296381 290667
Surveyed?	Y		Survey date	01/11/2007	Surveyor	AR&R
Completeness	Substantial remai		Condition	Good	Use	Commercial premises
Description	Coursed rubble stone platform wall with concrete kerbstones. Concave moulding to edge of kerbstone. Concrete surface to platform. Platform originally extended out either side of the station building to the SW and NE. Only short section of platform survives to SW of station building. Remainder demolished to make way for erection of additional grain silos etc on site.					
Interest	Architectural; Historical; Group					
Evaluation	What remains of this platform is of historical interest and has group value with the station building. This vestige is of regional industrial heritage significance and merits inclusion in the Record of Protected Structures.					
Significance	Regional				Action	RPS

Component	02201	03a	Type	Goods shed		
County	Louth		OS 6-inch map	LH017	Grid	296423 290704
Surveyed?	Y		Survey date	02/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	No remains of goods shed survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	02201	03b	Type	Goods office/ weighbridge		
County	Louth		OS 6-inch map	LH017	Grid	296408 290698
Surveyed?	Y		Survey date	02/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain		Condition	N/A	Use	N/A
Description	No remains survive.					
Interest	None					
Evaluation	No industrial heritage significance.					
Significance	Record only					

Component	02201 04	Type	Goods beach			
County	Louth	OS 6-inch map	LH017	Grid	296396	290687
Surveyed?	Y	Survey date	01/11/2007	Surveyor	AR&R	
Completeness	Some remains	Condition	Poor	Use	Disused	
Description	<p>Partial remains of former goods beach located to NE of main station building. Associated with the goods shed which no longer survives. End loading bay survives with concrete surface. Four cast-iron plates embedding into surface to prevent wear and tear to concrete when flaps of goods wagons were lowered onto beach. Remains of goods beach survive, extending NE away from station building. Beach comprises a coursed rubble stone beach wall with concrete kerbstones. Base of crane located at SW end of beach.</p>					
Interest	Historical; Group					
Evaluation	<p>Although in poor condition, this beach is a reminder of the importance of goods traffic on this line and has group value in the context of the overall complex. It is of regional industrial heritage significance and merits inclusion in Record of Protected Structures.</p>					
Significance	Regional			Action	RPS	

Component	02201 05	Type	Cattle beach			
County	Louth	OS 6-inch map	LH017	Grid	296441	290742
Surveyed?	Y	Survey date	01/11/2007	Surveyor	AR&R	
Completeness	Complete	Condition	Poor	Use	Disused	
Description	<p>Partial remains of former cattle beach located to NE of main station building. Coursed rubble stone beach wall with concrete kerbstones. Accessed through a separate entrance to the passengers, NE of the main entrance.</p>					
Interest	Historical; Group					
Evaluation	<p>Although in poor condition, this beach is a reminder of the importance of livestock on this line and has group value in the context of the overall complex. It is of regional industrial heritage significance and merits inclusion in Record of Protected Structures.</p>					
Significance	Regional			Action	RPS	

Component	02201 06	Type	Engine shed				
County	Louth	OS 6-inch map	LH017	Grid	296347	290627	
Surveyed?	Y	Survey date	01/11/2007	Surveyor	AR&R		
Completeness	Substantial remai	Condition	Poor	Use	Disused		
Description	Detached three-bay former engine shed, No longer in use. Pitched slate roof destroyed during fire. Coursed rubble stone walls with yellow brick quoins. Brick course at wall plate level. Round-headed window openings with yellow brick surrounds, granite sills and cast-iron window frames. Windows blocked-up from interior. Round-headed opening to NE elevation to accommodate train engines. Iron hinges of original doors survive embedded into wall. Round-headed brick arch to SW elevation with brick infill wall acts as a sacrificial wall buffer in case of engine hitting wall.						
Interest	Architectural; Historical; Group						
Evaluation	Although now only a shell, this building has considerable architectural character, historical interest and group value in the context of the overall station complex. It is of regional industrial heritage significance and merits its current inclusion in the Record of Protected Structures.						
Significance	Regional	Protection	Louth RPS Lhs 017-041				

Component	02201 07	Type	Turntable				
County	Louth	OS 6-inch map	LH017	Grid	296304	290625	
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond		
Completeness	No visible remain	Condition	N/A	Use	N/A		
Description	Sits of turntable, the location of which is now occupied by grain silo/dryer.						
Interest	None						
Evaluation	No industrial heritage significance.						
Significance	Record only						

Component	02201 08	Type	Water tank		
County	Louth	OS 6-inch map	LH017	Grid	296383 290651
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of water tank or its supporting base survive.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Component	02201 09	Type	Water pump (wind)		
County	Louth	OS 6-inch map	LH017	Grid	296511 290708
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	Site of wind pump which fed water tank.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Component	02201 10	Type	Signal box		
County	Louth	OS 6-inch map	LH017	Grid	296546 290752
Surveyed?	Y	Survey date	02/07/2007	Surveyor	Fred Hamond
Completeness	No visible remain	Condition	N/A	Use	N/A
Description	No traces of signal box survive.				
Interest	None				
Evaluation	No industrial heritage significance.				
Significance	Record only				

Component	02201	11	Type	Station house			
County	Louth		OS 6-inch map	LH017	Grid	296342	290693
Surveyed?	Y		Survey date	01/11/2007	Surveyor	AR&R	
Completeness	Complete		Condition	Good	Use	Dwelling	
Description	<p>Detached three-bay two-storey former station house with redbrick screen wall to NE. Now in use as a private dwelling. Located set back off the roadside, north of the station building and adjacent to the entrance to the railway station.</p> <p>Pitched slate roof with terracotta ridge tiles, two redbrick chimneystacks and cast-iron rainwater goods. Roof gabled over round-headed window opening to front elevation. Decorative timber fascia to front and rear elevations and simple timber drops to end gables.</p> <p>Redbrick walls laid in English bond with yellow brick quoins, plinth course and first floor sill level course.</p> <p>Segmental-headed window openings with yellow brick arches, two-over-two timber sash windows and granite sills. Round-headed window opening to first floor front elevation. Pair of narrow segmental-headed window openings to ground floor rear elevation.</p> <p>Round-headed door opening with glazed fanlight and timber bolection panelled door. Granite threshold to door opening and sandstone jamb-stones.</p> <p>Redbrick screen wall to east of house built to conceal private yard to house. Lean-to pantry/kitchen concealed within yard. Vitrified terracotta coping to redbrick screen walls.</p> <p>Front site enclosed by coursed rubble stone plinth wall with concrete coping and surmounted by wrought-iron railings. Cast-iron posts support pedestrian entrance gate.</p> <p>No internal access.</p>						
Interest	Architectural; Historical; Group						
Evaluation	<p>The former station house is now in use as a private dwelling but survives in very original condition retaining timber sash windows, timber panelled door and interior joinery elements thanks to the care of its present owners. The plan of this station house is repeated throughout the stations in County Monaghan and similar houses can be seen at Ballybay and Carrickmacross. It is of regional industrial heritage significance and merits its current inclusion in the Record of Protected Structures.</p>						
Significance	Regional		Protection	Louth RPS Lhs 017-040			
Other dbases	NIAH 13823060						

Component	02201	12	Type	Entrance (station)		
County	Louth		OS 6-inch map	LH017	Grid	296319 290682
Surveyed?	Y		Survey date	01/11/2007	Surveyor	AR&R
Completeness	Substantial remai		Condition	Fair	Use	Disused
Description	Principle entrance to railway complex located adjacent to former station house. Gate pier to east survives and comprises vitrified redbrick laid in English bond. Cut granite coping stone to pier. This pier supports an iron gate which is spiked above the top-rail. Corresponding gate pier to west was removed. Rendered square-profile gate pier with concrete capstone located set back from original position is in its place. Second pier possibly removed to provide improved access to site. Coursed rubble stone boundary walls survives substantially to site and terminate at entrance gate piers.					
Interest	Architectural; Historical; Group; Setting					
Evaluation	The surviving gate and pier have group value in the context of the station complex and add interest to the streetscape. They are of regional industrial heritage significance and merit inclusion in the Record of Protected Structures.					
Significance	Regional			Action RPS		

Component	02201	13	Type	Entrance (livestock)		
County	Louth		OS 6-inch map	LH017	Grid	296428 290769
Surveyed?	Y		Survey date	01/11/2007	Surveyor	AR&R
Completeness	Complete		Condition	Fair	Use	Disused
Description	Entrance to cattle beach, located to NE of station building. Two square-profile gate piers survive to entrance. Piers of vitrified redbrick laid in English bond with cut granite coping stones. Pier to NE supports an iron gate which is spiked above the top-rail. Coursed rubble stone boundary walls survives substantially to site and terminate at entrance gate piers.					
Interest	Architectural; Historical; Group; Setting					
Evaluation	The surviving gate and piers have group value in the context of the station complex and add interest to the streetscape. They are of regional industrial heritage significance and merit inclusion in the Record of Protected Structures.					
Significance	Regional			Action RPS		

Component	02201	14	Type	Grain dryer/ silo		
County	Louth		OS 6-inch map	LH017	Grid	296322 290633
Surveyed?	Y		Survey date	01/11/2007	Surveyor	AR&R
Completeness	Complete		Condition	Fair	Use	Disused
Description	Grain dryer and silo located west of station building. Tall metal silos could store grain and feed it directly into purpose-built grain wagons ready for transport. Built close to tracks to accommodate easy transfer of grain from silos to wagons. It is understood that the Ardee branch was one of the few lines to have purpose-built grain wagons.					
Interest	Architectural; Historical; Group					
Evaluation	The dryer and silos are a local landmark and of historical interest in illustrating the importance of the grain trade in the station's latter years They are of local industrial heritage significance.					
Significance	Local					

02201_01 FWH 02/07/2007 Station building from NW.



02201_02 AR&R 01/11/2007 Station building: detail of entrance porch.



02201_03 AR&R 01/11/2007 Station building: scar on front elevation wall from former weigh office.



02201_04 AR&R 01/11/2007 Station building: detail of timber bargeboard to gabled entrance bay.



02201_05 AR&R 01/11/2007 Station building: cast-iron brackets supporting canopy.



02201_06 FWH 02/07/2007 Station building from SW.



02201_07 AR&R 01/11/2007 Station building: detail of arches on rear elevation.



02201_08 AR&R 01/11/2007 Station building: yellow brick chimneystacks.



02201_09 AR&R 01/11/2007 Station building: window to front elevation.



02201_10 AR&R 01/11/2007 Station building: SW side elevation.



02201_11 AR&R 01/11/2007 Station building: door.



02201_12 AR&R 01/11/2007 Station building: roof vents.



02201_13 AR&R 01/11/2007 Station building: entrance hall.



02201_14 AR&R 01/11/2007 Track bed area within station building.



02201_15 AR&R 01/11/2007 Station building: south-facing walls of station on platform area.



02201_16 FWH 02/07/2007 Door and window detailing platform elevation of station building.



02201_17 AR&R 01/11/2007 Station building: detail of arched opening on SE rear elevation.



02201_18 AR&R 01/11/2007 Station building: granite pad stones to top of station wall on platform elevation to support cast-iron spans.



02201_19 AR&R 01/11/2007 Station building: brick dividing walls to gents' toilets.



02201_20 AR&R 01/11/2007 Station building: cubicle door in gents' toilets.



02201_21 AR&R 01/11/2007 Station building: detail of brick work to gents' toilets



02201_22 AR&R 01/11/2007 Station building: detail of granite cornice in gents' toilets.



02201_23 AR&R 01/11/2007 Station building: granite cornice to top of dividing walls to gents, toilets.



02201_24 AR&R 01/11/2007 Station building: remains of marble urinal in gents' toilets.



02201_25 AR&R 01/11/2007 Station building: king post truss to gents' toilets.



02201_26 AR&R 01/11/2007 Station building: ladies' toilets.



02201_27 AR&R 01/11/2007 Station building: roof to room at SW end.



02201_28 AR&R 01/11/2007 Station building: detail of remains of cornice to room at SW end.



02201_29 AR&R 01/11/2007 Station building: fireplace to room at SW end.



02201_30 AR&R 01/11/2007 External view of platform canopy, from SW.



02201_31 AR&R 01/11/2007 Detail of small section of platform to east of station building.



02201_32 AR&R 01/11/2007 View of wall to SE of platform.



02201_33 AR&R 01/11/2007 View of platform within station.



02201_34 AR&R 01/11/2007 View of platform within station.



02201_35 AR&R 01/11/2007 Platform: detail of concrete kerbstones.



02201_36 AR&R 01/11/2007 Goods beach: end-loading platform at west end.



02201_37 AR&R 01/11/2007 Goods beach: detail of iron plate at west end.



02201_38 AR&R 01/11/2007 Goods beach: stone kerbstones to NW end.



02201_39 AR&R 01/11/2007 Goods beach: section of rubble stone platform wall.



02201_40 AR&R 01/11/2007 Goods beach: base for crane at NE end.



02201_41 AR&R 01/11/2007 Cattle beach.



02201_42 AR&R 01/11/2007 Cattle beach: detail of platform wall and concrete kerbstone.



02201_43 AR&R 01/11/2007 Cattle beach: detail of concrete kerbstone.



02201_44 AR&R 01/11/2007 Cattle beach: view of surface.



02201_45 FWH 02/07/2007 Engine shed from NW.



02201_46 AR&R 01/11/2007 Engine shed from NE.



02201_47 AR&R 01/11/2007 Engine shed: north elevation.



02201_48 AR&R 01/11/2007 Engine shed: west gable.



02201_49 AR&R 01/11/2007 Engine shed: window opening.



02201_50 AR&R 01/11/2007 Engine shed: interior.



02201_51 AR&R 01/11/2007 Engine shed: inside face of north elevation.



02201_52 AR&R 01/11/2007 Engine shed: round-headed entrance (infilled) to west gable.



02201_53 AR&R 01/11/2007 Engine shed: detail of wall and yellow brick quoins.



02201_54 AR&R 01/11/2007 Station house: front elevation.



02201_55 AR&R 01/11/2007 Station house: front and side elevations



02201_56 AR&R 01/11/2007 Station house: rear elevation.



02201_57 AR&R 01/11/2007 Station house: SW gable.



02201_58 AR&R 01/11/2007 Station house: door detail.



02201_59 AR&R 01/11/2007 Station house: bargeboard detail.



02201_60 AR&R 01/11/2007 Station house: window detail.



02201_61 AR&R 01/11/2007 Station house: quoin detail.



02201_62 AR&R 01/11/2007 Station house: wall coping detail.



02201_63 AR&R 01/11/2007 Station house: front railings and wall.



02201_64 AR&R 01/11/2007 Station house: detail of front entrance gate.



02201_65 AR&R 01/11/2007 Entrance to station: surviving gate and pier.



02201_66 AR&R 01/11/2007 Entrance to station: pier detail.



02201_67 AR&R 01/11/2007 Example of boundary wall to site.



02201_68 AR&R 01/11/2007 Livestock entrance.



02201_69 FWH 02/07/2007 Livestock entrance gate.



02201_70 AR&R 01/11/2007 Livestock entrance: detail of redbrick pier.



02201_71 AR&R 01/11/2007 Odlums' grain dryer/silos.



02201_72 AR&R 01/11/2007 Grain dryer/silos from north.



02201_73 FWH 02/07/2007 Odlums' grain dryer/silos from east.



